

TRANSVERSE TORQUE

Issue 153 March April 2005



**The Ford Model Y & C
Register**

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Editorial

This issue of the magazine heralds the 2005 A.G.M., to be held at the Willoughby Village Hall on Sunday, 10th April. Bob has waxed eloquently about the event and what it promises elsewhere in this issue so, suffice it for me to say that, as always, it will be a most enjoyable and worthwhile 'do' and should be highlighted in your diary. We look forward to seeing a goodly number of you there.

I am grateful to Godfrey Dingley-Jones, who noticed a Model 'Y' for sale on ebay. As with previous sightings by members, I followed it up to find that it was a new one to the register. After it was sold, I was also able to find out the name of the winning bidder and Bob Wilkinson has sent him a Y&C Register invitation pack. Meanwhile, Down Under, Bill Ballard was alerted to a website, www.iowclassicford.co.uk, which belongs to the Isle of Wight Classic Ford Club, formed in 2000. Two Model 'Y' owners feature on the site; our very own Bill Baxman, with the oldest known surviving long rad (Y36250), and a non-member in Freshwater, who is restoring a Model 'Y'. Hopefully, through the club, we might find out the details of his car and might persuade him to swell our ranks.

These are two examples of how you, the members, can help the Club grow and fulfil its role in keeping track of all known surviving 'Y's and 'C's.

An eminently restorable Model 'Y' 'Popular' sold on ebay and spotted by Godfrey Dingley-Jones. It is new to the register of survivors.

"Bill Baxman's oldest known surviving long rad in a typical Isle of Wight village setting.



On the back page of the last issue, we featured the four-seater, Ranalah Drop Head Coupé, which sold for £198. Kevin Briggingshaw, who provided the Ranalah advertisement, has now come up with another rare, special bodied Model 'Y', which was a direct competitor of the Ranalah. This time it is the 'Alpine Drop Head 2-seater Coupé', to give it its full name, bodied by the R.E.A.L. Carriage

Works, Ltd. of Popes Lane, Ealing, London. It was marketed by W.J. Reynolds (Motors) Ltd., 66 High Street North, East Ham, London, E6 and sold for £182 10s. Although it is rather attractive from the rear of the body tub forward, with its double flare bonnet louvres and 'Tickford' perambulator-style hood irons, there are no known survivors. I put this down to the fact that it was only a 2-seater and that the add-on boot at the rear was downright ugly! Hence, not many were sold. (see photo next page)

Because our daughter's family was coming over from Singapore for a fortnight's R&R and TLC, I did not go skiing this year. This left the weekend at the end of January free, so I was able to get along to the Bristol Classic Car Show at The Royal Bath and West Show Ground near Shepton Mallet. It was very ably run by Ivor Bryant and his FSVOC mate, Peter Williams, and I had a very pleasant day meeting up with a number of West Country members, ex-members and friends, including our venerable Chairman, Mike Samuel and the gorgeous Kath from Pontypool, Brian Gallett from Chipping Sodbury, David Lovering from Bournemouth, Derek Hoare from Weston-Super-Mare and our friendly master metal craftsman, Ken Arthur. Non-member, Jack Russell, of Gloucestershire and England wicket-keeping fame, provided his Model 'Y' van, an ex-short rad saloon, for the display. Ivor is looking to earning a £10 voucher by recruiting Jack as a member. A write-up of the show,

Probably because it is a quiet time of the year, I have had relatively little in from members this time round, especially from our overseas colleagues (other than the Antipodeans) and, as is normal, from our Model 'C'/'CX' owner members. There is plenty for you to report, so please get on your keyboard or get out the pen and paper and keep the life-blood flowing through the pages of the magazine.

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through the eyes of Ivor, is included elsewhere in this issue.

Jim Sharpe kindly sent in a copy of the 'East Anglian Magazine', dated August 1964. As he explained, "My daughter found two boxes of these mags in a cupboard, they range from late '50s to early '80s. When I've been through them they will go to Tim Brandon, so when you've finish with this one don't throw it away, we can give it to Tim at the AGM. I'll make sure you get any other items of interest." Jim sent this particular issue as there was a photograph of a Model 'Y' parked in Brandon High Street. The car is not very distinct, but seems to have a cover over the spare wheel, which hints at it being a Fordor De Luxe. Incidentally, Brandon, which is about 28 miles as the crow flies from Tim Brandon's house (they don't move far from their roots in Suffolk!), lies on the Norfolk - Suffolk border, near Thetford, and is the home of flint-knapping, the world's oldest industry (so it says).

Brandon High Street in 1964. The Model 'Y' is parked outside A.R. Corbett's hardware shop, which sells Esso Blue paraffin, according to the sign. Down the road is parked a Standard Vanguard and a Mk I Consul. Brandon was famous for its flint-knapping industry, making arrow-heads originally and then gun flints for the British army between 1686 and 1835, when the musket was replaced by the rifle.



Thanks also go to Robert Spinks, from Swanley in Kent, who sent in "a rather old page from the Civil Service Motoring Association magazine." I think it was the page that had been aged prematurely, rather than it being an old issue of the magazine, as this issue was celebrating 75 years of the CSMA. The issue included photographs from the 1938 Curtis-Bennett Rally, which covered 550 miles around the country. Competitors had to average 24 mph over the entire route and visit

An advertisement for the Alpine Drop Head 2-seater Coupé, which was on display at the 1934 Ford Motor Exhibition in the Royal Albert Hall.

were the treasure hunts in and around the Vale of the White Horse, in Wiltshire. Ah! those were the days.

Finally, Paula and I would like to thank all those of you, who sent messages of condolence following the loss of our son-in-law, Simon, in the tsunamis in Thailand. Regrettably, his body has still to be found/identified, which is very distressing for his parents, who wish to draw a line under the tragic event.

eight manned check-points within 3 minutes of their scheduled arrival time. The event finished at Donington, where a series of driving tests were completed.

Sam Roberts

The deadline for copy for Issue 154 is Saturday, 30th April 2005

I well remember those types of rally, which were great fun in the '50s. I remember taking part in driving tests in my first Model 'Y', OW 4838, on a gravel vehicle park and winning the event by driving in, completing a rapid 360 degrees hand-brake turn in the 'sheep-pen' and driving out in record time. Mind you, we'd had a couple of beers at lunchtime! Then there

A Sheffield registered 1936 Tudor Model 'Y' taking part in the driving tests at Donington at the end of a gruelling CSMA rally in 1938. Note the huge fog-lamp on the front! Is that a lady driver?



Chairman's chatter

Greetings one and all. Spring is just around the corner and I expect most members will be thinking of making a start on preparing their cars for the coming season. Those going across the Channel to France are beginning to feel the tingle of excitement as the date approaches. Let's hope for a spell of good weather.

Now's the time to take advantage of the club spares Special Offers, which are being offered with each issue of 'Transverse Torque'. The spares team are doing a fantastic job after their reorganisation. It is a pleasure to hear that orders are being dispatched almost by return of post.

The list of surviving vehicles must be mentioned. It is indeed something that we are all proud of. Apart from the clubs serving the relatively low production, more exotic and luxury cars, there cannot be another club which maintains a list of surviving vehicles which is so comprehensive anywhere in the classic car movement. Well done.

Kath and I paid a visit to the Bristol Classic Car Show and we were given a warm welcome by Ivor Bryant, who had set up a good stand with the Sidevalve Owners' Club. The sound tape of the 8hp engine, set up in the back of Jack Russell's Model 'Y' van, sounded great. Well done Ivor and Peter.

