

Issue 138- September - October 2002

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Editorial

I apologise for the delivery, one week late, of the last issue of 'Transverse Torque' due to a bereavement in the family of our printer, Steve Waldenberg. For the same reason, I regret that this issue will also be one week later than normal.

This issue is, inevitably, still reeling from the aftermath of Convoy 2002. For those who did not participate, I half apologise, but hope that you get some enjoyment from reading of our escapades and are as pleased as we are that we managed to raise the astounding sum of £10,000 for the Alzheimer's Unit at St. Luke's Hospital in Cork. John Fitzgerald, Eddie Nolan and I will have great pleasure in handing over the cheque on 11th September.



An unusual photograph of a Model 'Y' taken by the 'Irish Independent' photographer at Ballinascarthy on Convoy 2002. Thrust III?"

The other exciting news in this issue is the addition of a 1:43rd scale die-cast model of a Ford Model 'CX' to the list of Regalia goodies. This is the first model of a Model 'C' or 'CX' ever to be retailed by a manufacturer. I am delighted to say that it was against the drawings and photographs held in the Y&C archives that this model was designed. With Christmas on the near horizon, I hope that many of you will be

dropping hints to family and friends based on the selection of suggested gifts in this issue, which includes the model 'CX'.

Incidentally, please note that, as we are now a limited company, all cheques should be made payable to 'Ford Y&C Model Register Ltd.'

The Aquaplane inlet manifold and twin SU carburettors advertised at the end of the Aquaplane article in the last issue, was sold within one hour of the magazines dropping on members' doormats! Chris Jarvis was the quickest one off the mark and his £50 has now been donated to the Register funds. From the response I received, it would seem that I could have asked four times that amount and it would still have been a bargain! In this issue, at the end of the 'Engine Overhaul' article, there is another offer with proceeds going to Register funds, so look sharp!

A further response to my plea for a copy of the Ford Motor Company 50th anniversary booklet has come from Luis Cascante, in Spain, who sent in a photocopy of the Spanish version, entitled 'Ford en su 50 aniversario' and published in 1953 by Ford Ibérica. It is a direct translation of the illusive U.S. version with a supplementary chapter on Ford in Spain. Thanks for that Luis. We are still in the hunt for a copy of the U.S. version. We are also short of sales brochures for the Model 'C', the Model 'CX' and the 'CX' Tourer in the archives. If any member has copies (Dagenham or other assembly plants'), it would be appreciated if you would send them in for colour photocopying. Immediate

Contents	
REGISTER OFFICERS	2
Editorial	3
Chairman's chatter	4
Secretary's ramblings	5
Members' correspondence	6
New members	9
International correspondence	10
Regalia and Christmas	12
Model 'CX' Model	13
Convoy 2002 Part 2	13
Convoy 2002 video	16
Some Convoy feedback	17
ALZHEIMER'S DISEASE APPEAL	18
Northern sidelights	20
Caption competition Issue 137	20
For sale	21
FBHVC News	21
Book review	22
20 Years ago	22
F.M.C. - GB	23
Technical advice	24
The working of the 'AC Fuel Pump'	24
'Little Henry', a precious Model 'Y' Coupe	26
Overhauling Ford Engines	27

Photograph on back cover.

This lovely shot of Felixstowe has, on its reverse, 'Felixstowe Carnival 1934'. It has to be later than this as the Model 'Y' on the left (AVB) has a July 1935 Croydon registration number. Note the short rad and long rad parked alongside one another over the road.

return is guaranteed.

Having driven round Ireland with a sick 8 h.p. engine and clutch in my Kerry sports tourer, I am delighted that I can now boast a Y&C Register reconditioned 10 h.p. engine, a refurbished clutch and brand new (self supplied) king pins, thanks to Tim Brandon in Suffolk. I cannot speak too highly of Tim's craftsmanship and attention to detail. The engine is superb. I drove the 200 miles home to Andover with it not missing a beat and using no oil. Hills are a thing of the past. She just glides up them! Mind you, it took me 6 hours of travelling, cross-country, at the running-in speed of 40 m.p.h. max. I was thinking, if I had put a sign on the back 'Running in. Please pass.', modern drivers would not understand, would they? I will be explaining the Register's engine overhaul programme in a later issue. Suffice it to say at this point that Tim does not supply spares but is willing to take on restoration work for members (see 'Useful Contacts').

We are still in the dark about Ford's plans for the Centenary of the Ford Motor Company in 2003. The Committee is, however, looking for ideas for Convoy 2004, which coincides with the 25th anniversary of the formation of the Y&C Register. Please send Geoff Murrell any thoughts you may have on the subject. Coincidentally, I am investigating a challenge. I was informed the other day that in 1956, a standard Tudor Model 'Y' travelled from Lands End to John O'Groats in 22½ hours, a record which has not been beaten. Can anyone substantiate this?

Harping back to Convoy 2002, not content with organising a most successful rally, John Fitzgerald, with help from his brothers, organised the most successful Powerscourt Rally to date, one month later, in County Dublin. In a letter from Denis Dowdell, the President of the Irish Veteran and Vintage Car Club, he is

congratulated on the Fitzgerald family's achievement in pulling together a record 169 cars for the picnic run. Denis suspects that John's late father, Jim, who was a long time President of the IVCC, provided the good weather and kept a watchful eye over "my boys". Well done John and bros.

The man himself: John Fitzgerald leans over the bonnet of his grand father's, his father's and now his Cork assembled Model 'Y', which he restored in time for Convoy 2000

A mention of two cars which have been brought into the fold since the last issue. Bob Wilkinson has bought the Model 'CX' Tourer, which has been a-mouldering in the, now closed, Ford Heritage Centre for many years. We wish you an inexpensive restoration job, Bob, befitting a Yorkshireman, and many happy miles of motoring. The second car, a Model 'Y', has appeared in Sri Lanka, the first survivor we know of in that country, belonging to new member, Ruwan Fernando. I have asked him for the details and for its known history. I wonder if it was assembled at the old Ford assembly plant on the Bukit Timah Road in Singapore (where the British garrison surrendered to the Japanese in 1942).

Hopefully we shall see many of you at one or both of the two final national events of the year. Firstly, the All Ford Rally on Abingdon airfield on Sunday, 29th September. This year promises to be larger than ever and I hope that the Y&C stand will be bristling with cars. Surely, it will be dry this time! The second show is the International Classic Car Show at the NEC over the weekend 9/10 November. We have a larger stand this year with four cars on display. As always, Geoff Salminen has put a lot of effort into the show and there will be a happy bunch of members to talk to on the stand. Both events are written up under 'Events' in this issue.

Enjoy this issue.

Sam Roberts.

**Copy deadline for Issue 139 –
1st November 2002**



The ever-smiling Geoff Salminen looks forward to seeing you at the NEC in November.

Chairman's chatter

Things have been rather quiet these last two months on the Committee front, but the move to being a Limited Company has resulted in many discussions, including a meeting between Bruce Allan, Bob Wilkinson and myself, as the three Directors of the Company, to agree on how we implement the launch the Company to the membership i.e. you.

The outcome is a 'Mailshot' containing a covering letter, a Membership Certificate, the Club's constitution, a Standing Order Mandate form, a copy of the latest list of known surviving vehicles (the register) and your 2002/3 Membership card. All the information below is contained in the covering letter with the mailshot, but I am repeating it here anyway.

Why so many pieces of paper?

The Membership Certificate confirms your standing in the company and limits your obligation to paying the sum of one pound sterling should the Company become bankrupt.

The Club Constitution is something that has been talked about for a long time, but Bob has taken the task under his wing and at last we have a document, agreed at the last AGM, to be proud of. Please read it. The rules of the Register are not new as your Membership Card carried basic dos and don'ts on it's reverse, but by it's very nature could only cover the basics.

The Standing Order Mandate form is something that you should pay attention to please. The workload on our Membership Secretary, Roy Whittaker, is fairly consistent during the year except when Annual Subscription time comes around. We suffer members who forget to pay and have to be reminded (sometimes several times), members who pay the wrong amount and have to be chased up, members who wanted to leave the club but didn't tell Roy, so we chase them for next years subscription etc., etc. The best way of reducing this unnecessary hassle is for you to pay your subscriptions by Standing Order. This option however is only available to those who have a UK Bank account. If you don't, then a Credit / Debit card payment is the next best thing. You should already have paid your subscriptions for 2002/3, so the Standing Order Mandate form is pre-printed with June 2003 as being the start date for the process. Please, please take up this facility as it reduces both your and our workloads and please do not just file it away saying 'I'll do it later, because as we all know 'later' never comes.

Unfortunately those of you who already pay by Standing Order don't get away with nothing to do, because we are now a Limited Company and we have had to change our Bank account details. You will need to resubmit a fresh mandate in favour of the Register as a Company. Your old Mandate will be cancelled automatically.

The register of known surviving vehicles is published biennially and including it along with the annual Membership Card seemed a good way of saving postage.

What must I do ?

Secretary's ramblings

Please do your bit in helping the smooth running of the Club by getting the Standing Order Mandate form off to Roy, preferably by the end of this month. Oh yes, and don't forget to complete your Membership card.

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On separate subjects, in last months 'Chairman's chatter' I welcomed Jim Sharpe to the Spares sub-committee. He has now taken on the Spares Administrator role, previously held by Kevin Briggshaw and then Bruce Allan. You will see that he is now the person to send your Spares orders to. His address is inside the front cover and on the Spares listing and on the Spares Order Form. On the Regalia front, John Argent is going to find himself busy with orders for the Model 'CX' model, this is from the same stable as the Model 'Y' models and the detail and quality is excellent. I've got mine already.

Happy Motoring.

Geoff Murrell

Bob's Joke Corner.

I came across a code of Ethical Behaviour for Patients and hope you too find this amusing:

- * Try to suffer from the disease for which you are being treated. Remember that your doctor has a professional reputation to uphold.
- * Do not suffer from ailments you cannot afford. It is sheer arrogance to contract illnesses that are beyond your means.
- * Be cheerful at all times. Your doctor leads a busy and trying life and requires all the support and reassurance he can get.

Patients medical records too can be amusing when brevity is required as the following extracts show:

- * The patient has been depressed since seeing me in 1995.
- * When she fainted her eyes rolled round the room.
- * Discharge status. Alive but without permission.
- * The patient has no past history of suicides.
- * The patient refused an autopsy.

A missing word or two makes all the difference. Send in your contributions.....otherwise I will print my own!

For some short while, being without a 'Y' or 'C' for the first time in 30 years, your Secretary has been seeking a Model 'CX' tourer as his preferred club car, although I did ask about Michael Bell's Model 'Y' Abbey tourer featured on the back cover of the last issue. On the recent Convoy 2002 I had the great pleasure to be given the opportunity to co-drive Peter Ketchell's lovely 'CX' tourer around Ireland. This trip reinforced the choice of car to buy.....and I've done it! EMF 151, a black 1936 'CX' tourer will shortly be home ready for restoration with the intention of being on the road by next season. More of this anon. Anyone want a nice MGB GT?

Coincidentally an identical Model 'CX' tourer, belonging to Don King in Blackpool, figured in my correspondence recently. Don has struggled with DVLA for some long while, in the absence of the original logbook, to retain the registration FK 7393. His research, with a bit of help from the club, into the history produced an authenticated copy of the register of vehicle registration marks issued by Worcester Borough Council. This with other evidence convinced DVLA that all was well. Thanks to the V765 scheme, FK 7393 can stay on his car, and (road) tax free too! Sadly Ian Macdonald, on the Isle of Lewis, was less successful with his 1934 Model 'Y', BGU 511. We could not turn up adequate satisfactory evidence for DVLA needs, so he will be allocated an age related mark.

The latest Newsletter from FBHVC indicates that the DVLA has no plans to scrap the Vehicle Excise Duty (VED) concession on UK, pre-1973 vehicles. The V765 scheme continues to work well - as witnessed in the previous paragraph - and the FBHVC is recommending inspection of vehicles in every case, at the applicant's expense, by the authenticating club. Meanwhile, if you have problems relating to registration marks please give me a call.

The change to Limited Company Status did create a deal of administrative work for your officers, but all is now in hand. Shortly all members will receive a Company Membership Certificate along with a letter of explanation and the usual Register membership card. A copy of the Register Constitution, agreed at AGM, will also be enclosed. Note that the latter can only be amended with due notice to all members. Please read these items carefully and keep for future reference. No I am not planning to give everyone a test at the next AGM!

To meet the Editor's deadline I am writing this in early August, as I will be away in places oriental when all goes to press. I will report in the next issue if the sales of Model 'Y' or 'C' penetrated to regions beyond the Great Wall of China. Come to think of it, the monsoons will be just the job to get me ready for the All Ford Rally deluge....see you there at the end of September.

Bob Wilkinson.

Events

- | | | |
|-------------|---|---|
| 29 Sept 02 | All Ford Rally, Abingdon. | Entries thro' Bob Tredwell
01235 530720 |
| 9/10 Nov 02 | International Classic Car Show, NEC Birmingham. | Geoff Salminen 0121 427 2189. An even larger Y&C stand at this prestigious show. Come and visit us on stand 4750 in Hall 4. |
| 1/ 2 Feb 03 | Bristol Classic Car Show, Shepton Mallet, Somerset. | Nick Glenister 01935 822566 (Day) |

Other events

7 Sep 02 Buntingford Classic Event (Hertfordshire). Classic cars, bikes, tractors and more. Food, music, stalls and entertainment. Superb setting in Buntingford's historic high street. 11 am - 4 pm. Free entry to public and exhibitors. See <http://www.buntingfordclassic.co.uk> for

more information. To exhibit, book on-line or telephone for an entry form:- 01763 273344

3 Nov 02 Autojumble, Automart and Restoration Show, Shepton Mallet, Somerset, 9.30 am - 4.30 pm. £5 entrance. See www.nwe.co.uk

International Classic Motor Show
NEC - 9/10 November 2002

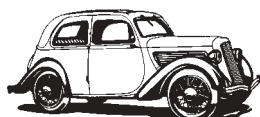
With the continued support of Footman James, the enthusiasts' insurance broker, and Classic & Sports Car magazine, the show features many new attractions and events for 2002, its 21st year. Interest from potential exhibitors grows year on year and applications from 180 car clubs confirm the importance of this show to the classic car movement. This has led to a third hall being acquired for this year. Note that the Y&C Model Register is on stand 4750 in Hall 4.