The Club A.G.M. is just around the corner, so come along and enjoy the day. Come and give your support those hard-working officers who spend so much of their own time making our Club so successful. Better still, if you feel you would like to contribute more positively, come along and offer your services. Fresh blood is always welcome.

Enjoy good Motoring in 2005.

MIKE SAMUEL

Secretarial filings

We are emerging from what is usually a quiet period in terms of activity with the old cars. Too blooming cold to go far beyond the obligatory short run to keep everything turning over smoothly (the car that is!) and too blooming cold to work in the garage for very long. In contrast, on the club front, things have been relatively busy.

Sam issued the List of Known Surviving Vehicles, which is a mammoth task - well done. I trust you have checked your vehicle(s) listing - we have had some feedback - as it is only from the information you supply that Sam can maintain an accurate picture. If there are any omissions - body number is usually the blank space - or errors please let us know.

Sam also produced the Library List - available to all members - and, in the same booklet, the index of articles in our club magazine "Transverse Torque". The latter, apart from illuminating some interesting articles will be of great use to members seeking a technical article to assist with the restoration of their Model 'Y' or 'C'. Back copies of magazines (not all - so ask) are available from me (send 4 first class stamps if UK) .

The same mailing included a List of Service Providers as recommended by members - note I only list service providers, which you have used successfully. I want to send out Issue 2 in a few months and I am sure you all know of companies which can be included, so please let me have full contact details. **DO IT NOW!** Thanks to those members having contacted me already.

Members in Ireland are asked to contact John Fitzgerald with information on companies for him to update the Irish list in the same way.

Incidentally how many car clubs do you know which provide the publications I have mentioned above ?

Colin Rowe has also been quite busy with the launch of our drive on membership and recruitment, which we mentioned in the last issue. A few ex-members have rejoined and I am pleased to report that a number of £10.00 vouchers have gone out to members signing up to pay subs by Standing Order. Don't forget that you can earn a voucher too by recruiting a full member.

Our 'Friends of the Register' scheme is there too for non-owners/enthusiasts. If you know of anyone who may be interested - or it may be you after you sell your Model 'Y' or 'C' - please let me know.

Our website (have you checked it out?) has been updated by Roy Hocking to make it more user friendly and suggestions for items to include are welcome. Thanks to Roy for undertaking this task - all in the middle of a protracted house move and a computer failure!

Just to keep busy, our spares group has had further meetings to increase further the range and quality of our spares service. I cannot understate the amount of effort put in by this group to ensure that our cars are kept mobile. The fact that all club officers are volunteers is sometimes forgotten.

Elsewhere in this issue there is a notice inviting you to attend the A.G.M. on Sunday, 10th April. It is worth repeating that this is an excellent social occasion, as well as a day on which we conduct more formal business. If you have been before, or if you are a new member, or simply are fed up with my nagging you to get there - please come along!

By the time you read this, I will be back from a well earned holiday (... oh, yes it was!) and ready to get back to the latter stages of completing my 'CX' tourer restoration.....hopefully in time for a wonderful summer. See you at the AGM!

Bob Wilkinson, Secretary.

ANNUAL GENERAL MEETING.

SUNDAY, APRIL 10th.

WILLOUGHBY VILLAGE HALL.

Our A.G.M. day is an excellent social occasion as well as one when important club decisions are made by you, the members. It is an opportunity to meet and greet, buy club regalia (discounted by 10% for the day) and books, to buy and order parts (at discounted prices), look at the display of cars brought by members and, equally importantly, to support your club. Members start to arrive around 12 noon to mingle (excellent pub next door for lunch), with the A.G.M. starting at 2pm. You may bring family and/or friends. Willoughby Village Hall is an excellent rural setting and location for the day.

LOCATION:

BETWEEN RUGBY AND DAVENTRY

WILLOUGHBY IS JUST WEST OF THE A45.

Come along and bring your car. We look forward to seeing you.

Bob Wilkinson, Secretary.

If there are any issues you wish to raise formally, please contact me no later than March 31st.

Bob's Joke Corner.

Once again, The Washington Post has published the winning submissions to its annual contest, in which readers are asked to supply alternative meanings for common words. And the winners are:-

1. Coffee (n.): the person upon whom one coughs.
2. Flabbergasted (adj.): appalled over how much weight you have gained.
3. Testicle (n.): a humorous question on an exam.
4. Esplanade (v.): to attempt an explanation while drunk.
5. Willy~nilly (adj.): impotent.
6. Negligent (adj.): describes a condition in which you absentmindedly answer the door in your nightgown.
7. Lymph (v.): to walk with a lisp.
8. Gargoyle (n.): olive-flavoured mouthwash.
9. Flatulence (n.): emergency vehicle that picks you up after you are run over by a steamroller.
10. Balderdash (n.): a rapidly receding hairline.
11. Frisbeetarianism (n.): The belief that, when you die, your Soul flies up onto the roof and gets stuck there.
12. Circumvent (n.): an opening in the front of boxer shorts worn by Jewish men.

And a runner-up.....

Y Front. (Noun). Radiator grille on Ford 8. (We will not get into short or long-rads)

Send in your funnies for us all to share.
Bob Wilkinson.

The Bristol Classic Car Show – 29/30 January 2005

As previously reported, Peter Williams and myself have possession of Jack Russell's 1933 Model 'Y' van, a conversion from a car. We were offered the van for the Bristol Classic Car Show at Shepton Mallet and Peter decided it would be good to get it back on the road and drive it there. Peter has been tinkering with the van for a number of weeks and successfully drove it to the show and back, about 100 miles round trip, the first outing for about 7 years. Jack has offered the use of the van for other events too.

The show at Shepton Mallet was a great success. No prizes came our way, but we had a varied combined display of the Y&C Register and the Sidevalve Owners' Club cars as follows :-

1936 Morgan F4 three wheeler with 100E engine, for sale at £9000, belonging to Rod Western from the Horton Club.

1933 Model 'Y' van, previously a car, owned by Jack Russell, Chipping Sodbury.

100E Popular, also for sale at £800, arranged by Peter Lintern from Shepton

300E Van, the only member's vehicle, by David Locke from Somerton

Upright Anglia, with 2.8 Ford engine, Jaguar rear axle, etc, from Frome belonging to Craig Howse
Lotus 6.owned by Charles Helps from near Bath.

A new aspect of the stand this year was the audio feature. This consisted of a speaker on the floor under the 'Y' van which played 5 minutes of engine start-up and revving noises followed by 15 minutes of silence. This loop was repeated all day, which got a bit annoying for those manning the stand, but this was outweighed by the pleasure of watching the reactions of the visitors who happened to have their heads under the bonnet when the engine apparently started up.

Thanks to all those for providing the cars, Rich Tiley, Martyn Clements, Brian Price and Peter Williams for manning the stand. Visitors included Sam Roberts, John Marshall, Mike and Kath Samuel, Brian Gallet and David Lovering. Apologies for those I've missed.

Ivor Bryant



Jack Russell's van, complete with padded-up Jack Russell, at the Bristol Classic Car Show at the end of January. The van is a converted Tudor short rad saloon, which explains the bumper (vans did not have them) and the spare wheel on the wrong door. It is, however, a well-done conversion."