Special features include three major concours finals; Autoglym, Jaguar and American Classics. To commemorate Autoglym's 10th Concours final, they will be staging a stunning 'Avenue of Elegance', comprising the winning vehicles from the last ten years. The National Motor Museum at Beaulieu will celebrate their 50th anniversary with a commemorative display of some of their finest motoring exhibits and visitors to the show will have a fantastic opportunity to win one of them in a competition on the stand.



For the 'hands-on' enthusiasts there will be a 'Restoration Workshop' feature, sponsored by Practical Classics, with demonstrations throughout the weekend by Leeds College of Technology and the autojumble area will be packed with 300 stands offering bargains in parts, accessories, tools, models, books, literature, prints, paintings and much more.

The doors are open from 9.30 am to 6.30 pm on Saturday and 9.30 am to 5.30 pm on Sunday. Entry on the day is £8.50 for adults (£7.50 for over 65s) and £3.50 for children, although advance tickets may be purchased at £6.50 (£3.00 children) or £17.00 for two adults and up to three children, plus 50p transaction charge (0121 767 4767). Car parking is £5.00 per day.



Members' correspondence

One piece/two piece Model 'CX' brake drums.

Bill Ballard e-mails from Australia. "I keep forgetting to tell you - and ask you to apologise to Graham Miles for me - yes, those so-called "one piece" Model C/CX wheel hubs were TWO PIECE after all (we had to go to a lot of trouble to separate the two bits!!), but the inner "hub" was much smaller than my "original" two piece hub (i.e. the one featured in my article in Issue 134). I'm intending to take a picture of the two "inners" side-by-side to illustrate my point, and will get it to you ASAP!"

Caught the bug!

John and Margaret Hoskins e-mail from Thurstaston in Leicestershire:- "The photo shows our 1936 Model 'Y' at the 2002 Beaumanor Hall Classic Car & Transport Show, near Leicester. It was the only Model 'Y' on show and raised a lot of interest. Yes, we have the bug having attended two steam fairs and our first car show in four weeks."

John and Margaret Hoskins' beautifully presented 1936 Tudor Model 'Y' at the Beaumanor Hall show.

Travelling Europe post-war.

Paul Tritton from Chelmsford reminiscences:- "There were no 'Roll-on Roll-off' ferries in 1947. All cars were laboriously put on slings and hoisted up and into the hold. The trick was to be the last in the waiting queue, because then you were the first off the other side. Something to be considered when there were days of travel ahead.

Fuel was only available in major centres and then usually delivered by gravity from a hand pump with two alternating glass cylinders. It was very 'ordinaire'. My father's Model 'Y' boiled on a day trip to the St. Gotthard Pass. I remember being rather frightened at the narrow road with towering cliffs above and a yawning chasm below, but my parents took it calmly enough.

Besides plenty of horses, there was still the occasional ox-cart to be seen; this in northern France. There had been an extensive system of narrow gauge inter-urban trams before the war and the remains were still in operation. You would come across a tram, miles from anywhere, that had reached the end of the useable track and a group of disconsolate passengers walking along the torn rails to the next section, where a second vehicle was waiting for the further stage. The trams were soon to be replaced by buses. The school children still wore Victorian pinafores. British motorists waved and blew their horns at each other when passing. Most of these practices had gone by 1950.

Switzerland, in contrast to France, was a paradise to the budding transport enthusiast. Edwardian paddle-steamers on the lakes, some of which are still in service today, and the Rigi rack railway at Vitznau. We travelled in a new red carriage, but the original vertical boilered steam locomotive, dating from 1871, was still at the base station. There was also a small open-sided 4-seater cable car, which gave an exciting ride up through low cloud to a sunny mountain top."

Incidentally, a little bird tells me that Paul is on the scent of the 'lost' front-wheel-drive Model 'Y' Tracfort in France. Keep us informed, with photos please, Paul.

Another Janicki find

Julian Janicki has turned up yet another Model 'Y' – this time in Cornwall. He writes:- "Enclosed is a photo of my latest find, as promised, for 'Transverse Torque'. I could not get the chassis number as this huge garage was well junked up, as you can see. I managed to get the Briggs body number, 165/70847, and the registration number DTT 137. I think they are correct. The person who owns the Model 'Y' says he is going to restore her. He also has various pre-war Austins and '50s and '60s Fords waiting to be restored?"

The Briggs body number puts the date of manufacture as June 1937, which ties in nicely with the Dorset registration DTT (issued between June and September 1937) – Ed.



- "Julian Janicki found this June 1937 Tudor Model 'Y' waiting restoration in Cornwall.

'Y' and 7Y

Phil Wookey, in his 1935 Tudor Model 'Y' (Y88625), and **Ivor Bryant**, in his early 1938 Model 7Y appeared together at the Lister-Petter North Nibley meeting in Somerset. The photograph shows the noticeable design differences between the Dearborn designed Model 'Y' and its Dagenham designed 8 hp successor, the 7Y. Patrick Hennessy was the 'fall guy' who had to sell the design of the 7Y to Henry Ford in Dearborn. Despite initial major objections from Charles Sorensen, Hennessy did see Henry Ford and was given the go-ahead for the first Ford car to be designed outside Dearborn. Production of the 7Y commenced at Dagenham on 30 August 1937. Ivor Bryant is thanked for sending in the photograph.



Phil Wookey's Model 'Y' and Ivor Bryant's 7Y at the Lister-Petter North Nibley Show in Somerset.

Origin of the White Line

The ever-observant **Harry Edwards**, the Historian of the **Morris Register**, sent me an extract from the Winter 2000 edition of their 'Journal' magazine, which reads:-

"Who first thought of dividing traffic by a central white line is often a matter of speculation. A certain John H. Wallacy of Lancaster is said to have claimed that, in the days of the limestone roads, he placed the first white line in England on the main road facing his business premises, "The Ever Open door", once the old Toll House in Lancaster Road, Hornby, on the main road

from Bradford to Morecambe. This white line was put down in chalk, because when two farm lads met at this corner, the wheels of their carts caught one another and the result was an accident. So the white line was born in 1916.

It appears that John Wallacy was warned by an official of the Lancashire County Council that, if he persisted in tampering with the roads by chalking, lime-washing or cementing, he would get into serious trouble, but, surprisingly, five years later he was offered white paint and a brush to keep the cause going. Could it have been that, in 1919, he had received a letter from King George V, who sometimes passed that way, informing him that the white line was a good precedent which should be widely copied.

It is believed that the second white line was at Thaxted, in Essex, and the third at Stocks Bridge, Yorkshire. Interestingly, the late Michael Sedgewick, in 'The Guinness Book

of Car Facts', records that white lines as road divisions were first used in Great Britain in 1927. Whatever the truth, the usefulness of the white line was added to when, in 1934, the late Percy Shaw invented 'cats eye' studs."

Thanks Harry for this extract, which only adds to the confusion; none of the above locations was mentioned by

either Nick Walker or David Burgess-Wise in their contributions in Issue 137! Interestingly, in typical British style, there is no mention of other countries' first introduction of white lines on their roads.

Model 'Y' heater

Chris Jarvis, the owner of the 1935 Tudor 'Y' donated to the Y&C Register by ex-member Roy Kendall, writes from Hove:- "Last weekend we attended the Ardingly Vintage Show on the Saturday only; John Keenan had the Y&C banner flying there for the two-day event – I fear the Sunday was a bit wet to say the least! Just as I was about to leave on the Saturday, a chap came up to talk about the 'Y' saying his father had been a Ford fan over many years; you know how these conversations go; we have heard similar stories many times! Anyway, the up-shot was he asked if I was interested in a 'period' accessory, which was bought for a Model 'Y' but never fitted? It was a heater unit, complete with paper/metal coil duct tubes and small steel apertures to direct warm air onto the screen – all in the original box complete with plans and templates. I of course accepted gratefully and walked over to the old gent in the car park. We had a nice talk about the sidevalves in general and vowed to keep in touch. He merely said he wanted the fitting to go to another enthusiast rather than be chucked out!"

Chris, a photograph of the contraption and a copy of the plans and templates would be appreciated for the archives please. – Ed.

More charity

Chris Jarvis e-mailed later: The car is going so well at the moment, and she did a 'favour' this weekend. My beloved Mum is in a nursing home in Seaford and the home need to raise funds to swell the 'comfort' kitty. The matron suggested I

bring BRR along, so I did one better and got some of my 'Sidevalve' pals, admittedly not Y&C members, to attend as well. The good news is that after a little over two hours the "fun day", which included my display, the boss of the home in 'stocks' having wet sponges thrown at him, tombola, lucky-dip, ice cream man, etc., etc., £600.00 was raised! This is to go towards a minibus with a wheelchair lift so the 'oldies' can go out for a ride now and again. Many people took an interest in BRR and I always display a brief outline of how I came to own her! (with a mention of the Y&C Register of course!). A Canadian and his British wife were really fascinated by the 'ol car and apparently the gent's Daddy, owned a Model 40. I must admit I'd love to own a Model 40 myself!!

Bromley Pageant

Mike Meadows from Suffolk drove south of the Thames to attend the Bromley Pageant of Motoring Silver Jubilee on 30 July 2002. "I managed to get 'Third in Class' in the pre-war section with my Model 'Y', AVF 245 (Y134365). Also, please find enclosed a photo of my 'CX' which I am soon going to start restoring." *Mike Meadow's June 1936 Fordor Model 'CX'*



(C47241), which is soon to be restored.

Safe sex in a Model 'Y'

Brian Fleet reports:-

Part one – the good news.

When asked by a friend if I would drive my Tudor Model 'Y' for their daughter's wedding, I said, "Yes, if we return from Convoy 2002 Ireland OK." Well we did! To everyone's amazement (except for myself of course). We washed it off and were ready to transport the bride. Despite

the paint-work still being unfinished, the mauve and white ribbons and the convoy stickers made it look good, the interior being mostly completed anyway.

Part two – the bad news

Unfortunately, the petrol gauge had packed up. This had stopped working on the way back from the Sidevalve meet at Brooklands the month earlier and there was no time to sort this out. So we did our leg of Ireland guessing when to fill up with unleaded - no problem.

Having found time to remove the sender unit float from the tank, sure enough the float had rusted further and needed more pinholes soldering. Instead of more soldering, I decided to use a condom to sleeve the float cylinder and bound this to the float arm. After all lots of petrol pipes are of neoprene which is a sort of rubber.

A 20 mile trip to a country pub one evening including showing off to the passengers the power of the Model 'Y's headlights (and the difference between dipped and main beams?). The car ground to a halt on the automatic railway crossing near my home. That was quite an exciting end to the evening. It was easy to push the vehicle round the corner and home as it's a third of the weight of my other (modern) car. The car had stopped because of a petrol blockage. The condom had torn into pieces. So I decided to use our Club's suggestion to fit cork instead to serve as the float. As we hardly ever drink wine or, to be more honest perhaps, throw the corks away immediately after opening the bottle, the only cork available was one from the stopper of a storage jar and this appeared to be glued together. Having tested this in petrol to see if the glue would dissolve it seemed OK.

The following week another evening trip was planned. This was to drive the 2 miles into Chichester to pick up a couple who had been keen for a ride for a long time. They really enjoyed the trip into town. The journey back was exciting too. The car started first time as usual, but stopped a few hundred yards later. I soon confirmed that it was a petrol blockage and pushed it to the adjacent car park, declaring that I had clean clothes on, no tools, no torch to work in the dark so we should get a taxi home. Naturally our passengers were disappointed, but my wife was very cross indeed and said "I don't believe that you

claim to have driven 998 miles to Ireland and back without any problems but can't even make the 2 miles back home from the nearest town! Where did you really go when you were away?"

Later that week, when I had regained enough Brownie points to be allowed near the car again, the tank had to be taken out. It wasn't the cork pieces that had caused the blockage, it was a piece of condom over the suction pipe. So I suppose the manufacturers would claim that it did the job after all!

Now ATP 374 is ready for another long journey, that is more than two miles and has a petrol gauge that works too!

A tired 'Y'

Tony Hurst e-mails from Sussex, "I was at an air show at Woodchurch in Kent. With the old aircraft were some cars, one of which was a tired Model 'Y' Tudor in green and black, hand-painted fifties style. In fact it looked like the pre-war cars you bought for twenty-five quid in the late fifties. I spoke to the owner, Dave Frost, who said that it had been his father's. He is not interested in joining the Register, but was happy to give me his name and address. I see the car is still under his father's name in the register of survivors (Y29260, AXK257, 1934)."

Don't knock it Tony, I bought my first Model 'Y' for twenty-five quid in the late fifties. Come to think of it, it did look a bit tired 22,000 miles later, when I sold it for a fiver in 1961! *Ed*

Dave Frost's 'tired' Model 'Y', AXK 257, at the Sellinge Steam Rally in 1998.



Spares Administrator

Geoff Murrell e-mails:- "Living in the East Anglia Region I was invited to attend the Lavenham Rare Breeds show by Brian

Mace, the area 13 Regional Contact. Now you, like me, might believe you were being invited to an event which had some connections with animal rare breeds like Gloucester Old Spot pigs or something similar. Don't bet on it! The Rare Breeds in question were breeds of old cars. However, once there we were soon joined by Brian Mace with Yvonne, Tim Brandon with Glynis, John Fuller with passenger Dave and Jim Sharpe with Joan.

Now, with the good weather experienced in the East since we returned from Convoy 2002, we weren't expecting a cold, wet and windy day. But that's what we got. However, the one pleasing aspect was that our new Spares Administrator, Jim Sharpe, soon proved he and his good lady fitted in to the Club by proceeding to lay out a picnic table with wine and a cold salad, even though Joan had found the need to buy an anorak from one of the stalls. The photo shows Jim and Joan enjoying the wine whilst the rain falls and the wind blows. Note that Jim is wearing just a shirt, being an ex Ford man he obviously doesn't have any feelings.



Dear Members, here is your new Spares Administrator, Jim Sharpe, administering a glass of plonk with wife Joan at a wet and windy Lavenham Rare Breeds Show.



<u>Ruwan Fornando</u>	O- F104	6 Manthri Road, Colombo, Sri Lanka.
<u>Vinh Burtonsmith</u>	B1867	Barbreck House, Kilchrenan, By Taynuilt, Argyll, PA35 1HF
<u>Francis Walker</u>	W1832	Aberfoyle, 53 Old High Road, Stevenson, Argyllshire, KA20 3AE
<u>Billy Harness</u>	H1948	Creagh Road, Ballinrobe. Co. Mayo. Ireland
<u>Mark Jackson</u>	J1916	Abbey Heights, Boyle, Co Roscommon, Ireland
<u>Peter Murrell</u>	M1355119	Dover Road, Ipswich, Suffolk. IP3 8JH
<u>Steven Thomas</u>	T1117 22	St Johns Avenue, Oulton, Stone, Staffordshire, ST15 8UD
<u>Jalila Alagailani</u>	A1116 167	Woodlands Road, Moseley, Birmingham, B11 4ER
<u>Richard Brawn</u>	B1368	Meadow Brook, Bull Close Lane, Little Snoring, Fakenham, Norfolk, NR21 0JR
<u>Declan O'Halloran</u>	O1908	3 Highridge Gree, Stillorgan, Co. Dublin. Ireland
<u>Philip Swan</u>	S1544	Appletree Cottage, Main Street, Howsham, Market Rasen, Lincolnshire LN7 6LD

New Members' News

'Transverse Torque' welcomes 11 new members from England, Scotland, Ireland and Sri Lanka!

In reverse order, welcoming our most distant member this month, Ruwan Fornando in Sri Lanka. Regrettably, he did not send any details of his vehicle, other than it is a Model 'Y'. Ruwan, please let us know the chassis number etc. and its history.

Over in Ireland we have both Mark Jackson in County Roscommon with Y106809, and Billy Harness in County Mayo. Declan O'Halloran in County Dublin also joins us as a result of Convoy 2002. We have no vehicle details for either Billy or Declan and would ask you both to send them in.

Up in Scotland we welcome Vinh Burtonsmith with Y174069 and Francis Walker with Y194429, both in Argyllshire.

In the east of England we have Peter Murrell in Ipswich, with vehicle details to be sent in. Also, Steven Thomas in Oulton, with Y135662, and Richard Brawn of Little Snoring with Y127954.

From the Midlands we welcome Jalila Alagailani in Birmingham, who apparently imported the Model 'C', C63371 all the way from Pakistan. If you have any pictures or history Jalila we would love to hear from you.

And finally up in sunny Lincolnshire we welcome Philip Swan from Howsham, near Market Rasen, in Lincolnshire, with Y162043.

I apologise for giving the wrong house number for John Armstrong (A1616) in the last issue. It should read 34, not 24.

Roy Whittaker, Membership Officer.

John Hoskins, from Leicester (new member in last issue) is the proud owner of this November 1936 Model 'Y' Tudor (Y163594).

International correspondence

Australia

Bill Ballard e-mail the following, including the photograph: "If my memory serves me correctly, you are no stranger to Southampton and, like me, you've probably marvelled at the docks there and its one-time massive railway system, which used to be worked in the 1950s/60s by a batch of American-built tank locomotives sent over to help the Allied Forces in WWII, and known as "the USA tanks". I subscribe to a bi-monthly magazine, 'Locomotives Illustrated', and the current edition (in Australia anyway) is No.143, "Southern Railway heavy duty shunting locomotives", which has a section devoted to the USA tanks. One of the pictures in that section would be of particular interest to yourself and other members of the Y&C Register."



'USA' 0-6-0T No.30069 is shepherded out of Southampton Docks by a flagman with the empty stock of an Ocean Liner Express from Waterloo Station, London on Monday, 2nd June 1952. Note, not one, but two Model 'Y's in the background.

A further e-mail from Bill had another steam theme photograph attached, this time from the June 2002 issue of 'Steam Days'.

GWR No. 4082 'House of Windsor' seen hauling the funeral train of King George V on 28 January 1936 near Iwer, Buckinghamshire, en route to Windsor. Two mourning spectators are sitting in the open roof of a short rad Model 'Y' with a broken long rad front bumper (only three years after its manufacture!).

Spain

Luis Cascante has sent in some fascinating and intriguing pictures and asks too many difficult questions! The first photograph (Photo 1) shows what Luis describes as "a Barcelona assembled Model CX cabrio-limousine with Dagenham chassis, Köln body and some Spanish components. The registration number is B-69586 and it has cellophane in place of the off-side rear window, probably because the glass was broken. There are some differences between this car and the

Eifel cabrio-limousine shown in Issue 127 of 'Transverse Torque', primarily in the sidelights, front bumper and 'easy-clean' wheels. Incidentally, one of the electricity companies of my grand father owned a cabrio-limousine like this one; painted olive green with 'easy-clean' wheels. Its registration was B-69103, surely belonging to the same production batch.

This photograph poses me some questions:-

1. The registration number B-69586 indicates a 1941 Barcelona registration, when Ford Ibérica was not assembling cars regularly. This question is also valid for B-69103, and for the Model 'CX', B-69327, in the next photograph (Photo 2). It's a coincidence that these three cars were re-registered in the same year, or perhaps Ford Ibérica assembled some cars from the remaining stock of parts. In 1938, during air attacks by Italian bombers over Barcelona, the stock of Model 'CX' bodies was seriously damaged, but perhaps they were able to repair part of the stock.

2. These 'easy-clean' wheels are older and slightly different to those of the British 7Y and 7W. Were they of German origin as fitted to the Eifel?

3. The double-grooved front bumper, the side-lights and the three chromed strips on the side of the bonnet confirm that the chassis, except the wheels, of the Spanish cabrio-limousine was of British origin."

What a poser! Let's look at the facts. 1. The Dagenham production of the Model 'CX' ceased 22nd March 1937. 2. The Köln production of the Model 'CX' based Eifel cabrio-limousine ceased in September 1936, when the 'alligator' grille and bonnet were introduced. 3. From very early in 1936, Germany exported parts from the Köln plant to the Ford Ibérica plant in Barcelona. 4. The Spanish Civil War broke out and car production ceased in Barcelona in July 1936. 5. We have been led to believe that there was little or no further car production after the Civil War, which ended in 1939.

I think that you put your finger on the answer to the riddle, Luis, when you said that the cars had been re-registered. As we have discussed since, via e-mail, many cars' registration plates and documentation were lost during the Civil War. These cars would



have been re-registered after the war with post-war registration numbers. As your father also remembers from the immediate post-war years, many Nationalists who went into exile during the war, were authorised to return with the cars they bought abroad. As you say, perhaps the RHD 4-door Model 'Y' (Y189531) you

saw in December 2000, registered C-5694 (a 1941 La Coruña registration) arrived in this way. It could also be the case with the three 'CX's having been bought in Germany and imported after the war.

The cars themselves are certainly a mixture of parts. The cabrio-limousine body was only manufactured in Germany. The 'easy-clean' wheels were not introduced in Germany before October 1936, so these will have been post-production additions. The chevroned grille, three horizontal chromed stripped bonnet sides and double-grooved bumpers were all of Dagenham manufacture. Köln cars had different bonnet sides and smooth bumpers.

I also show the third photograph you sent me of a Model 'Y' with a Model 'CX' double-grooved front bumper, what appear to be Fiat wheels and a Barcelona registration from 1944 (B-72941).

A hybrid Model 'CX' (Modelo 10) cabrio-limousine photographed outside the Cobo Ford Agency in Barcelona's Avenida Diagonal, then



called Avenida del Generalísimo Franco. It has a Köln body and wheels, with a Dagenham bonnet, radiator grille and bumper. It was re-registered in Barcelona in 1941.

A photograph, taken in 1952 on the 600m high Tibidabo mountain near Barcelona, showing a LHD Tudor Model 'CX' (Modelo 10) with a 1941 Barcelona registration. This could be a car which lost its identity during the Civil War and was re-registered, or perhaps assembled in Lisboa (Portugal) during the war and imported. It certainly has all the hallmarks of a Dagenham manufacture, other than the smooth front bumper and light-coloured steering wheel, which are probably later additions."

Another example of re-registration; a 'modified' Model 'Y' with a 1944 Barcelona registration. This has Fiat 110? Disc wheels, non-standard

headlamps and a Model 'CX' front bumper."

USA

Richard Lyndhurst kindly sent me some photographs and a couple of boxes of orange golf balls for Paula. The photographs were of the Huntington Beach Concours event in California, at which there were some 400 plus cars and motorbikes. Richard owns the ex-Tom Tomlin Chocolate coloured May 1935 Model 'C', BAF 400. He was pleased to report that it won the Best in Show award in the pre-war English car category. He says it was fun to enter the car if only to hear almost every lady, upon seeing it, say "How cute"! Well done Richard.

The last time Richard was in UK, I presented him with a pair of BMC 1100 sills for the ex-New Zealand Model 'CX' he is restoring and a V8 MGB steering rack (I think for the same car – but don't tell Bessie!). Paula's love of golf and odd-coloured golf balls came up in conversation. Hence the generous gift! Thank you Richard.

Inquisitive enthusiasts 'kick tires' around Richard Lyndhurst's Model 'C' at the Huntington Beach Concours, California.



A diminutive BAF 400 in line with a large 1920s Packard and three Ford DeLuxe, circa 1940, at Huntington Beach."



Spain (again)

Luis Cascante follows up his article in Issue 137 on Producer Gas:-

"I visited my father last Wednesday, and he confirmed that the producer gas equipment once fitted to his Model C (C19591) was the same as that on the leaflet (Abadal).

The restoration of my Model 'Y', 'Forito' is

finished! Tomorrow I'll go to Barcelona to prepare it for its ITV test (something similar to your MOT) which will be next Wednesday. [Note:- 'Forito' is Spanish for 'Little Ford' - Ed.]

My congratulations for the Convoy 2002. I realise from your report that it has been an enormous success. 40 Model 'Y's and 'C's/'CX's is a very big number!

South Africa

Non-member Wessel Appel e-mails:- "I have sold my house and moved from Pretoria to Kwa-Natal-South Coast - Margate) to be close to the sea. I still have my 1936 Ford 'CX' four door sedan. It was impossible to part with my Ford. I had it transported in a closed truck.

I am looking for a scale model of the Ford 'CX', but here in South Africa they are unavailable. Can you help?

A timely request as, for the first time ever, a model of the 'CX' is now available through Regalia. Regrettably, because of the high exchange rate, the cost of membership of the Y&C Register and, I suspect, the cost of the model is beyond the pocket of potential members in South Africa.



Wessel Appel's beloved May 1936 Fordor Model 'CX' sedan (saloon), now resident in Natal.

manufactured the first ever model of a Model 'C' or 'CX' in 1:43 scale ('O' gauge). This is a 1935 Fordor 'CX' and is available in three colour schemes:- GC55:- Black with cream radiator and wheels, GC55A:- Gun metal grey, GC55M:- Maroon with cream radiator and wheels. The interiors are all light fawn. Although it retails at £66.98, it is available to Y&C Register members at the remarkably low price of £52.00 + £3.00 postage & packing (UK).

Christmas ideas

I'm sure that Models 'C' and 'CX' owners will want one of the above models in their Christmas stocking and I look forward to orders pouring in. If the above does not appeal, look elsewhere on the Regalia Order Form in the centrefold of this issue. Perhaps one of the model Model 'Y's, a Y&C Register radiator grille or bar badge, one of the new sweatshirts or even an earthenware mug with the Club logo might take your fancy.

Regalia and Christmas

John Argent's maiden submission as Regalia Officer

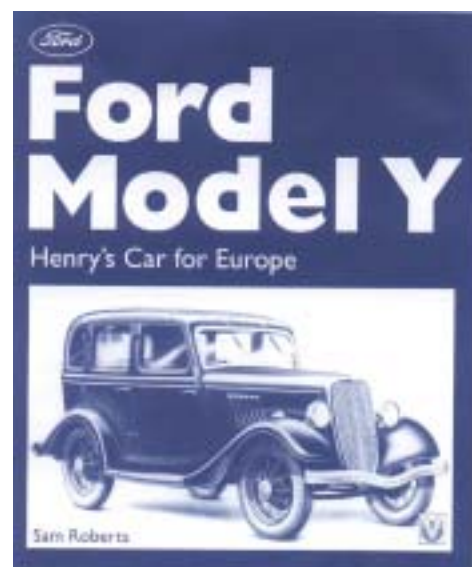


understand the job.

I would be very pleased to hear from members regarding their views on regalia and what you would like us to stock.

Exciting new item – the first ever model Model 'C'.

Thanks to assistance with original drawings, photographs and advice from the Y&C Register, Milestone Miniatures have



For a good read, Sam Roberts' informative and well researched book "Ford Model Y – Henry's Car for Europe" has been well received by many members. An ideal Christmas present. Sam will send you a signed copy for £29.99 + £4.80 p&p. (address etc. on inside front cover of this magazine.)