Y&C Register Events 2005

27/28 March (Easter)	Medway Festival of Steam and Transport – Chatham Dockyard.	Entry forms through:- John Keenan 01424 424323
10 April 2005	A.G.M. Willoughby Village Hall	Bob Wilkinson 01832 734463
8 May	Basingstoke Festival of Transport War Memorial Park, Basingstoke	Colin White 01202 873620
11-19 May	Club tour of Brittany and Normandy.	Sam Roberts 01264 365662
28 –30 May	Enfield Pageant of Motoring, Enfield, Middlesex.	Apply to enter 0208 367 1898
Mon 30 May	Antiques Fair and Classic Car Show Berkeley Castle, Gloucestershire	Ivor Bryant 01454 411028
6/7 August	Gloucestershire Steam & Vintage Extravaganza, Kemble Airfield, Cirencester	Ivor Bryant 01454 411028
26 Sept.	All Ford Rally, Abingdon	Book through Bob Tredwell 01235 530720
30 October	The Restoration Show Stoneleigh Agricultural Showground	Geoff Dee 01926 334780
4 –6 November	International Classic Car Show NEC Birmingham	Geoff Salminen 01214 272189
Other events		
24 April	5 th Whitewebbs Museum Classic Ford Day & Autojumble, Enfield	Museum:- 0208 367 1898
12 June	Luton Festival of Transport Stockwood Park	Ann Marriott 01582 597375

Stop press (27 February).

Wayne Lodge, from the 8 & 10hp Sidevalve Club of Victoria, Australia, sent this brief report on his return from this year's biennial National Sidevalve Rally in Tasmania. You can almost sense him being out of breath trying to get the message through to us before the copy deadline. Thanks Wayne. I will not include all the photographs in this issue as, no doubt, we will have a full write-up from Bill Ballard in the next issue and would not want to steal his thunder. Wayne reports:-

"Yes it has been 2 years since you arrived in South Australia for the last National Rally ('Barossa Bivouac' in South Australia – see issue 142. Ed.). The 10th National Rally, 'Van Diemens Venture', has just concluded in Tasmania. Of the 50 Ford side valves that took part, you will be interest to see that 5 Y & C were present; Tim Johnson's Model 'Y' Tudor (driven by Peter & Leane Stacey), Rick Bushell's 'CX' Coupe, Keith Pratt's 'CX' Coupe, John Rimon's 'CX' Saloon and Bill Ballard's 'CX' roadster.

For us it was a bit strange as it was the first National Rally we have not taken our Model 'Y'. I do admit the 'CX' Saloon was washed and ready to go, just in case the Dellow Mk3 had any last minute issues.

At this point the 2007 National Rally is to be based in New South Wales and the 2009 possibly in Western Australia.

As I got home at 1am today I hope you excuse me being about half a day out on your newsletter deadline."



A taster for the full write-up on the Australian National Sidevalve Rally in the next issue. Here are all 50 cars assembled at Latrobe on the north coast of Tasmania.

À la France – a taster from Jim.

For the lucky ones amongst you who are making the Normandy trip, I thought that I would give you some ideas on what to see and to do whilst in Normandy. On this trip nothing has been organised by the Register regarding day trips, visits, etc. It has been left to members to amuse themselves. Thus said, we can still all get our heads together at the start of the day and throw around ideas on what to do. This way, I think people won't get either 'Battle' or 'Gothic' fatigue and everybody will be happy (I hope!).

Due east of St. Malo is the famous abbey of Mont Saint Michel, which is built atop a spectacular rock that rises out of the bay. This is a famous and popular tourist centre and gets very crowded. Beware of crossing the bay to the abbey at low tide, as the return tide comes in at the rate of one metre per second!

Beyond Avranches are the landscaped gardens called 'Le Jardin des Plantes'. These gardens are really breathtaking and contain 50,000 plants arranged over three levels – and admission is free. Just north-west of 'Le Jardin' is the picturesque seaside town of Granville, which boasts a fortified village at the top of its rocky hill. Other things to see in Granville are the aquarium and Old Granville Museum, which highlights many of

the town's seafaring traditions.

For the second part of the trip we will be based in Bayeux in the Départements de Calvados. One does not have to go far to be reminded of D-Day. For instance, from Arromanches, one can still see the remains of the Mulberry Harbour and Bayeux was the first town to be liberated after D-Day. The town's cathedral was founded in 1077 and is well worth a visit, as is the famous 70 metre long tapestry, which tells the story of Duke William's assertion to the crown of England in 1066 and the Battle of Hastings. Incidentally, King Harold founded Waltham Abbey in Essex in 1064 and his body was taken there and buried after the Battle of Hastings.

Due east of Bayeux is the Caen Canal Bridge – known to posterity by its codename, Pegasus Bridge, which was captured by British Horsa glider-borne troops. Down the road is the village of Ranville which, at 02.30hrs, 6th June 1944, was the first village to be taken by the Allies. The honour went to the 13th Lancashire Battalion, The Parachute Regiment.

Every part of Normandy has its own local cheese. The famous Camembert came from the village of the same name. Black pudding is very popular (yum, yum), as is Poulet Vallée d'Auge (chicken in cream sauce) and of course mussels and oysters. Normandy-produced cider is often drunk instead of wine. Calvados and the liqueur, Benedictine are also locally produced.

I hope that I have whetted your appetite for the Normandy trip. Also, I hope that your Model 'Y's and Model 'C's have had a service and that you are carrying the basic spares. See you at the quayside.

Jim Miles.

A short rad Fordor Model 'Y' being lifted on board a steamer pre-war (one single rear lamp). Note the two spare wheels; obviously going some distance on the Continent? Compare this with modern-day, speedy, roll-on, roll-off catamarans.



NEWS OF NEW MEMBERS

Prepared by Colin Rowe
February 23rd 2005

Since the last issue of Transverse Torque we are pleased to welcome to the Club the 10 following new and renewing members:-

Steve Saville S0910 Hertford

Karl Green G1225 Leicester

Peter Brooke B1622 Goole

Peter Richardson R0415 Horsham

Francis Odea O1903 Co. Clare

Derek Henderson H1702 Maryport

John Gumble G0911 Cheshunt

Mike Tinson T1814 Perth

Alan Westbrook W0102 North Devon

John Barnes B0413 Croydon

In the last two months we have signed up 10 new members including a "welcome back" to 3 lapsed members

First of all welcome back to three former members who have realised the benefits of membership and re-joined – Thank you for that.,

Peter Brooke EML 150, 1936 Model 'Y' under restoration, which we are promised will be completed in 2005. (I've heard that before, Peter! Welcome back Emily. Ed.)

Emily' under restoration in the early '90s. So 2005 is to be the year, Peter?"

Peter Richardson OY 7006, a prize-



winning 1933 Fordor Model 'Y' on the road.

Peter Richardson's orient blue and Tacoma cream late 1933 De Luxe Fordor. We need



to see more of this car at shows.

John Barnes FJ 9857 1934, Jensen bodied Model 'Y' Mistral on the road.

John Barnes' 1934 Jensen Mistral seen here at the 1988 Great Dorset Steam Fair, when



owned by his late father, Jack, who restored the car from a complete wreck.

And now, the new members:-

Steve Saville has joined us in search of an early Model "Y". Steve, please let us know when you have achieved your objective. (I joined the club two years ago and within a month was the proud owner of a 1937 Model 'Y' – Dear 'Billy', formerly owned by the late John Jennings) Good luck!