Alternatively, Bob Wilkinson can supply any of the following handbooks and manuals:-

Convoy 2002 – Part 2

✂ MODEL 'Y' & MODEL 'C'/'CX' PUBLICATIONS ✂

(Reprinted by kind permission of the Ford Motor Company Ltd.)

Service Bulletins:

The nearest we have to workshop manuals. Reprints of the technical and service manuals sent regularly to Ford agents.

Part I: Model 'Y' Bulletin:- Vol. 1 No. 1 to Vol. 3 No. 7
(Sept. 1932 - Aug. 1934)

Part II: 'Popular' & 'De Luxe': 'Eight and 'Ten' Bulletin:-
Vol. 3 No. 8 to Vol. 7 No. 6
(Sept. 1934 - Dec. 1938)

Model 'Y' owners need Parts I & II; Model 'C'/'CX' owners Part II.
Service Bulletins are available at **£8.50 each** plus £1.50 postage in UK, £2.00 Europe & £5.00 rest of the world.

Handbooks:

Reprints of the original handbooks issued with new vehicles.

Model 'Y'

Instruction Books:

Model "Y" 8 H.P. Covers 'Short-Rad' models 1932/33

The "Popular" Covers 'Long-Rad' models 1933/37

Illustrated Parts List:

The "Popular" Covers all Model 'Y's 1932 - 37)

Model 'C' & 'CX'

Instruction Book: The "De Luxe" (June 1935 Edition)

Each of the above is available to members at £10.00 (UK);
£11.00 (Europe) and £12.00 (Elsewhere): price includes postage.

Please write order clearly & send with payment details as below:-

*Cheque (£GB only) made payable to 'Ford Y&C Model Register Ltd.' or,

*Credit/Debit card type (Visa/ Mastercharge/Delta etc.)

Card number Amount £.....

Name on card Valid from

Expiry date Issue No: (Delta/Switch cards only)

* delete as appropriate.

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Send to: Bob Wilkinson, Rose House, 9 Brambleside, Thrapston,

Northants, NN14 4PY, UK. Telephone or e-mail orders can be

taken 01832 734463 or <bob@bwilkinson49.fsnet.co.uk>

We left the Convoy in the last issue at the pit-stop in Sligo. That night, due to Ben and I being the last to book in at the hotel, we were shunted, along with John Fuller, to a less prestigious residence half a mile away. The favoured watering hole that evening was the bistro across the road from the main hotel, where John Fitzgerald and Robert Gentleman, his navigator, were treated to a super meal by some of the participants.

We set off the following morning to the last resting place of W.B. Yeates, the poet and writer. After meeting up in the car park for yet another photo-shoot opportunity, we gathered round the grave to be given a fascinating story of his life by a local historian, Anthony Begley. He told of Yeates' childhood in the Sligo area, his life-long unrequited love for the beautiful Irish nationalist supporter, Maud Gonne, which inspired the deep-rooted feelings expressed in his poetry and other works; his death in France and re-burial in his home town.

With the clouds shrouding the mountain-tops we set off on the road to Ulster through Ballyshannon and on to Ballybofey, where we had lunch. I was later to learn the 'Bally' means 'town of', which is why there are so many bally Ballys around Ireland. Ben's non-existent map-reading meant that when we arrived in Ballybofey, I was sure we were in Donegal. A bemused local put us right. We had in fact by-passed Donegal! By this time, I think Richard and Eleanor Bingham had their recovery eyes on my Kerry and were following our progress closely and with some interest. We had an enjoyable snack lunch together in 'The Whispering Kettle' café in Ballybofey, along with the two Geoffs, Dee and Salminen, and then set off towards Strabane, just over the border with the North. There we left Euro-land for a couple of days and returned to A roads, rather than N roads and to signposts in miles, rather than kilometres (although many speed limit signs are still in m.p.h. in the Republic!).

Richard's premonition became reality as Kerry tried to progress along the A5 from Strabane to Londonderry. The clutch decided to pack up and wouldn't engage first gear and, when I eventually manage



Richard Bingham's 'double-yoker'. Wim Hofstede's SICAL bodied coupé on top with my Kerry behind.



The Bushmills distillery was a popular venue as is obvious from the car park which hosted most of our vehicles (32 cars in these pictures with more to come).

first, decided not to go into second. We came ignominiously to a final halt by some road-works traffic lights, fortunately just by a garage, into which we were able to push the car and await the 'blood-wagon'. With Wim's SICAL bodied Model 'Y' still aboard the recovery truck, Kerry was hooked up behind and Richard and Eleanor, looking like the cats who had just had the cream, drove their 'double yolker' the rest of the way to the Everglades Hotel on the outskirts of Londonderry. No sooner had the car been dropped off the back of the truck, than a flock of vultures swooped on to it and, before you could say 'knife', the bonnet was off, everything from the engine disconnected, the floorboards were up, gearbox unbolted and, with a two man lift with a pole and some rope, the engine was out. The teamwork was tremendous. Geoff Dee was the master of operations at the front end with Owen Baldock and Geoff Salminen. Terry Mortiboy and Ronnie De La Rue looked after the floorboards and gearbox end. John Keenan produced a new clutch, thrust bearing and ancillaries and the Dutch team provided the lager. Graham Miles oversaw the proceedings in a sort of supervisory, 'keep-hands-clean', way. As far as I could ascertain, the bearing carrier on the gearbox shaft had worn, so the inevitable Coca-Cola tin was cut up to provide a shim for the new thrust bearing. Within an hour and a half, the whole lot was back in place and a test run had been completed. I am very grateful to all who helped out and am honoured to have experienced at first hand the expertise and willingness to help of the super team which was Convoy 2002. My only problem is that I was left with a handful of nuts and bolts, which I have not a clue as to where they fit! After a clean-up, I was only too delighted to buy the Guinness at the bar before dinner.

Apart from a threat to our cars from local yobbos, who were neutralised by the smooth-talking David Grace before the pre-arranged security guard appeared, that evening proved to be an enjoyable precursor for the 'Last Supper' post-dinner revelry. Peter Ketchell and Bob Wilkinson were the Masters of Ceremonies and infected the group with their banter and repertoire, aided by a brilliant Geoff Salminen (and John Fuller) at the grand piano. I don't think the Dutch contingent

following morning, so an early start. Skirting Derry, we headed off to Limavady where we had the choice of the direct route over the hills or the coast road to Coleraine. Because of the time constraint, Ben and I chose the direct route over the hills. Enter the ebullient Brian Mullan and daughter Jennifer from Ballymoney. They had been bombing around the South of Ireland in Brian's very open, Model 'Y' based Falcon special, clad in Biggles-type leather helmets, jackets and goggles, keeping a relatively low profile. (Jennifer had kept the younger Dutchmen, Martin Bolland and Peter van der Meer engaged most evenings, keeping them out of mischief!). Now we were on his home territory, Brian came into his own. As I was struggling up the hill out of Limavady with, by now, a pretty sick engine, the Falcon screamed past, stopped and led us down to the coast road, which was very scenic all the way to Bushmills, where there was an equally scenic line-up of all our cars. By taking the coast road, we missed member, William Turner, who had turned out to wave us all on our way.



Ben, my 'navigator' at 'The Organ' rock formation at Giants Causeway.

will forget 'Old MacDonald's Farm' for a while!

The next appointment was at the Bushmills whiskey distillery at 11.30 a.m. the

It goes without saying that the Bushmills tour was very enjoyable, made even more so with the inclusion of an extended sampling session for a few volunteers afterwards. Then on to the Giant's Causeway, which was smaller than I had imagined. The rock formations are amazing, especially those at 'The Organ', a few hundred yards from the Causeway itself. Apart from those who travelled on the bus from the car park (and were involved in a heart attack drama with one of the passengers) the cliff and coast walk was bracing.

The route from the Giant's Causeway to the next hotel at Ballygalley takes in the beautiful Antrim coastline. I wish I had seen it! Ben had failed miserably as a

navigator and earned even fewer points when we unexpectedly arrived in Armoy, miles from the coast, after Ballycastle. With an under-powered and missing engine, we decided to forego the coast road, keep to the main roads and head straight for the hotel via Ballymena and Larne. At the end of the M2, Ballymena by-pass, we came across Peter Lynch by the side of the road with the bonnet up on his 'two-cylinder' Model 'CX' tourer. It had finally decided to give up the ghost and to take no further part in the proceedings (a carburettor problem was diagnosed later). It transpired that the Ketchell/Wilkinson combine and Peter had also taken the wrong turning out of Ballycastle. We left Peter with the promise that we would ensure the recovery truck would come to collect him (there was no mobile 'phone signal at this point). Three hundred yards later we broke down! It was here that Ben did earn his spurs by diagnosing Kerry's points as the problem. He fitted new ones and we were on our way again, but still with the odd splutter.



After driving through Belfast, we have to in a large lay-by before proceeding to Raymond Wall's museum.

Belfast we headed to Saintfield where Richard Bingham had arranged a visit to a friend of his, Raymond Wall, who owns the largest collection of automobilia in Ireland. What had started as a modest collection of enamel garage signs had blossomed into a huge, fantastic and interesting collection of anything associated with the motor trade of yesteryear, as well as a few cars, trucks and tractors. I shall never forget the totally shelved room which contained some 200 petrol pump globes, all lit internally and giving the impression of a motorist's Santa's grotto! After a lunch in Downpatrick (again off the planned route!), we drove south to Newcastle and then took the road 'where the Mountains of Mourne, they go down to the sea'. The mountain tops were shrouded in cloud, but the coastal run was very pleasant, through Kilkeel and Warrenpoint to Newry, the latter two noticeably displaying their political allegiances with the flags they flew. The A1, which runs south from Newry, became the N1 as we crossed the border and looked for the first Esso garage at which to spend the last of our gifted 10 Euro petrol vouchers. The new M1 motorway from Dundalk took us most of the way to Drogheda, which was but a stone's throw, over pretty poor roads, to Bettystown and the Neptune Hotel, which John Fitzgerald had block-booked for that night.



The site of Ballygalley Castle hotel is idyllic, overlooking the Irish Sea. The hotel has part of the old castle incorporated into its structure and a visit to the rather Spartan 'haunted' room in the turret was a must. The car park the following morning was awash with frenzied activity as drivers prepared for the final all-together leg to Bettystown, south of Belfast and Dundalk and back in the Republic of Ireland. Tim Brandon kindly helped me out with a new condenser, which gave my tired engine a final lease of life, sufficient to get us home. When I set out, I knew that the engine had passed its 'best before date' and was in need of a change, so I was delighted that it had got this far.

We travelled through Belfast in a series of convoys and I am grateful to John Fitzgerald and Peter Ketchell for waiting for me over the top of each hill we encountered on the way there. From

And so to the 'Last Supper', the last meal we were to have before we went our different routes home. John Fitzgerald is, once more, to be congratulated on the superb organisation and programme for the evening. We gathered for pre-dinner drinks, where we were joined by Denis Dowdall, the President of the Irish Veteran and Vintage Car Club; Fred Lewis, the Events Organiser of the IVCC; Martin Gallagher, representing Esso, one of our main sponsors on the Convoy; Bob Montgomery, the Archivist of the Royal Irish Automobile Club and Gavan McKenna, from Mitsubishi Electric who, with Marina Duffey, had helped

Raymond Wall welcomes us to his fantastic collection of memorabilia. Richard Bingham, who arranged the visit, is behind Raymond's hand. Geoff Murrell, John Fitzgerald and Ans Bolland from Holland listen in.

John with the detailed arrangements for the Convoy. Regrettably, Marina could not join us, nor could Eddie Nolan, who was so supportive and generous in his sponsorship. Each of the guests was accompanied by his lady. The excellent dinner was followed by the speeches and awards. John Fitzgerald started the ball rolling by welcoming the guests and presenting each of them with a stunning, large Waterford crystal wine goblet suitably and discretely engraved with the Ford logo and 'Ford Y&C Convoy 2002 Ireland'. Not content with that, each of the participants on the Convoy was also presented with one as a gift from Henry Ford & Son, Ltd. Denis Dowdall responded on behalf of the guests and I responded on behalf of the participants. It gave me

great pleasure to emphasise the achievements of John Fitzgerald over the past two years in organising the trip and raising the necessary sponsorship to make it the huge and enjoyable success that it had been. As I stated in Part 1, his father, Jim, had always wanted to run a Y&C Register rally in Ireland and we're sure that Jim was smiling down on this, the culmination of his and John's dream come true. As a small token of our appreciation, John was presented with a suitably engraved silver topped whiskey decanter and a bottle of Bushmills to give it a bit of substance. A large bunch of flowers was presented by Eileen Murrell to Lillian, John's lovely wife, who has inevitably 'suffered' as a result of John's two-year project.

Geoff Murrell followed with those annual Y&C Register awards, which are traditionally presented at the 'event of the year'. These were awarded to:-

Eric Bufton Memorial Trophy (best home restoration) Ronnie De La Rue.
Bert Thomas Trophy (car of the show/rally/event) Emlyn Smith.
Long Distance Award (distance to rally under own power) Rob Bolland (Holland).

After a well earned presentation of gifts to Richard and Eleanor Bingham for their invaluable recovery back-up, Geoff presented a Convoy 2002 sweatshirt to one special participant; Norman Wingate. Norman is disabled, incontinent and a diabetic and throughout was cared for by his brother, Herbert, who managed not only to complete the trip without a hiccup from his Tudor Model 'Y', but took part in every event, with Norman where-ever that was possible. It was a brave and heroic achievement on both their parts and knocked any problems we had into a cocked hat..

During the pre-dinner reception, Christine Baldock and friends sold raffle tickets, raising a further £260 for the Alzheimer charity. Each of us had found raffle prizes as we travelled round Ireland and these were presented to the lucky winners after dinner and before the revelry began. I know that it was 3 a.m. before I crept off to bed after a most enjoyable evening.

The following morning, those returning through Holyhead set off for the ferry port at Dunlaoghaire, whilst the remainder of

us set off south. Much to Emlyn Smith's embarrassment (the 'Car of the Show' remember!), he was the only casualty on the run down through Dublin to Wexford, where the southern group spent the night before the Rosslare – Fishguard ferry trip the following morning. Emlyn suffered from a broken rear spring shackle which, it would appear, had not seen much grease for a year or three. The other 'Bristols', Adrian and Julie Chapman, and John and Mary Keenan had been travelling in convoy with Emlyn and Barbara and came to the rescue. A very tired group finally arrived at the hotel for a very pleasant evening.

The trip back home was a gruelling, tiring and interminable affair, across a calmer Irish Sea, through South Wales, along the M4 and home. It took the whole day, by which time I was completely knackered. Speaking to others after the trip, it took a good few days for them to recover also. But what a trip!

Words cannot express the gratitude we owe John Fitzgerald for arranging such a varied and memorable tour. His attention to detail made the whole ten days enjoyable. There was never a dull moment. His generosity and that of the sponsors and hosts whom he co-opted ensured that we were well received at each of the places of interest we visited and that we stayed at the best hotels at affordable rates. The quality of the 'goodie bags' (Convoy embossed brief cases) and the engraved souvenir Waterford crystal goblets reflect the quality of the tour. In particular, our welcome reception to Ireland on the 'Dunbrody' emigrant ship and that by the Ballinascorthy community at the ancestral home of the Ford family will forever be remembered. Eddie Nolan's help in the arrangements for those receptions and the tour of the Waterford crystal factory was also much appreciated.

Of course, none of this would have been possible without the participants and their cars. The very fact that we gathered together some 40 plus 'Baby Fords' from across the UK, Ireland and Holland was a memorable feat in itself. Considering that we travelled some 40,000 miles between us, the number of breakdowns was minimal and a credit to the owners. The enthusiasm, knowledge and confidence shown by those who helped get the cars back on the road was a credit the Ford Y&C Model Register. However, the greatest credit to the Y&C Register was the

camaraderie, spirit of adventure and the humour shown by all participants throughout – not to mention the amazing sum of £10,000 we raised for a very worthwhile charity.

John Fitzgerald, we salute you; Eddie Nolan, Henry Ford & Son, Ltd., Esso and the other sponsors, we are very grateful to you for your generous support, and to all participants, we thank you for a fabulous ten days.

Sam Roberts (and Ben)

PS. Again, I state that the above is based on Convoy 2002 as seen through the eyes of Ben and me. There must be many stories and anecdotes from other participants, which are worth an airing in the magazine. Please do send them in.

Convoy 2002 video

Whilst at the Bushmills distillery and at the Giant's Causeway, we were being filmed by a local County Antrim video team. Most of the cars appear in a four minute clip on a video entitled 'A Wee Bit o'Farming'. Brian Mullan introduces the clip by explaining who we were and what we were doing, which is followed by some good shots of the cars in the Bushmills car park, travelling to the Giants Causeway and in to and out of the car park there. The video lasts three-quarters of an hour, with our clip about three-quarters of the way through.

The remainder of the video is pretty corny, but has some lovely views of County Antrim, especially the coast. I must say that the 'fast forward' button came into its own! Have your sick-bags ready for the rendering of the Tennessee Waltz after our clip!

**If you would like a copy,
please send a UK sterling
cheque for £12.00 to Brian
Mullan at:- 4 Vow Road,
Ballymoney, Co. Antrim, N.
Ireland, BT53 7PB.**



Boy, did I need that! Blame Christine for the inclusion of this irreverent photo - Sam.

Some Convoy feedback

Mick and Joyce Hicks write from Norfolk:- "We would like to thank you so much for making the Convoy 2002 trip to Ireland such a huge success. We had a fantastic time, loved the country and its people, saw some wonderful scenery and can't wait for our photos to be developed. The whole thing was organised so well. We have written to John Fitzgerald to thank him; what a lovely man. We made lots of new friends, members of the club whom we would probably never have met had we not made this trip. We are now back to normality and it's a bit of an anti-climax after being on the go for the last ten days."

A wistful Johnny Yendall, who is restoring a Cork assembled 1936 Tudor visits the Convoy at Ballygalley Hotel, Co. Antrim, seen standing in front of Mick and Joyce Hick's, March 1934 Tudor (with radio!) His comment:- "A good afternoon at Ballygalley (hopefully me next year!!)."

Terry Mortiboy writes:- "Would you please include in 'Transverse Torque' a big thank you to all who have helped to organise Convoy 2002, for their hard work in making it a successful and very enjoyable trip – it was great fun!!"

Rob Bolland e-mailed from Holland;- "We had a nice trip to home without mishap. Wim's car arrived on Friday afternoon [12 July02]. The crown wheel and pinion are completely damaged."

John and Mary Keenan report:- "Convoy 2002 to Ireland was a spectacular event. Many thanks to Sam Roberts, John Fitzgerald and his team for the action-packed rally, with so many interesting stops on the way. My Model 'C' let me down one wet and windy morning by blowing a head gasket [perhaps that caused the wet and wind? – Ed.]. After limping into a near-by hotel and enjoying lunch, I came out to find my bonnet on the lawn with Adrian Chapman, Emlyn Smith and Geoff Dee well into the repair work. They had the car up and running in half an hour – what a team! There were several breakdowns along

the way, but help was always at hand. I am proud to be part of a club with such comradeship. In fact, when a bonnet went up, it seemed to be a focal point of entertainment. We are certainly not Anoraks but perhaps Boiler Suits! The social side of things was very special. We have a club of good friends who made the event most memorable. As we arrived at Fishguard at 10 am on the return journey, we decided to make a run for home without an overnight stop. Our dear little Ford made the 340-mile trip to Hastings without any trouble in eleven hours, after some serious hold-ups with traffic on the M25. Graham Miles has always maintained that our cars are quite capable of long trips, so we must not be afraid to try them."

It certainly was along journey home from Fishguard. Christine Baldock caught me napping in a motorway service station along the M4 and insists the photo goes in the magazine. In fairness, Ben and I were knackered! – Sam.

Bill Baxman writes from the Isle of Wight:- "Could I, through the magazine, express my thanks to all concerned for the help and advice received after the axle shaft snapped on my car during the Convoy. I would like to give special mention to Richard Bingham, Graham Miles, Geoff Dee and Geoff Salminen. Without their help I would



have been up to my neck in dirt and grease all night.

It was a wonderful trip around a beautiful island and in great company, many thanks to all concerned. I will never forget the kindness and generosity shown to us during Convoy 2002,

Peter Lynch e-mails from Co. Longford in Ireland:- "You will be pleased to know that the Model 'CX' tourer is back in full swing again, thanks mainly to Tim Brandon and Julian Janicki. The fibre timing gear on the cam-shaft was completely worn away and Tim fortunately had the exact one for the job. Julian sent me on four exhaust valves and I got two sets of gaskets from the Club and,



Terry Mortiboy caught by the 'Irish Independent' photographer trying to suss out the pedals on the Model T in Ballinascorthy. Ronnie De La Rue 'kicks tyres'.

with the help of my friends around the corner, it was up and running last Sunday week better than ever. We were in Galway last week-end for a big Rally [220 Cars] and had a great time as usual. Hope all is well your side of the water."

John and Carol Argent write:- "We thoroughly enjoyed ourselves and our first trip to Ireland will be something we shall never forget. Not only was there wondrous scenery to enjoy but the sight of all the 'Y's and 'C's constantly appearing during

the day, together with the camaraderie that developed made the event unforgettable." John also told me that it was Emlyn Smith and Adrian Chapman who sorted out his sheered exhaust manifold and not Geoff Dee as reported in Issue 137. My apologies to Emlyn and Adrian.

Graham and Margaret Miles wrote to John:-

"Just a note to thank you again for the hard work that you put into the very successful Convoy 2002. This commitment to the occasion made it a success that we will never repeat. Margaret and I thoroughly enjoyed the whole experience, especially the caravan of cars of which your father would have been proud. The choice of hotels was excellent, as I'm afraid were the meals – we are still trying to lose the extra pounds!"

Geoff Salminen also to

John:- "It was my first visit to Ireland and I never imagined that I would see so much in the time (although very saddle-sore!). Once again, thanks for all your hard work and for making it happen for us."

Bob Wilkinson pens:- "I know how much this event meant to you in terms of the family tradition being upheld, enhanced even, through ensuring that your Model 'Y' completed the tour with flying colours. I'm sure that your late father would have shared in your well-earned and deserved pride. You can relax now, secure in the knowledge that you created an event and experience in your home country which will stay with us always. In this day and age that is no small accomplishment."



Martin Bolland and Patrick van der Meer from Holland, enter into the spirit of the Convoy.

ALZHEIMER'S DISEASE APPEAL : CONVOY 2002.

We made it! £10,000 raised for the Alzheimer Unit
of St. Luke's Hospital in Cork.

I am able to announce that, thanks to the sponsorship of entrants on Convoy 2002, we raised an amazing £10,000 for this worthwhile charity. For such a small Club, on a relatively small rally, this is a staggering sum by any standards. Sam Roberts will be travelling to Cork in early September to meet up with John Fitzgerald and Eddie Nolan who will then, on behalf of the Ford Y & C Model Register, present the cheque to the Alzheimer Unit. Eddie Nolan, whose preferred charity this is, is overjoyed and dumbfounded at the response from the Register.

We can feel justifiably proud of raising this money in such a special way in the knowledge that there can be no better deserving cause. Well done everyone and a big thank you to all for your contributions and for the great effort made.

Bob Wilkinson.

Jennifer Mullan, the daughter of Brian from Ballymoney in Co. Antrim, writes:-

"I being the navigator of a hoodless 1937 Ford Falcon 2-seater Special, the Convoy 2002 tour of Ireland is something I will never forget. Ever! Partly because of the amazing scenery and partly because of the fact that on more than one occasion my Dad and I got drenched! Being a female of course, I am particularly aware of my appearance e.g., my hair, make-up, etc., etc., but ALL that went out of the window after setting out on our travels. I arrived at various destinations resembling a long haired panda on a bad hair day! Saying that, if I had the chance to do it all again I would willingly.

My Dad Brian and I arrived at Dunlaoghaire knowing no-one, and left Bettystown 10 days later with so many new friends. We had such a laugh and the feeling of fellowship was unbelievable. I had a tear in my eye leaving on the last

day. We travelled through so many beautiful places. The craic was great, the Guinness was excellent (so I've been told!) and the welcome was heart-warming. (Next trip down south, count me in!) We can't wait to see everyone again next time!

[Thanks for that Jennifer. It was a delight to have you along. I know what you mean about open-topped cars and appearances. I had the Devil's own job with my hair! - Sam]

Derek Mart, who visited us at Ballinascarthy, writes from Enniskeane in County Cork:- "I was hoping to take a lot more photographs than I did and also meet a lot more of you and have a bit of a chat. I briefly spoke to Bob Wilkinson and thanked Julian Janicki, who got me a petrol gauge a while back. I also spoke to Herbert Wingate and Brian and Yvonne Mace, whom I met in Norwich on holiday. After that, time just seemed to slip away and, before I knew it, everyone seemed to be driving away to the hotel in Clonakilty. Unfortunately, I was unable to get to the hotel that evening. On a more positive note, I did enjoy the event, what I saw of it, and the cars were first rate as expected. It was great to see so many together. Usually, you would be very lucky to see one other, let alone that number in Ballinascarthy. Anyway, I hope you all had a pleasant trip around Ireland and enjoyed the craic – which is what it is all about."

The 'Irish Independent' photographer captures another moment on the Convoy."

restore the charge but unknowingly also disturbed the setting of the third brush. After setting off along the A55 (only the Welsh would name a road after a car), I discovered that a charge rate of 20 amps appeared. I thought, "Not to worry as it will put something back in the battery after all my manoeuvring with no charge in the ferry ports." However, when stopping in a lay-by to reduce the charge, I saw a reading of -30 amps! Quickly disconnecting the battery to prevent the wiring loom going up in flames, I discovered the Dynamo cut out had welded itself closed due to the high current flow. A quick clean of the resulting pip on the points with Eileen's nail file and a readjustment of the 3rd brush soon brought things back to normal.

To those of you who still are concerned

Geoff Murrell, recounts:- 'Well, what went wrong today then?'

This was the title of my account of the trials and tribulations Eileen and I experienced with our Model 'CX' Touring car, JV4676, during Convoy 2000. The most surprising thing this time round was that the car only broke down twice! During Convoy 2000 we seemed to suffer some problem or another at least every day, sometimes several times a day, but obviously I learnt what was wrong with the car. I decided to



take remedial and preventative action so I was not the butt of the day's conversation on Convoy 2002.

In fact the two failures both involved the same component and happened at the same place! On the journey out to Ireland the dynamo stopped charging at Holyhead. I decided to leave the investigation until we had crossed the Irish Sea and checked into the Royal Marine Hotel at Dun Laoghaire. I discovered one of the brush pigtail leads had broken off. A new set of brushes was in the tool box and fitment soon restored the amps.

We then proceeded to enjoy the Irish scenery and hospitality and too soon found ourselves back at Dun Laoghaire when, lo and behold, the amps disappeared again! Since we had some time to wait for the ferry, I decided to remove and strip the dynamo, much to the amusement to a coach-load of tourists alongside, only to discover that the brushes had stuck in their holders. I cleaned and freed off the offending parts to

about using these 65 year old cars for more than 30 miles a year (are you listening Roy Whittaker?), come on, blow the dust off and join us for the Ford Motor Company's Centennial celebrations next year. Mind you I still can't discover what they are going to be!