Karl Green has purchased YSL 581, a 1937 Tudor Model 'Y', off the internet. Chassis No Y191448. He bought it to add a pre-war vehicle to his collection of Fords, around a dozen in all, which includes two Pilots. The car is between condition 1 and 2 and is therefore on the road and ready for use. Karl is pleased to own part of motoring history but has no plans at present.

Francis Odea has become a full member of the club while he searches for a suitable vehicle. He is hopeful of finding one through the magazine's sale page. Francis says the Model 'Y' is his favourite of the early Fords and he hopes to own one in the not too distant future. Please keep us informed and good luck with your search.

Derek Henderson has acquired DG 9147, a 1934 Tudor Model 'Y' with chassis number Y59728. This car was previously owned by David Donson. Derek is no newcomer to the club. He was a member in the late 80's and early 90's when he owned BRM 287. Derek has re-joined us to relive those happy memories enjoyed in his earlier car. The car is on the road and ready for some motoring enjoyment. A warm welcome back, Derek.

John Gumble has purchased EMK 180, but does not have registration documents. Hopefully, with club support, he can keep the original plate. Chassis number Y149522 is a 1936 Tudor Model 'Y', almost ready for road – just requires some painting, etc. Good luck and we will be pleased to hear news of the proceedings with DVLA.

Mike Tinson has recently purchased a 1935 2door 'Y', YJ 3023. Chassis number Y112542, but Mike will need help with retaining the plate as we understand he has no documents for the vehicle. The car has been off the road since 1978 and is in need of some restoration. However it is not too far from MOT standard. Good luck and we await news of your progress.

Alan & Sheena Westbrook have found CYC 955 in a barn at Bampton in North Devon. It is a 1937 Model 'Y' 4-door saloon, chassis number Y195354; a very late specimen! They were tipped off by a delivery driver, who thought it was a Model T! They have the log book, so that's good, but also a lot of work to do. The car was home to a number of wild beasts in the past and a chicken coup. The car has been

stripped for restoration. (See *photographs under Members' correspondence, Ed.*) Alan and Sheena are already restoring a 1927 Lancia Lambda and their daily run-about is a 1966 VW, so they are not newcomers to the Classic fold. They plan to get the car back on the road, after they have re-assembled the giant jig-saw as they describe it. Good luck and welcome to the Club. We await news with interest.

We welcome all the above re-joiners and new members. It is encouraging to see previous members coming back to enjoy membership benefits. The more members we have, the greater the investment in those spares re-manufacturing projects, from which all members in turn will benefit. Those who have recently joined can count on Club support if they require help with registration at the DVLA in order to keep original plates.

If you are a new member seeking to own a car we wish you luck in quickly obtaining a suitable vehicle.

New members are reminded of the comprehensive spares list featured in the centre of *Transverse Torque* as a pull out. Be aware also of the excellent service which the club offers in forwarding spares, once you have placed your order. There are special offers too.

Finally owners of Ford Model Y's can expect a busy year at shows. As well as all the usual events there will be many local parties this year in celebration of the 60th anniversary of "D" day. What an opportunity to show off our beloved cars and revel in the nostalgia of the WW2 era.

The committee offers a warm welcome and assures you of assisting you to obtain the very best from your ownership of your Classic Ford.

20 years ago. 'Transverse Torque', issue 34, March/April 1985.

Something has happened in the intervening years! John Guy, the then Editor, reported that he had too much to publish. Some members had spent the winter months writing that amusing or interesting story or article for John to consider. 20 years later and it has been a bleak winter as far as articles from members are concerned and I have struggled for this issue 153.

In issue 34, Bob Wilkinson wrote a lengthy write-up on the restoration of his July 1935 Model 'Y' Mistral tourer (Y107081), which has since passed through the ownership of Kevin Briggshaw and now resides with Guy Maurin on the Balearic Island of Mallorca in the Mediterranean. In the write-up, Bob gives thanks to Jack Barnes, who "runs an earlier Mistral which he rebuilt. He did a good deal of research into the model and tells me that there are now only three left in Britain; his, mine and one from the Midlands(?) which appeared and was noted by Graham Miles at the 1981 Ford Motor Company 50th anniversary celebrations in Dagenham. Does anyone know of this missing car?"

There are a number of coincidences here. Firstly, in this issue 153, we welcome John Barnes back into membership with his late father, Jack's, Mistral. Secondly, the Members' Car article in this issue is written by Doug Hickson, who was and still is the owner of the 'missing' Mistral in the Midlands and, thirdly, 20 years later, Bob Wilkinson is in the process of restoring and writing-up the restoration of his Model 'CX' tourer.

I was amused by a letter received by John Guy in issue 34 from R.P. Hamilton, who "writes with great stoicism:

"I thought I would write and mention to you that my 1935 Ford C is taking shape slowly, my divorce is on the horizon. My wife is jealous of the car. I think she objected to pushing it – I don't know why, the snow had stopped!"

Out of interest, I have looked back in the records to find that R.P. Hamilton lived in Irvine, Ayrshire and was a member until 1993. His car was a black Fordor Model 'C', body number 364/4571, registration number SE 4243. It is not on our list of known survivors. We will see if we can trace it.

Another letter, from R. Summerfield in Lowestoft in Suffolk, describes a Model 'Y' which had quite a life:-

"My interest is my late father's Model 'Y' Ford, registration CLM 958 two door 1936, wood framed doors, black with red trim and seats. This vehicle was run by the Police from 1940 to 1954 and had covered over 300,000 miles and had seven replacement engines, one rear axle casing (the gear box was never serviced). All repairs were done by R. Pratt, High Street, Sutton, Surrey, tel. Vigilant 4450. I learned to drive in this car. In 1956, my late brother used it for G.P.O. work and then sold it. The last known owner was a British Rail worker at Belmont Station near Sutton in 1962. If this vehicle is still around, I would be happy to write its interesting life during the war years. I also have photographs."

Regrettably, this car is apparently no longer with us, but what a service with the Police, G.P.O. and British Rail!

In his Chairman's Report, Graham Miles plugs the A.G.M., which in 1985 was held in the Whitestone Community Centre in Nuneaton (I remember it well!). He "felt quite certain that the show chassis that we have purchased won't be present, as with all these things it is going to take a considerable amount of effort to restore it to its former glory, and a lot of hours, and there is little point in rushing it to try and get it to somewhere like that" He was looking for volunteers to help with the restoration. I heard similar words coming from Graham at the last committee meeting about the same show chassis! After all, he did say it would take a considerable time!

Members' correspondence

The much revered and late lamented Bert Thomas wrote in to pick up Graham on his 'deliberate mistake' in the previous issue, where he had captioned a photograph of Eve Chapman's Abbey tourer as an Alpine (I mentioned this in the 20 Years Ago article in issue 152). Bert wrote:-

"After receiving your Nov/Dec mag I just had to sit down and put a few well chosen words on paper re Chapman's (ex Copp) Model Y tourer. Now except for Keith Copp (who provided all the money!) I have had more to do with this car than anyone else and that includes all the "EXPERTS". I have worked on the woodwork in the initial stages of restoration; helped to set up the scuttle, wings, etc. and also skinned the whole car with new aluminium panels. I can categorically state that the car body was built by Abbey Coachworks Ltd. of Minerve Road, Acton. The body plates were firmly fixed to the sills before the car was stripped. Furthermore, it is nothing like an Alpine, nor a Mistral nor the Dagenham Motors tourer of the same era. The car's registration is YY which was only issued in London between Sept and Nov 32. Its chassis number is Y-1316 and it is the only Y around at present with the original epicyclic steering box which was obsoleted at the beginning of Nov 32 in favour of the worm and nut. The car had a write-up in "The Light Car" of Nov 18, 32.