Keith English, the manager of Henderson's Motors in Sligo, where we pit-stopped, e-mails:- "Just got a photocopy of your Club Newsletter from one of your Irish members, if possible could you send me a copy of



Brian Mullan in his Model 'Y' based 1937 Ford Falcon Special in Bushmills Distillery car park, but where's Jennifer?

Caption competition – Issue 137

Bob Wilkinson's suggestion....." Quick Roger under here. I told you Roy Whittaker was collecting subs!"

Geoff Murrell:- "I'm sure this model has got front wheel brakes" or "Do you think Jo's got the picnic table laid up yet?"

some of the photographs taken during the oil change and also a copy of the news letter. By the way the "Globe Ramp" that Ken Sleight's 'CX' is supported by (picture on page 10) is older than the car itself and is still used every day. All our local Vintage Club members who came to look at your cars were very impressed with both the quality of the cars and the friendliness of your members."

workshop, please e-mail or send them to me (Sam) for sending on to Keith.

The 'Weekend' supplement to the 'Irish Independent' newspaper, dated 27 July 2002, carried an excellent two-page illustrated article on Convoy 2002 and the story of the Ford family's roots in Ballinascorthy entitled 'Vintage un-Corked'.

If anyone else has photographs of Henderson's Garage, especially inside the

Sam Roberts.



Northern sidelights

A number of things to report in this edition. The Kirkstall Classic Car Show was, as usual, a most pleasant way in which to while away a sunny July, Saturday afternoon, with a goodly number of cars to view, but with a rather disappointing turn out of our particular fancy. Admittedly, Saturday can be an awkward day, and, of course Convoy 2002 was only just over.

Newby Hall, however, produced a bumper harvest. Despite a very cold start to the day, and our being sited very much on the periphery of the Rally field, it turned out to be a superb day with no fewer than ten Fords Model Y&C - certainly the most I have ever seen together in the north. Most common variants were to be seen; 'Y' Tudors and Fordors and 'CX' Tudor and Tourer. Trevor Walker brought along the flags etc, and eventually we had a very creditworthy Club Stand. Judging took place towards the end of the afternoon and Peter Ketchell won the cup for the second year in succession (see photo). But really the turn out was so fine that each and everyone deserved an award. It was good to see new member John Armstrong who, hopefully, will be able to join us next year when I hope he will have acquired a Model 'Y'. The long haul award would go to Ron Kendall who joined us all the way from Atherstone in Warwickshire.



Peter Ketchell wins the trophy at Newby Hall for the second successive year with his June 1936 Model 'CX' Tourer, still resplendent in its Convoy 2002 livery – photograph courtesy Ron Kendall.

During the afternoon, we were approached by an autojumbler who has for sale an early 8 hp engine in need of a complete rebuild, but very fairly priced - see the advertisement section for details.

A recent clear out of old papers from one of my cupboards revealed a programme for a Sidevalve Day and Ford 75th Anniversary Rally, held at Roundhay Park Leeds on 30 July 1978, which I think pre-dates the formation of our Register by about a year. I must have attended as a visitor but have scant recollection. Steve Waldenberg, our Magazine printer, is recorded as having attended with

For sale

1934 Model "Y" Tudor (Y83668), JU 5342. Maroon over Black. Taxed/MOT until 3/03. Recent engine and Gearbox overhaul. Good honest car in nice all round condition. 76000 miles probably genuine. Summer use only. Known local history.

Offers around £3000. Jim Collins.
Tel:- 0191 217 1701 (Tyneside)

1937 Tudor Model 'Y' (Y195809). GMH 900.

Original vineyard green and black and with original engine. Partly restored, hence only £1200 o.n.o.

Available through Mike Meadows.

Tel:- 01473 624650 (Woodbridge, Suffolk)

1936 Model 'Y' Tudor (Y134006). CPP 39. Black. Original paint and interior in good condition. Recon engine & rad., new loom. All original owner documentation. No MoT. £1750 o.n.o.

E. Abbassain (non-member)

Tel:- 07956 365 648. (London area)

1936 Tudor Model 'Y' (Y149693). DVW 900. Car totally stripped but complete. Much work already done including o/haul of axles, gearbox, flooring, dynamo, starter & brake linkages. Chassis and body blasted and painted (body in primer). Engine stripped and partly o/hailed. Interior not started. Size of owner makes use of car impossible! Hence £700 or any reasonable offer.

Gary Tanner. Tel:- 01268 751174
(Basildon, Essex)

Early 8hp Model 'Y' twin-inlet engine. Complete for rebuild. Oil inside is clean. £50.

Dave Bond. Tel:- 01388 818476
(Spennymoor, Co. Durham)

a 1953 E493A Ford Prefect. There were three Model Y's, VJ 9869 (1937) - M.Ankrett, Nottingham; CXO 224 (1936) - A Horton, Beverley and TL 5977 (1936) - N.Wiles from nr. Lincoln. Anybody remember this?

The only other event I attended in August was the HCVS Trans-Pennine Run which terminates in Harrogate. This year it came at the end of that very wet week and the good townfolk of Harrogate clearly could not face the prospect of a couple of hundred commercials churning up their Stray and so provided alternative hard standing at the local Further Education College. Nevertheless, a very interesting event. No Y&C's but some nice Model T and A commercials. Inevitably, CNN drew much attention from 'ex-Y' men in the public car park!

My next major outing will be the Bradford-Morecambe Run on September 15th, but the week before that, September 8, there is a rather splendid local event at Poole, near Otley. Unfortunately, it fell victim to foot and mouth restrictions last year, but is in a very nice setting, with the added attraction of autojumble. I am hoping to attend in the Austin, who feels rather left out of things at the moment, especially having failed the MoT last Wednesday!

Barry Diggle,

Region 16.

FBHVC News

Lead Replacement Petrol (LRP)

In their latest Newsletter, the Federation of British Historic Vehicle clubs (FBHVC) reports that "It seems likely that the manufacture and distribution of Lead Replacement Petrol (LRP) will cease in the near future as demand drops to an uneconomic level. Although FBHVC has not advocated the use of LRP, it recognises that many owners of historic vehicles will have been using it for various reasons in place of leaded BS 4040 petrol or unleaded with one of the eight products that passed the FBHVC's additive testing programme. Details of filling stations selling leaded fuel and of the eight products that passed the FBHVC test can be found on the Federation website: www.fbhvc.co.uk" For the newer members, the eight additives which passed the FBHVC/MIRA tests are:-

1. Millers VSP-Plus (Manganese based)
2. Nitrox 4 Lead Substitute & Octane Improver (Manganese based)
3. Nitrox 4 Star Lead Treatment (Potassium based)
4. Red Line Lead substitute (Sodium based)
5. Superblend Zero Lead 2000 (Potassium based)
6. Castrol Valvemaster (Phosphorous based)
7. Castrol Valvemaster Plus (Phosphorous based)
8. GTA Power Plus Formula 2000 (Potassium based)

Licence discs

A letter to the FBHVC from DVLA suggests that a significant number of owners of historic vehicles are not obtaining a vehicle licence disc before venturing on to the road. We have also had a couple of queries from our members asking whether they have to have a 'tax disc'. The answer is definitely, yes. We are lucky enough to be exempt payment of the 'Road Fund', but we must still present our current insurance certificate and MoT certificate annually or six monthly to the Post Office to obtain a disc. Once registered on the DVLA computer, they will send you a reminder annually, as with your modern car. The issued disc will say that you have an 'Historic Vehicle' and have paid '£ Nil'.

Police cars

Peeter Henning, the vice-chairman of FIVA's Utilitarian Commission is undertaking an international project to gather together historic vehicles that have served in the forces of law. He is appealing through FBHVC for any such vehicles. Although we do not have any known ex-Police vehicles on the register, I was able to inform FBHVC that we know that the Manchester City Police Force employed Model 'CX' saloons and Tourers in the mid-thirties (see Issue 120) and that the Irish Garda had a fleet of Model 'Y' police cars in the same period. If any member has information or photographs of our cars in use with other police forces, you are to declare it!

Book review

“Ford: The Dust and the Glory. A Racing History Volume 1 (1901 – 1967)”

This massive volume of 662 pages is compiled by Leo Levine and published by the Society of Automobile Engineers (SAE) in the U.S.A. As Leo explains in his foreword, “It is not the sport itself, but the hyper-organisation and the ceaseless recording of facts and the trivia, that have made baseball this country’s alleged national game. That is the trouble with automobile racing: Although more Americans pay to watch it than any other non-parimutuel sport, nobody ever organized it, and few persons ever wrote it down. What follows is an attempt to record some of it – some of the facts, and some of the people. It is told from the standpoint of the Ford Motor Company.” Apart from not knowing what a ‘non-parimutuel’ sport is, I can testify that in these pages is recorded a comprehensive history of Ford’s involvement in motor sport world-wide between the two dates in the title. Volume 2 covers the period post-1967.

The book starts with the 38 years old Henry’s personal short racing career in 1901 with Barny Oldfield. Beach racing, long distance trans-America endurance racing, fairground one mile races, dirt track racing and the birth of NASCAR and USAC, the governing bodies stock car racing lead up to Ford’s temporary withdrawal from the racing scene in 1957. Hotted up Model Ts to the big Fords of the 1950s were to be joined by the rear engined Lotus cars of Colin Chapman in the 1960s. Drivers’ names to conjure with include Foyt, Lorenzen, Parnelli, Panch, ‘Fireball’ Roberts, who unfortunately ended up as one, and the more familiar Stirling Moss, Mario Andretti, Jim Clark, John Surtees, Jackie Stewart, Dan Gurney, Innes Ireland and

Continued on page 23

20 Years ago



Your present Editor with John Guy and Siobahn O’Leary, the editorial team of twenty years ago, outside their ‘office’ at Garth Barn, Gillamoor, North Yorkshire in 1989. Are you now in the barn John?”

Issue 19 (August/September 1982) was a really newsy newsletter. It was the first that John Guy edited, ably assisted by Soibahn of the nimble fingers. The main reported topic was the sidevalve meeting at Stanford Hall, in Leicestershire. This was the first of what was to be a regular annual gathering of Y&C Register members and their cars. The event was staged as a celebration of the 50th anniversary of small Ford production at Dagenham and attracted 32 Model ‘Y’s and ‘C’s/’CX’s, probably the most gathered in one place since production ceased.

Apart from his report on Stanford Hall, John set out his stall as Editor, calling for members to contribute more to the magazine. He suggested articles under the headings of, 1. ‘Bleeding Knuckles’ - members repair stories, 2. ‘Out on the road’ – stories and advice on events, regular maintenance, insurance etc., 3. Individual car histories for interest and recording in the Register archives, 4. ‘Treasure Trove’ – new finds, 5. ‘Before and After’ (or nearly after) – restoration stories. The same plea is relevant today. The corny statement to members:- “It is your magazine” is still true and, as the present day Editor, I reiterate John’s plea.

Graham Miles, as Chairman, also filled the present day posts of Membership Officer, Spares Secretary and Spares Administrator. In this issue, he excelled himself with his literary outpourings and filled no fewer than eight sides of foolscap; buoyed no doubt by the success of the Stanford Hall meet, which fulfilled his dream from the inception of the Y&C Register of getting together a large number of Model ‘Y’s. As he admits, he was also inundated throughout the meet with requests for technical advice and particular spares. I think that this was the first time that he felt that his efforts in forming the club were worthwhile. His up-beat report called for 50 ‘Y’s and 25 ‘C’s two years later on the 50th anniversary of the first production of the Model ‘C’.

For the second time in the history of ‘Transverse Torque’, Graham produced some photographs. Three are of particular interest. One is of Graham’s new acquisition, a dilapidated April/May 1933, short rad van in fading ‘Ross of Hoddesdon’ livery. This, of course, is now the ubiquitous van in which Graham transports his spares to events, including Convoy 2000. The second one is of current member, Brian Clarke’s Model ‘Y’ Alpine tourer, a car he has had hidden away in Pinner, Middlesex for far too long. When are we going to see it again, Brian? And the third is a photograph I would dearly still love to have in my collection. It is of my wife, Paula, driving our old Model ‘Y’ saloon, CNN 125, now owned by Barry Diggle, through thick snow during the heavy winter of 1981/82. In those far-off days, Paula appreciated and shared my love of the Model ‘Y’ and drove it daily on school runs and for shopping. The cosy ‘ménage à trois’ did not last as Paula fell out with my mistress!

Jim Miles, the Archivist of the Y&C Register, included his next instalment of the history of the English Ford Motor Company as follows:-

F.M.C. – GB

Part 4

The 1920 Motor Car Act, which imposed a tax of £1 per horsepower made the 22 H.P. Model T cheap to buy but costly to operate. *[It was the Finance Act of 1920 i.e. 'The Budget' which imposed the £1 per hp tax – Ed.]* When the Model A appeared in 1927, Ford attempted to boost sales in Britain by bringing out a small bore version, the AF of only 14.9 H.P.

Obviously, this reduction of engine size had an adverse effect on the AF's performance. Demand for Model A cars in Britain was poor to say the least – in the last quarter of 1931 only five cars were built, the rest of production consisting of lorries and vans.

American and European markets were beginning to diverge. The £1 per horsepower tax had an immediate effect on engine design. In the first place it tended to spur development of small, high-efficiency engines. In Britain during the twenties, the most popular engine rating was 11.9 RAC hp implying a displacement of 1½ litres and about 30 bhp. In 1926 there were some 45 different makes of British cars in this category, led by the famous Morris Cowley.

Smaller engines developed during the twenties, including the Humber 8 and 9, the Talbot and Rover 8. The most well-known of them all was the Austin 7 with only 10.5 hp from 747 cc, first introduced in 1922.