The Jensen bodies (i.e. Mistral) are similar but not the same – and they were built for Birmingham and consequently most of them have West Midland registration numbers. I have original Ford Show catalogues for 1932 (2 off) and 1933 and also all the Ford Times for 32, 33 and 34 with pictures of all the contemporary Tourer bodies and they are all quite different from YY 7475 and that includes Kerry, Briggs, Ranelagh, Mistral, Dagenham Motors, Terrier, Tickford, 'JW' Special, Cairn, Puttock Special and the Alpine."

Keith Copp's Abbey tourer immediately after total restoration (mainly by Bert Thomas). YY 7475 (Y1316) is now owned by ex-member Michael Bell's brother-in-law in Holland.



Issue 34 reminded us of two anniversaries in March which, brought up-to-date, are, in 2005, the 70th anniversary of the introduction of the driving test and the 30 mph speed limit in built-up areas.

I note also that a new member to the Club was Wolfram Düster from Krefeld in Germany. Wolfram is the world's expert on the Ford Eifel and has prepared a book on the subject. Unfortunately, Ford (Germany) would not print it for him and he cannot find a publisher. I only hope that his knowledge on the Model 'C' Eifel is not lost.

Finally, Graham Miles wrote an excellent interpretation of the MoT testers manual as it applies to suspension and steering. I will pass this to our present day expert, Geoff Dee, for publication in the next issue.

Sam Roberts.

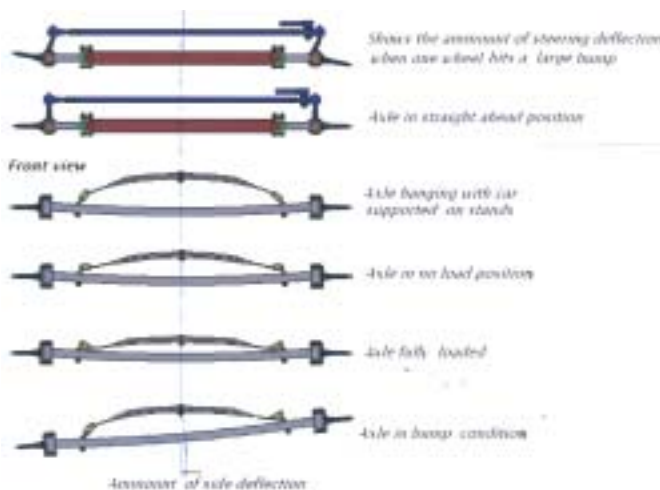
Those poor Isle of Wight roads

Following the short article in the last issue on Anti-roll Bars, Bill Baxman sent in his thoughts on why an anti-roll bar is needed on poor roads. He writes:-

"These are my thoughts as to why cars with transverse springing wander about a bit. By fitting a Panhard rod to the car, it prevents the sideways deflection of the axle. Because the steering box is bolted to the frame and cannot move with the axle when a bump is encountered, a steering movement takes place.

I have found that on the very poor roads on the Isle of Wight, fitting a Panhard rod to a design I sent you, the car's behaviour is much improved. (see issue 139, page 27 for Bill's excellent design and instructions.)"

An illustration of the side deflection which occurs when a wheel hits a bump, proving Bill Baxman's point that a Panhard rod should be fitted if you drive considerable distances on poor roads.



Not exactly within the spirit!

Ivor Bryant thinks he has a foolproof way of squeezing a few pennies out of Club funds following our recruiting initiative:-

"As discussed, I am considering leaving the Register, then introducing myself as a new member, paying by standing order. If I then get Jack and Peter to join, I calculate I should get £10 cash back and a year's membership. Add to the fact that if I insure my other sidevalves under the Y&C discounted scheme with Footman James, I should be able to retire before I'm 125, at which time I will have plenty of time to put the 'C' on the road..... Please advise me if you see any flaws in this as I have just written my letter to hand in my notice, clear my desk and go home."

Flaws:- (1) It is not a cash back scheme. You receive a much sort after £10 spares voucher! (2) You've had plenty of time to put the 'C' on the road already. What makes you think that you'll have more when you're 125?

Action:- Just get Jack and Peter to join; then clear you're desk and go home.

Congrats and sympathy for stuffer Jill."

Steve Waldenberg, our magazine printer, sends news of a key lady in our publishing process, Jill Thistleton, wife of Steve, who runs the print works in Bramley. Jill has brought Katie Anne into this world, weighing in at 8lbs 10oz. However, Steve W. reports:-

"Jill, (chief collator and envelope stuffer) had a girl Thursday last, had a bad time of it, had to have caesarean in the end." Our congratulations and sympathies are with you Jill. We hope that you are both fit and well by the time you read this.

A real barn find!

Sheena Westbrook made Bob's day with the following e-mail:-

"We have just become the proud owners of a Ford Model 'Y' (bought it yesterday). It's been in a barn for years and before that was used as a chicken house on Exmoor. Obviously it needs restoration, so we are contacting you for details of your club and how to become members. I have included two photos - one taken in the barn at about 10.30am and one in the same afternoon about 2.30pm after making it look more like it should! The cost of our new project was just £25.00 - yes £25.00 - its cheaper in the West Country!! We are in North Devon.

Look forward to hearing from you.
Alan & Sheena"

I am delighted to report that Alan and Sheena have been welcomed aboard the Club under 'New Members' in this issue. We certainly wish you success with the restoration. A good challenge! Further exchanges of e-mails have ascertained that the car is a late July 1937 model, chassis number Y195354 and Briggs body number 164/7914.

Serendipity rules!

Not satisfied with the above as a pleasant surprise, the following day, Bob Wilkie sends me another e-mail, this time from Mike Tinson, in Perth,

Scotland:-

"I have just purchased a Ford 8 HP Model 'Y' 1935 motorcar, registration YJ 3023. It is in good working order and I wish to further improve it. I am interested in joining the club as a full member. I would be grateful if you could provide me with details. The car is a black 2 Door, Chassis No. Y112542, Engine No. R563633P. The car was first registered on 15 November 1935.

It appears from the Vehicle Registration Document that the car has only had two previous owners- a mother and daughter. This is backed up from the person I bought it. It was last on the road in 1978, but it is in surprisingly good condition. There are no structural problems with little or no rust. The car runs well but the front leaf spring may need a little attention as the near-side wheel leans slightly out and rubs the inside of the wheel arch on a tight lock. The brakes, clutch, engine and gearbox appear good. The exhaust pipe exit is under the near side running board, which is probably not ideal. I anticipate minimum work to get an MOT. The interior is basic but sound



Now, that's what I call an exciting barn find. A 1937 Fordor Model 'Y'. This is how it looked at 10.30 a.m. on Sunday, 6th February.



The same car at 2.30 p.m. on Sunday, 6th February. I guess those are soap-suds around the car, rather than snow!

and just needs a good clean up. I think the body work will polish up quite well, but in the longer term I will probably get it resprayed.

I am the owner of a MG TD (1952) but the main reason I wanted a Ford 8 Y model is because it was my father's first car (AFC 109). My first priority is to get the Handbook/Maintenance Manual and really get to know the car. Hopefully I will be able to get that through the Club plus any spares required."

Needless to say, Bob gave Mike all the assistance he needs at this stage and pointed out that Mike's car was only 50 cars ahead of John Argent's (Y112593) on the production line.

Pilloried!

Bob, you and I have been the subject of an anonymous prank! The following letter has been received with the accompanying photograph:-

"I send you this photograph to ask, nay beg your help. I am Sam Wilkinson, the one driving, and my good friend Bob Roberts is passenger. Bob's not too good on the highway code - a bit of a dummy if you ask me.

We have owned this car for 50 years, but now believe there is a long lost pal; I think his name is Graham, who drives the same model as us - nay we are sure there is, so could he please contact us through your magazine. All the best from Bob & Sam."

There are a number of clues to the perpetrator. The letter was postmarked 'York'. Looking at the photograph, he (or she even) has a standard Tudor Model 'Y' 'Popular', with an incorrect de luxe chromed windscreen surround and de luxe rear view mirror (with clock). In addition to fitted trafficators, and what you cannot see from the black and white photograph, the car has green upholstery with (pre-October 1935) incorrectly pleated

seats and the wrong colour coachline (red). I reckon we can track him or her down pretty easily, Bob. Mind you, I am flattered by the mop of hair Sam is wearing!

Apart from that, the letter is correct in its belief that there is a third man (dummy). Through the magazine, as requested, the contact with Graham is made.



(above) Sam Wilkinson, the driver and author of the letter, with his mate Bob Roberts on board their Model 'Y'.

The De Luxe Fordor Model 'Y'

The 1934 De Luxe Fordor Model 'Y' was written up in the last issue. It was Dave Bond from County Durham, who prompted me to write it, having sent in the following:-

"I enclose a couple of photographs of my De Luxe Model 'Y', which I have owned for quite a few years now. Getting it ready for the road has taken a back seat, as I run a 1936 Morris 8 Tourer and a 1949 RMA Riley. However, I have made a start. I am rebuilding the worn out engine; I have had the upholstery redone in a kind of Bedford cord material (as original) and I am tackling the woodworm that has eaten its way into the rear door frame. The bodywork and chassis are in very good order with no rot or serious corrosion. However, the running boards need replacing as there is rot under the rubber.

To me the Model 'Y' was the epitome of early thirties' motoring, being affordable for the working man; basic, but very stylish. The original colour of my car (chassis number Y48352) was electric blue, although presently painted black. It was last on the road in July 1972. I bought it in August 1992."

The electric blue colour was not liked by many, which was why it was discontinued after only one year in production. Here we have an example where the electric blue car had a black make-over! By modern standards, electric blue would have been very acceptable.

(below) Sam and Bob's friend, Graham, alias 'Jimmy', at the Croit Anna Hotel, Fort



William, on Convoy 2000

'Classic Cars' magazine "Car of the Year Competition".

I reported in my Editorial in the last issue that Jack Clarke's superb Tudor Model 'Y', ENO 344, had been entered in the 'Classic Cars' magazine, "Car of the Year Competition", the final of which is judges at the 'Classic Cars Live!' Show at the Alexandra Palace over the weekend 19/20 March 2005. Regrettably, despite a superb photograph of the car and appropriate write-up being submitted, it was not selected for the final at the show. Here is the text of the letter received from 'Classic Cars' magazine:-

"Thank you for entering the 1937 Ford Model Y in the Classic Car of the Year

competition, sponsored by Autoglym. 22 cars were entered, seven in the Amateur category, 15 in the Professional category. A poll held via *Classic Cars* magazine's website (www.classiccarsmagazine.co.uk) resulted in hundreds of votes for all the cars to select the top five finalists in each category. Unfortunately the Model Y was not in the top five, but don't see this as a negative reflection on your car. The standard of all entries was

exceptional, and only five in each category can go through to the final at *Classic Cars Live!* in London on March 19. The shortlist will be revealed in the April 2005 issue of *Classic Cars* magazine.

Once again, many thanks for taking the time to enter the classic Car of the Year competition, I hope to see you at *Classic Cars Live!*"

Fortunately, Jack Clarke had not started his mega-strip and polish before the letter arrived, but thanks, Jack, for offering ENO up under the Y&C Register banner.

I will look at the shortlist in April's magazine with interest. I just suspect that mass-produced mid-thirties tin-ware, however immaculate, is not sufficiently exotic to appeal to the voters. But I may be wrong!



Dave Bond's Oxford registered 1934 Fordor De Luxe Model 'Y' now undergoing restoration. Note the 'rustless steel' headlamps, sidelamps and windscreen surround, as well as the trafficators. The twin wiper holes and the sliding roof water outlets are just discernible. The car was originally electric blue in colour.

Continued on page 14

Henry Ford's visit to England in 1928

In my book on the Model 'Y' (page 14) and in the article on 'The 1928 Plan' in issue 141 of 'Transverse Torque', I made the mistake of saying that during Henry Ford's visit to England in 1928, he and Clara were entertained and accompanied on their tour by Sir Percival and Lady Perry. This was not the case and I apologise for the error. It was during Henry and Clara's visit to Europe in 1930, that they were accompanied by the Perry's on the England leg of their tour.

At the start of 1928, Sir Percival Perry was not employed by the Ford Motor Company. He was semi-retired, in the capacity of Deputy Chairman of the company he had founded after The Great War, now called Slough Estates Limited, and spent most of his time at his home on the island of Herm, in the Channel Islands. His early career with the Ford Motor Company had come to a shuddering halt in 1919, when he fell out with William S. Knudson, the Head of Production in Detroit, who persuaded Henry Ford to sack him. The falling out was mainly due to Knudson, a Dane, objecting strongly to Perry's plan to establish a major European Ford network, based on England rather than Copenhagen. However, after his dismissal, relations between Henry and Clara and Sir Percival and Lady Catherine remained friendly, with Lady Catherine and Clara corresponding regularly. Sir Percival, who had been in at the beginning of the Ford Motor Company and who regretted not being part of it still, tended to correspond with Charles Sorensen, Henry Ford's right hand man. In 1922, Sir Percival had written to Sorensen saying that, if needed, he was more than happy to help out the Ford Motor Company. Sorensen showed the letter to Henry Ford, who made no comment, and then suggested to Sir Percival that he tackled Henry Ford direct the next time they met.

Buoyed up by the successful launch of the Model A in late 1927, the 65 years old Henry Ford visited England in April 1928 to investigate a possible European manufacturing centre. He planned to meet key people involved in the English automobile industry and to try to understand the import tariff system, which he saw as a barrier to free trade. Not long after his arrival, he said, "I must not have the whole

of my resources in America. I must expand elsewhere. I want an English company that will be the Detroit of Europe." The Fords arrived at Southampton docks on April 6th to be met by Mrs Foster Welch, the Lady Mayor, who was keen to plug Southampton as the site for the new Ford Motor Company factory. Because of the cramped conditions at Ford's Trafford Park site in Manchester, Sir Percival had previously bought an option on land on Southampton Water in 1914. Despite a personal plea from Mrs Foster Welch to Clara Ford, Henry was more set on the Dagenham site, which Edward Grace, the American Managing Director of Henry Ford & Son, Ltd. in Ireland, had identified as a suitable location in 1923, at the behest of Henry Ford. Henry visited the Dagenham site shortly after his arrival in England, accompanied by H.S. Jenkins, the Manager of Ford Motor Company (England), Ltd. He was satisfied with what he saw and even considered how the burning City of London rubbish might be put to use as a power source for his venture.