A second development in engine design, spurred on by the RAC tax was a reduction in bore size and a lengthening of stroke. Since stroke did not affect the taxable rating, designers were free to indulge themselves, so the typical British long-stroke/small bore engine appeared. The first three litre Bentley had dimensions of 80mm x 149mm for three litres, producing 65 bhp at 3500 rpm. Piston speeds were high in such engines, reaching speeds of 3500 feet per minute, which is quite modern *[for 1982 Ed.]* The Model A on the other hand had a typically Ford bore/stroke ratio of 1 : 1.1. Thus we had a situation that a three litre Bentley was taxed at 16 hp whilst the Model A came in at 24 hp, the brake hp of the Bentley being approximately twice that of the A.

It was in response to this situation that the AF model was announced, but the AF response to both Austin and Morris was clearly inadequate, and Henry Ford had at last realised that there was a need for a small Ford specifically designed for Europe. As early as 1928, Henry had shown Sir Percival Perry drawings for such a car. At the time however, Perry had been unwilling, fearing that the launch of an all-new model would prove too costly. However in 1930, Perry shipped 15 British and French light cars to Dearborn, the site of Ford's huge new River Rouge plant, so that Henry could gauge the opposition. Continued falling sales figures in the early part of 1931 changed Perry's mind and brought on a quick road-to-Damascus conversion:- "Everyone in this country is agreed", he wrote to Edsel Ford, "that the only path out of the present intense industrial depression is one of economy, and as this reacts upon the motor industry, it means that the tendency everywhere is to buy smaller and cheaper motor cars."

Perry insisted that a Ford for the British market must be truly small; that is with a wheelbase well under 100 ins., and an engine only slightly larger than the Austin 7. On October 19th, 1931, work on Project 19 (headed by Laurence Sheldrick) was begun in earnest and working around the clock, holidays and weekends, the Dearborn design staff completed 14 prototypes of a new 8 hp model, code-named Mercury, in time for the Ford show at the Albert Hall on February 19th, 1932.

The new car was in appearance a scaled down replica of the American Model B. It was powered by a 933 cc (56,6 x 92.5 mm) side-valve four cylinder engine. The first engines had two bearing cranks, though after some three or four prototypes, the new engine adopted a three bearing crank quite like the Model A. In fact the engine was almost a precise scale-down of the Model A, including the familiar timing pin. Mr. Ford characteristically insisted on non-adjustable tappets. Drive to the 5.42:1 spiral-bevel rear axle was transmitted via a single dry plate clutch and a three speed gearbox. Wheelbase was 7ft. 6ins., track 3ft. 8ins. Early production had 4.00 – 18 tyres. Suspension was of course by transverse semi-elliptic leaf springs.

The prototypes were redesigned by Eugene T. Gregorie in the U.S. The importance of Gregorie's work on the small Ford cannot be underestimated, for it was no less than Edsel Ford who upon seeing the new prototype (now called Model Y) gave immediate orders for Gregorie to proceed with the development of the design for the 1933 Model 40. The windshield of the Model Y had been angled back to 20 degrees. Bonnet louvres were reduced in number and the petrol tank was moved from the bulkhead to the rear.

Production started in August, 1932, and the new car was built at Barcelona and at Asnières near Paris as well as Dagenham and Cologne.

[Jim had certainly carried out his research well for these articles. Having studied the Ford files covering the design, development and production of the Model 'Y' for my book, I would like to correct three statements in the above; one, the prototype was not code-named Mercury, it was always referred to as the '19 job'. Two, having seen Gregorie's design for the long rad Model 'Y', Edsel asked Clare Kramer to scale it up for the 1933 Model 40, not Gregorie. Three, the Model 'Y' was built at Dagenham and Cologne only (apart from body shells in Australia). It was assembled from 'KD' kits in Barcelona and Asnières, as well as in a number of other European and British Empire countries. – Ed.]

Continued from page 22

Bruce McLaren. The book is crammed with exciting racing on the whole spectrum of tracks from lake beds to Daytona Beach, to Sebring, Indianapolis and then to Europe with Monte Carlo and Le Mans.

The story of Ford's near take-over of Ferrari in 1963 is covered in detail, as is the Ford reaction to the failure of the negotiations – the development of the GT40. The book ends with the development of the car and its successes at Le Mans in 1966 and 1967. This is a tremendous undertaking by Leo Levine who has unearthed amazing minutiae of hundreds of races over this period and presented them in a very readable way. My only criticism is that the quality of the photographs included is not high. This book is a must for the motor racing anorak and Ford enthusiast.

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Technical advice

Convoy 2002 passed very quickly - what a wonderful time. Thank you to John and everyone in Ireland.

Looking at the problems that were experienced on the Convoy, we suffered the odd wheel bearing, clutch bearing and head gasket. The recurring faults were dynamos not charging. Was the failure due to participants being a little over-keen with the oil can on the pre-tour service? After looking at a couple of dynamos, they varied from just dirty and sticking brushes to worn brushes. Too much oil causes both faults. Brushes need to be clean and free. If yours are not worn, check that they are free. If not, after being cleaned, polish the edges with wet and dry paper until they move freely. Check for free movement when fitting new brushes. If not free, use the same method.

If the commutator needs cleaning, do not use wet and dry or emery cloth as this will always leave carborundum dust in the soft copper, which will wear your new brushes very quickly. Instead, clean and polish with glass paper i.e. sandpaper.

When re-assembling, finally check that the brush springs apply reasonable pressure to the brushes. Do not over-lubricate the bearing. The final thing to look at is the charging rate. I set my own charging rate sufficient to cope with all lights on, which appears to be around 10 amps. You could set less if you do not use your car at night.

LRP fuel has all but disappeared in my area and I hear comments of pinking at mid-range revs on full load. The method I have tried in timing the engine, with good results, is an old Land Rover method. With the engine hot, find a not particularly steep hill. Start at the bottom, quickly into top gear and check for pinking. Find where pinking occurs and retard the timing until the pinking ceases. Hopefully this will save a head gasket as well as long-term engine damage.

**Geoff Dee,
Technical Advisor.**

Doctor Ford considers the working of the 'AC Fuel Pump'.

The AC Fuel pump is, in my opinion, one of the least thought about items on the car, yet it's efficiency and general dependability is second to none. With every rotation of the camshaft, at least two components function and so do many more if fuel is needed by the engine. By giving it ten minutes of your time when servicing your car well, that seldom happens.

To save hours drawing sketches I have cribbed a couple from an old service manual, one of which refers to 'The Austin A.C. Petrol Pump'. As the AC pump found it's way under most car bonnets for forty years or more, this hardly matters. Indeed the only major manufacturer to use the alternative SU electric pump was the Morris group who fitted them for many years.

So how does the AC pump function? If you start with a look at the two illustrations, you will see in the first an illustration of an assembled pump, and the second is exploded. Ignoring the obvious screws and washers etc. the main parts consist the body, in two parts (6,17). The lower part houses a lever assembly that follows the cam shaft, while the upper part of the body houses the valve assembly and the connection points for the fuel lines both in and out. The two body parts are separated by a rubber diaphragm (27).

Once the driver starts the engine, or causes it to crank over, the engine's camshaft

begins to rotate. It causes the rocker arm (23) to rise as this is held in direct contact with a specific lobe due to the pressure of the rocker spring (24). This forces the rocker arm deeper into the body of the pump and the rocker link (25) is forced to exert a downward force on the diaphragm pull rod (27). The direct mechanical pressure overcomes the diaphragm spring (26). As the diaphragm descends, it creates a vacuum in the camber immediately above it, (this is the lower part of the upper body, 6). As a direct result of this vacuum or depression the inlet valve (assembly 10,11,12) is drawn open against its own spring pressure, the valve spring pressure being considerably less than the strength of the vacuum. At this point petrol begins to be drawn into the diaphragm chamber via the inlet chamber. This depression is sufficient to draw the petrol from the fuel tank, although to prime the pump numerous camshaft rotations will be necessary.

As the camshaft continues to rotate, the rocker arm (23) follows the cam to the negative position at the base of the lobe. The diaphragm spring (26), which has been held compressed in the downward position, is allowed to return the diaphragm (27) upward and in so doing reduces the capacity of the diaphragm chamber. The inlet valve is now closed by this pressure, and held shut by its return spring. At the same instant the outlet valve opens, against its own spring pressure, (10,11,12) and petrol fills the outlet chamber, then the link pipe to the carburettor and finally the carburettor float chamber.

The pump is capable of supplying a greater quantity of petrol than the engine needs and, as a result, the float in the float chamber rises and closes the needle valve. Pressure builds up in the delivery pipe, and then the outlet chamber. Once full of undelivered fuel, the excess now extends back to the diaphragm chamber. This back-pressure, which is in effect a hydraulic pressure, holds the diaphragm down against its spring (26). The rocker arm (23) continues to follow the cam. One end of the rocker link (25) is now held down at its connection to the diaphragm rod. This is achieved by the fact that the rocker link (25) pivots on the same rocker arm pin (20) as does the rocker arm (23). This results in the loss of shoulder contact with the rocker arm (23). The point of shoulder contact being immediately above the

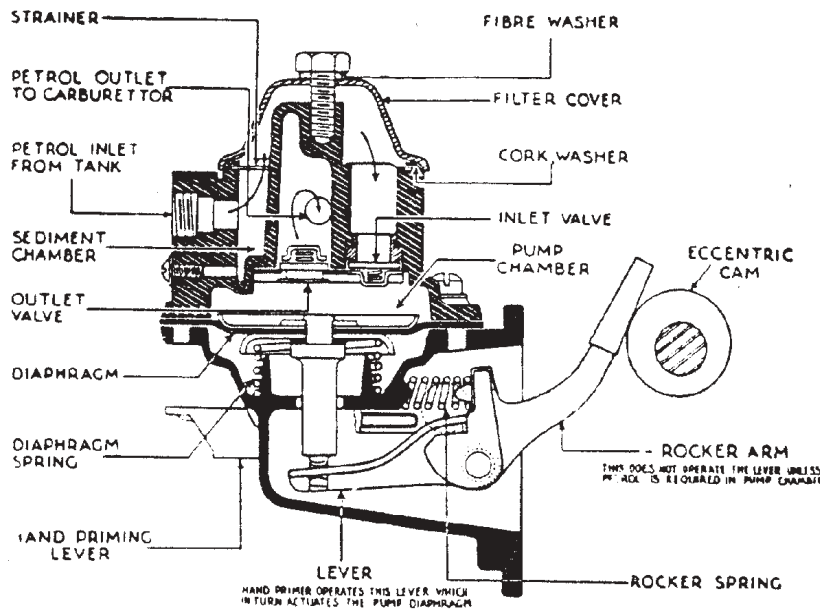


Fig. 9.—The A.C. Petrol Pump.

rocker-arm pin (20).

Once the engine demands more petrol, the carburettor float falls, and the needle valve opens. The fuel held under the pressure in the connection pipe, outlet chamber and diaphragm chamber is now allowed to discharge into the float chamber. This is achieved as the diaphragm spring (26) exerts its pressure and extends the diaphragm upwards, and so the cycle repeats its self. Basically the cam arm with aid of the diaphragm draws the petrol from the tank, while the diaphragm aided by its spring pushes the petrol into the carburettor.

The electric SU pump functions from the valve and diaphragm point of view in virtually the same way. Instead of a lever following a cam we have our old friend the solenoid drawing in an iron armature, (remember the article on Trafficators?). Mounted on one end of the armature is the diaphragm, while on the other is a set of contact points, which are of an over centre trip design. These points close and open the circuit to the solenoid. The main advantage with

the electric pump is that it will prime the carburettor without the need to crank the engine over, but its disadvantage is the number of electrical contact points.

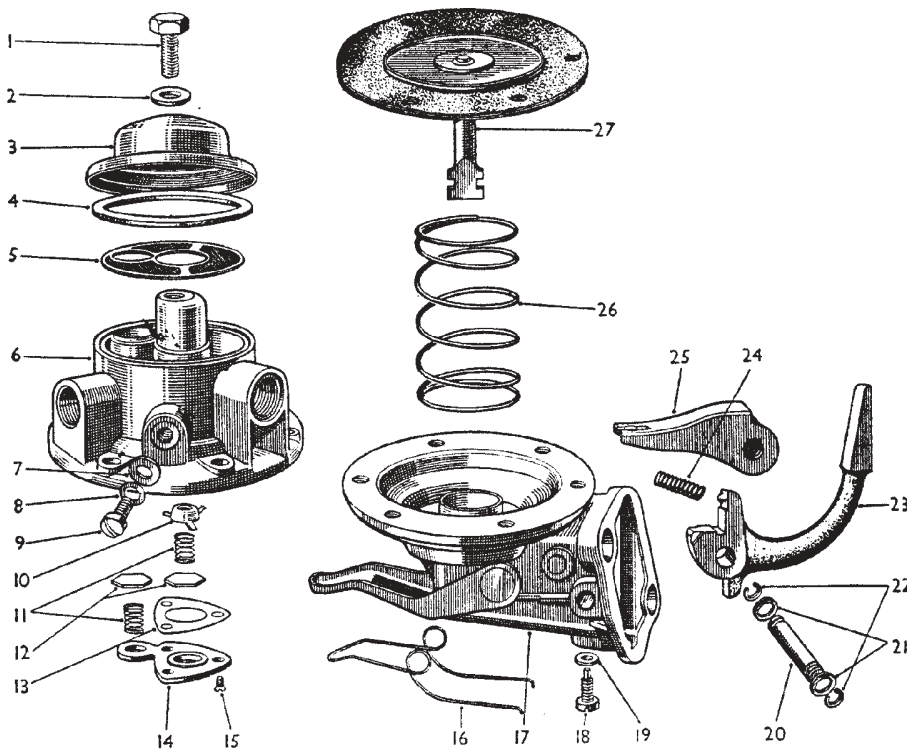


Fig. 12.—Showing Complete Components of Austin A.C. Petrol Pump.