At the time, before the Wall Street Crash of October 1929, Henry Ford was justifiably buoyant that the Model A Ford would sell well in Europe, if built in quantity at the correct location and under the correct management. He was very aware of the competition from the General Motors' European venture and from the indigenous major European manufacturers. He was sure that a deep water port near London was a better location than Southampton

or Cork and was aware that H.S. Jenkins, the present Managing Director, was not the man to take the project forward. He took advice from Sir William Letts, who headed up Crossley Motors and who suggested that, as Ford was a purely American company with much British propaganda against it, Ford (England) would not attract as many customers for its cars as would a British company. He suggested that a union with Austin would help sales. Henry Ford rejected that, in the same way as he had already rejected a direct request from Herbert Austin, as well as the idea of a union with Citroën in France.

The initial week or so of his three weeks visit to England was spent meeting the great and the good. He took tea with the King and Queen at Lady Astor's house; he dined with representatives of the English automobile industry and the American Society. As manufacture of the Fordson tractor had ceased in Detroit and Henry Ford was looking to resume production in Cork, he also conferred with Dulanty, the trade representative at the Irish High Commission. He was not enamoured with the high tariffs between Ireland and England and insisted that they be reduced or scrapped before production could start.

Sir Percival Perry, aware that Henry Ford was in country, came to London from the Channel Islands, hoping for a chance meeting, as suggested by Sorensen a few years earlier. He was unable to see Henry Ford. On April 21st, Lady Perry wrote to Clara Ford, "Perry has just returned home. He went to London last Tuesday, hoping to see you, and has tried again to get in touch with Mr. Ford each day since, without success; and as he heard you were going North, he has come back again. When you come to England for a longer visit, I hope you will spare part of it to come here."

Henry Ford certainly was going north, visiting automobile manufacturers. The accompanying photograph shows him looking over the production line of the Morris Six saloon at Cowley, which was in direct competition with the Model A. Others were the Morris Cowley and Oxford, as well as the Austin 12/4. Following the visit, he is reported as saying, "You are farther ahead than most Americans think." Ironically, at the time of the visit, William Morris was out of the country visiting the U.S.A. and the Antipodes. Henry Ford's travels took him as far as Manchester before he returned south, ready to return to America.

By now, he had decided on Dagenham as the site for his major factory, but needed to find a suitable candidate as its managing director. During his visit, he had seen H.S. Jenkins, the current Managing Director, sought advice from Sir William Letts and had been recommended to join Herbert

Continued from page 13

Spares service with a smile.

Message received by Jim Sharpe, our Spares Administrator:-

Hi Jim,
Order for ' Special offer Ignition Kit ' mailed p.m. Sunday 13, Feb, 05. Kit arrives a.m. Tuesday 15, Feb, 05. Many thanks to you and your team for such excellent service. A rare experience indeed these days.
Best regards, David G.

It pays to advertise in the mag.

John Keenan reports:- "I have sold my Trailer. Thank you very much for the photo assisted advert - it did the trick."



Henry Ford looking over a 6 cylinder, 2468 cc, Morris Six on the production line at Cowley during his visit to England in April 1928. On Henry Ford's right, one assumes, is H.S. Jenkins, the Managing Director of Ford, England. On his left is an unknown Morris executive and, far left, Henry William Young, who was a director of Morris Motors, Ltd. and General Engineer for the company. (Photograph courtesy Harry Edwards, Editor & Historian of the Morris Register.)

The 1928/29 Morris Six four-door saloon, which sold for £375. This was one of the main competitors to the Model A Ford, at that time, was pinning his hopes for a success in Europe. With a bore of 69mm, the Morris Six was rated at only 17.7 fiscal horse-power. (Photograph courtesy Harry Edwards)

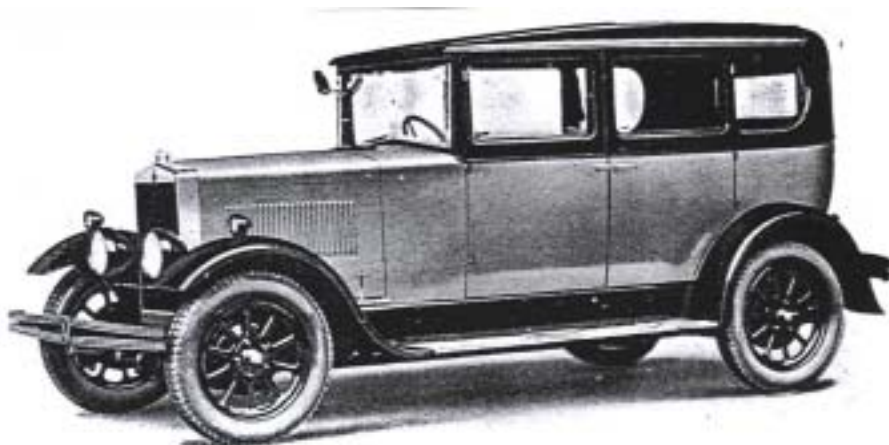
Austin, whom he had previously rejected. It would seem that none of these men was suitable for, on 1st May, the day before he was to leave, he sent a telegram to Sir Percival asking him to meet him on the boat in Southampton. The telegram arrived "out of the blue" as far as Sir Percival was concerned, but had the desired effect.

Sir Percival immediately went to Southampton, where Ford asked him to take charge of the English organisation and to expand its charter with the Model A as its basic product. As Sir Percival's secretary said years later, "The expansion that Perry had wanted to undertake in 1919 was now being offered to him." He accepted the offer at once and with enthusiasm. Five days later, on Henry Ford's return to Dearborn, he announced that he had re-hired Perry. Both Sorensen and Edsel Ford were delighted, Edsel sending a cable to Sir Percival on 23rd May saying, "Father has advised me of his conversation with you at Southampton. Can you come to Detroit for further discussion?"

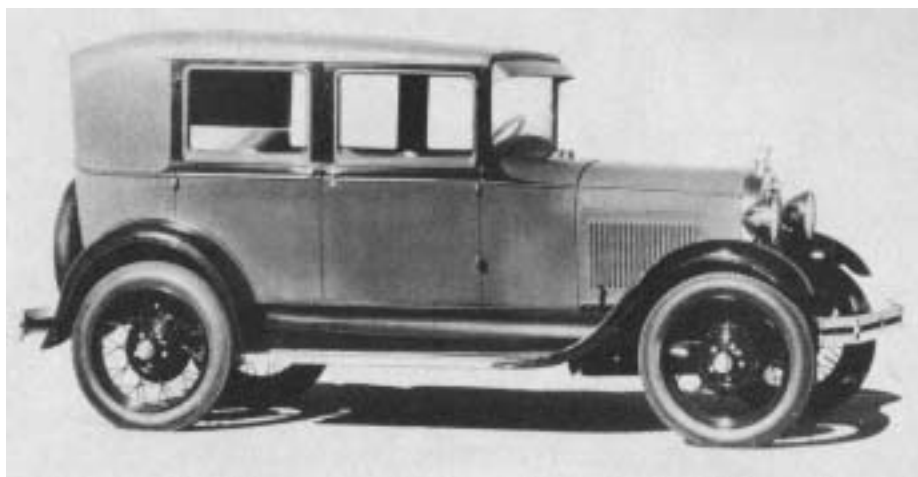
Sir Percival left Southampton on 9th June and spent just over two weeks in Dearborn, outlining his ideas and sowing the seeds of what was to become 'The 1928 Plan'. He returned from Dearborn on 30th June. Jenkins ceased to be the head of Ford Motor Company Limited and left England early in August 1928. (the details of The 1928 Plan were included in the article in issue 141)

Acknowledgement: Much of the above information is to be found in the excellent book "American Business Abroad - Ford on Six Continents" by Mira Wilkins & Frank Ernest Hill.