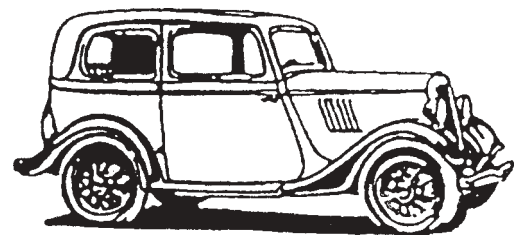
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|-----------------------------|----------------------------|-----------------------------|
| 1, Top Cover Screw. | 10, Spring Retainer. | 19, Stop-screw Washer. |
| 2, Cover Screw Washer. | 11, Valve Springs. | 20, Rocker-arm Pin. |
| 3, Pump Top Cover. | 12, Valves. | 21, Rocker-pin Washers. |
| 4, Cork Sealing Washer. | 13, Valve-plate Gasket. | 22, Rocker-arm Pin Clips. |
| 5, Filter Gauze. | 14, Valve-retainer Plate. | 23, Rocker Arm. |
| 6, Upper Chamber. | 15, Valve-plate Screw. | 24, Anti-rattle Spring. |
| 7, Drain-plug Joint Washer. | 16, Priming-lever Spring. | 25, Rocker Link. |
| 8, Drain-plug Washer. | 17, Lower Casting. | 26, Diaphragm Spring. |
| 9, Drain Plug. | 18, Rocker-arm Stop Screw. | 27, Diaphragm and Pull Rod. |

Note.—On the latest-type units the Priming Lever is designed for "pull-up" action instead of the "press-down" type on earlier models.

Now, the AC service requirements that I mentioned! Every 6,000 miles or so, remove the cover (3) and clean the filter and chamber of any sediment. Replace the sealing washer (4), which is normally rubber today. Do not over-tighten the securing nut (1).

What might cause a problem? Lack of servicing may clog the filter and outlet chamber. The loss of vacuum due to a loose cover or defective seal and, in the case of a 'Y' or 'C', a defective flexible pipe from fuel line to pump. The other main reason for failure is a porous diaphragm. Worn or leaking valves have little effect.

To check the pump when removed from the engine, operate the lever and, to quote my old father, 'it should sound like a Duck'. He wasn't wrong!



'Little Henry', a precious Model 'Y' Coupe

We are very grateful to the 'Wizard of Oz' for forwarding yet another fascinating story of our cars Down Under:-

The late Harry Cape, a wheat farmer in the Merriwa District of the Upper Hunter Valley in New South Wales, Australia (south west of Newcastle, and better known for its wineries), could recount the makes of 40 cars he had owned and tell you numerous motoring stories. After the War, he drove a Ford Customline in local reliability trials and rallies and this led to him participating on five "Round Australia" Redex and Mobilgas trials in the 1950s. He then went circuit racing in a succession of well-known makes, such as a Jaguar, an MGA, a string of Lotuses, a Triumph GT6, a Hudson Special, a Fiat 850 Sports and a Mitsubishi Colt.

There were some bumps along the way, such as the "monumental prang" in an Aston Martin at Bathurst. Or the time a wheel fell off the Triumph, sending it cart-wheeling along a Sydney race track. But there was success, too. One of his treasured mementos was a silver cup won at Silverstone, England, in the MG. His FJ Holden was first car home in the winning team in the 1954 Redex endurance trials, and he came second in the 1956 around-Australia trial.

Harry was 67 when he finally hung up his crash helmet in 1975; his last race was at Lakeside. Just before he retired to a house at the top of Buderim Mountain on the Sunshine Coast of Queensland (north of Brisbane), he acquired a rare little car that was to remain with him for the rest of his life. Despite all the fabulous cars he had owned and raced, and could have chosen to preserve, his favourite was always a Model 'Y' 3-window coupe, which he called 'Little Henry', named after our founding father, of course! 'Little Henry' was a green and black, 1933 British-designed Model 'Y' chassis (Y35063) fitted with a 3-window coupe body (number 19 C5) built in Geelong, Australia. Knowing how rare it was, Harry rescued the remains of the coupe from a rubbish dump at Murgon, in Queensland (north east of Brisbane), and spent 1974-77 restoring the car to pristine condition. He had to get another engine as a con-rod had come through the side of the original block. The replacement engine came from an industrial pump on a farm in central Queensland. The body's wooden frame was rotten and had to be replaced.

Harry reckoned 'Little Henry' was worth all the effort he put into it. A bachelor all his life, he used to take the car on rallies about once a month, and simply loved it when the pretty girls came up to him and told him it was cute (the

car, that is)! Unfortunately, it was when Harry was in his Eighties, and he was returning 'Little Henry' from a rally at Gympie, that the car spun out of control on Buderim Mountain and crashed head-on into another vehicle, causing severe damage to the front end of the car. Harry quickly repaired the car at considerable expense, but 'Little Henry' lost some of its shine in the process - the radiator grille, for example, is now painted instead of chromed.

Harry later moved to a retirement village in Sydney, New South Wales, and he passed away on 2nd June, 2001, aged 92. In the meantime, 'Little Henry' had passed to his nephew, Peter Litchfield, who lives in Oxley, in the Australian Capital Territory. (Harry also owned an Australian-built, 1933 Model 'Y' sedan, which was sold and is currently in storage in Victoria). 'Little Henry' was driven to some local shows in the Canberra area in the early 1990s, but has been laid up since 1995 and now requires rewiring and a new 6 volt battery, but is otherwise in good mechanical condition.

'Little Henry' is one of only two Australian-built 3-window coupes known to exist and we are extremely grateful to Peter for sharing his secrets with us and supplying us with the pictures.

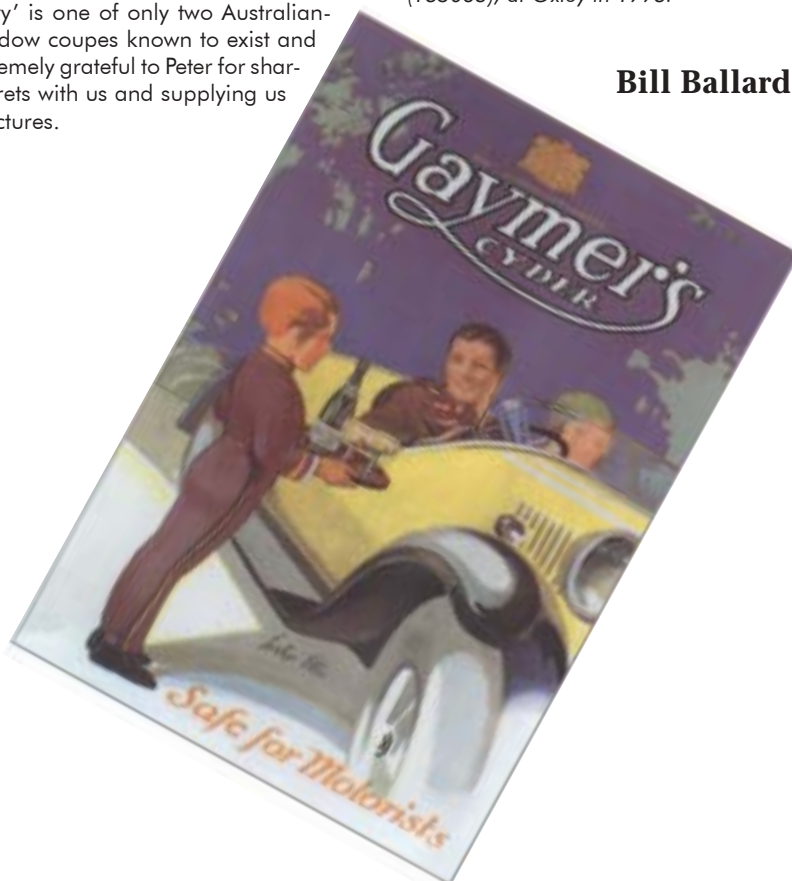


Whoops! 'Little Henry' after its major confrontation on Buderim Mountain in the 1980s."



A rebuilt 'Little Henry', a very rare Australian bodied '3-windowed Coupe' Model 'Y' (Y35063), at Oxley in 1993.

Bill Ballard.



Overhauling Ford Engines

Part 1.

The July 1954 'Practical Motorist' included an article on stripping and assembling the Ford sidevalve engine. Although many of the old hands in the club are able to do this blind-folded, there are many who have yet to tackle the task and may be in awe of it. The following two-part article may help. Part 2 will be in the next issue. I am grateful to John Keenan for spotting the article and sending in the magazine. Note that for the purpose of this article, the writer is assuming that the owner has decided to completely overhaul the engine and give the machine work out to an engine reconditioner, e.g. engine rebore or relining, remetalling con-rods, regrinding crankshaft etc. This is not always necessary.

"The basic design of these popular engines has changed little over the last 20 years. The main changes in design are to be found in the main bearings and camshaft drive. The early engines employed white metal main bearings lined directly into the cylinder block and the camshaft was driven by timing wheels. The more modern engines from 1939 onwards employ shell main bearings and roller chain camshaft drive. These changes in design enable the motorist with limited facilities and equipment to completely overhaul his engine for approximately £18 10s. which on today's prices shows a saving of about £7 10s. on an exchange engine.

Dismantling Sequence.

The engine having been taken out of the chassis and drained of oil, is best dismantled on a bench or table. The dynamo, exhaust and inlet manifold with the front mounting bracket will have already been taken off the engine to facilitate its removal from the chassis. The head, sump, fuel pump, oil pump and the valve cover side plate can now be removed. The top centre bolt retaining the plate is shorter than the rest and should be suitably marked to avoid confusion during assembly. With the engine placed on its side the valves can now be taken out.

Commencing at No.1 valve, turn the engine until the tappet is in its lowest position. With the spring compressor (Fig. 2) compress the spring and this will leave the retainer on the bell-shaped bottom of the valve stem. This retainer is slotted and may be taken off by raising and slipping it off the narrow valve stem (Fig. 2). As the base of the valve is belled, it cannot be withdrawn from its guide like the valves of most other engines, consequently the guide, which is made in two separate halves, must first be removed. The guides are usually found to be very tight due to burnt oil and carbon. They are extracted by raising the valve to its highest position and, with the spring removed, drift out, using a special crank removal tool (Fig. 3) and hammer. This tool permits a direct blow on the valve guide and enables it to be removed easily. The valve guide removing tool is a "must" for every Ford practical motorist and only costs 3s. 6d. Bent screwdrivers or other similar drifts should not be employed, as their use will only result in the valve stems being bent. It is most important with this type of engine to keep each valve guide, and spring together, and the writer suggests that they be kept in eight separate boxes or compartments to prevent confusion. The valves should not be marked by means of a centre punch, as this often distorts the valve head.

For sale:- Waist high engine overhaul frame on stand with ninety degree position settings for working on the top, bottom or ends. £50, with proceeds going to Register funds. Contact Sam Roberts.



Fig. 2.—The valve spring compressor in use. The slotted spring retainer can be seen on the base of the valve stem.



Fig. 3.—Removing the valve guides by using the special drift to prevent damaging the valves. This tool can be bought for 3s. 6d.

Front Timing.

With a stout piece of wood placed between the crankshaft and the strongest part of the crankcase, unscrew the starter dog, and then carefully prise off the fan pulley. Do not use undue force or lever against the thin lips of the pulley, otherwise damage will result. Take off the cover plate.

In the centre of the camshaft sprocket will be found a plug and spring. This controls the endfloat in the camshaft and should be put in a safe place to prevent its being lost. On the crankshaft a saucer-shaped oil retainer will be found. This too should now be taken off, noting that the lip of the saucer faces forward. The bolts holding the camshaft sprocket in position should be unlocked, unscrewed, and the sprocket together with its chain removed.

The Crankshaft Assembly.

The big-ends should be lightly marked on the bottom of the caps, the nut unscrewed, and the piston with its con-rod withdrawn. Replace the cap on the connecting rod, ensuring that it is put back exactly the same way as it was fitted in the engine. The pistons are held in position by wire circlips, these can easily be removed by using a small pair of pliers and pulling on the lipped end. Old circlips should be thrown away at once and not used again. The gudgeon pins may now be eased out.

The clutch pressure plate is retained on the flywheel by a series of bolts, which should be unscrewed equally a little at a time to release the spring pressure. It is advisable to scribe a line across the flywheel and plate to enable it to be refitted in exactly the same position on assembly. The clutch disc will be released and the flywheel retaining nuts exposed. These should be unscrewed and the flywheel removed. As the flywheel is mounted on a spigot it will have to be tapped off the crankshaft, for which a copper, hide or rubber mallet should be used. Two slots will be found on the flywheel to enable it to pass over the dowel pins. The main bearing caps should be lightly marked, unscrewed, and the crankshaft lifted out of its bearings.

Cylinder Studs and Camshaft.

The cylinder studs can now be extracted, and this is best done either by using a Stilson's wrench or by means of two nuts screwed tightly on top of each other and then unscrewing by means of the bottom nut.

Before the camshaft can be taken out of the cylinder block the vertical oil pump and distributor-drive shaft must be withdrawn, as this is geared to the camshaft. This drive is retained by a plug which can be clearly seen just above the oil gallery in Fig. 2. This plug is internally threaded and may be withdrawn by using the screw which normally retains the cut-out. As this screw is wound in the plug will come out. The vertical drive shaft may now be drifted out and the camshaft withdrawn, having first made certain that all tappets are clear of the cams. The tappets should now be pushed out of their guides. Burnt oil or carbon may make this slightly difficult when the unworn portion passes through the guide in the cylinder block. To avoid confusion during assembly these tappets should be put in the same compartments as its own valve and spring. The ball release valve in front of the engine should now be removed.

The engine is now completely dismantled and all old gaskets should be scraped off the joint faces and the engine thoroughly washed in paraffin. The various components may now be taken to an engine reconditioner for machining. Do not forget, however, to remove the die-cast oil-return channel at the rear of the cylinder block before sending the block away or this may drop out and be lost."