Sam Roberts.



The 1928 Fordor Ford Model A which sold for £215. With a bore of 98mm, the Model A was rated at 23.8 fiscal horse-power. A smaller bore (77 mm) version, the Model AF ('F' for 'Foreign' in Ford parlance) was introduced specifically for Europe, with a fiscal horse-power of 14.9, but this was considered to be rather sluggish. Both Fordor and Tudor Models AF were manufactured, selling at and extra £5. Photograph courtesy Neville Jones, Chairman, The Ford Model A Club of Great Britain.



For Sale

1936 Model 'Y' Fordor with professional boot conversion (Y152870). Green and black. Original registration. Excellent condition. £5500.

Mike Meadows Tel: 01473 624650 or John Keeble Tel: 01728 830665 (Woodbridge, Suffolk)

Ford 'Y' 8 hp engine (Y290885) in good condition, to include, with or without, recon dynamo, new lift pump. Also starter, distributor, carburettor, clutch and gearbox. I have more spares new and old

..... Ford 10 hp engine (C769632) in very good condition, to include 6v starter lazy, distributor, carburettor, clutch, new lift pump, gear box. Also spare 10 hp engine with big ends gone but the rest OK.

Thorald Eidson Tel: 0161 303 7877 (Duckinfield, Cheshire)

1936 Model 'Y' (Y152308). Two-door. Black. Restored to very good condition. Runs very well. MoT. £3,900 o.n.o. Non-member Mr. Gallaway Tel: 0208 309 1616 (Sidcup, Kent)

1937 Model 'Y' Tudor. Complete and original, including registration number. Needs total restoration. £995 Roy Flux Tel: 07715 594530 (Cornwall)

"View of Roy Flux's 1937 Model 'Y' requiring total restoration. At least it has been in the dry for many years."

1936 Fordor Model 'CX', CYN 423 (C48620). Grey. Restoration well under way but needs completing. Spares include two rear doors, two 10 hp engines and gear boxes, two 10 hp starter motors and a petrol tank. Offers around £1300.

Also many Model 'Y' spares John Gardham. Tel: 01977 647807 (Pontefract, West Yorkshire)

Wanted

Model 'Y', but 'C'/'CX' considered, as running restoration. Contact with details and asking price.

Martin Endsor Tel: 01326 373910 (Penryn, Cornwall)""

Design variations on the Australian Model 'Y' Roadster

For a couple of years or so, Bill Ballard and I have been concerning ourselves with the names given to the different designs of the Australian Model 'Y' Roadster. We read and heard of Standard, De Luxe, Sports and Businessman's Roadsters. At the same time, we were collecting a number of photographs and details of surviving Roadsters, each of which was showing differing characteristics. The trip, which the two of us made to the Ford Australia archives in Geelong, Victoria in 2003, provided us with a copy of an original 1935 blueprint of the Model 'Y' Roadster, drawn by the designer of all the Australian Fords in the 1930s, Lew Bandt. This was labelled "Model 'Y' Roadster Sports" and dated 6.10.33.

Whilst in Geelong, I jotted down the production statistics from the period records held in the archives. I noted that the Roadsters were listed as either 'Roadsters' or 'De Luxe Roadsters'

We had a major breakthrough in 2004, when Bill came across a booklet at a 'swapmeet' ('autojumble' to us in the UK) printed by the Ford Motor Company of Australia and titled



'Body Parts List Models "A" "B" "40" & "Y" issued 1st January 1935'. We now have a photocopy of the booklet in our archives. This gave us some good leads. For example, under 'Windshields' is listed the following:-

19V-951104A Windshield Assembly (black enamelled) -Y. Roadster to Body No. 45
19V-951104B Windshield Assembly (chrome plated) - Y. Roadster to Body No. 45
19V-951104C Windshield Assembly (body colour) - Y. Sports Roadster (cut away doors)
19V-951104D Windshield Assembly (chrome plated) - Y. Sports Roadster

Under 'Glass' is listed:-

19V-951105A Glass (Windshield) plate - Y. Roadster
19V-951105B Glass (Windshield) plate - Y. Sports Roadster

From the above, we deduced that their were two major types of Roadster, the Roadsters up to Body No. 45 (19 R45), which could have either black enamelled or chrome plated windscreens (Standard or De Luxe?), and the Sports Roadsters, which one assumes had Body Nos. above 45 and also came in Standard (body colour) or De Luxe (chrome plated) guises. The above also stated that the Sports Roadster had 'cut away doors'. It also gave us the clue that the shape and/or size of the windscreen of the Roadsters up to Body No. 45 were different to those of the later Sports Roadster (different glass).

Armed with the photographs and the body numbers, Bill did his detective work and came to the inevitable conclusion that there were four different variants of the 'Y' Roadster.

1. 'Roadster' with straight-topped doors and high black enamelled windscreen - up to Body No. 19 R45.
2. 'De Luxe Roadster' with straight-topped doors and high chrome plated windscreen - up to Body No. 19 R45.
3. 'Sports Roadster' with cut-away doors and low body colour windscreen - Body Nos. above 19 R45.
4. 'De Luxe Sports Roadster' with cut-away doors and low chrome plated windscreen - Body Nos. above 19 R45.

The photographs also showed up some other variations. For

example, the Roadster (up to Body No. 19 R45) has a longer rear body tub with the petrol filler neck protruding through at the join between the body tub and the rear valance; whereas, the Sports Roadster (above 19 R45) has a more attractive, shorter body tub, allowing the petrol filler neck to protrude normally through the rear valance.

The provision of 'Dickey seats' (attached to the boot lid, which was hinged at the bottom) or normal lifting boot lids (hinged at the top) also appears to be one of the differences between the ordinary and the De Luxe Roadsters. Perhaps the term 'Businessman's Roadster' is/was a colloquial name for the ordinary booted Roadster.

Bill and I had much correspondence on the chromed 'handles' at the sides of the top of the Dickey seat. I thought they were for the unfortunate Dickey seat passenger to hang on to, whereas Bill's money was on them being supports for the hood when folded to stop the back window rubbing against the paintwork at the top of the boot. I won the day when Bernie Bridle ordered some for his Roadster to be told that they were "Rumble seat grab handles"!

Summary:-

There were four types of Australian Model 'Y' Roadster manufactured:-

1. Roadster ("Standard" or "Businessman's"). 25 manufactured

Body numbers up to and including 19 R45
 Bulbous long body tub
 Petrol filler at junction of body tub and rear valance
 Straight-topped doors
 Deep windscreen with black enamel frame
 Boot lid hinged at the top
 Chromed handles behind hood

2. De Luxe Roadster. 20 manufactured

Body numbers up to and including 19 R45
 Bulbous long body tub
 Petrol filler at junction of body tub and rear valance
 Straight-topped doors
 Deep windscreen with chromed frame

Dickey seat (boot lid hinged at bottom)
 Chromed handles behind hood

3. Sports Roadster. 44 manufactured

Body numbers above 19 R45
 Sleek shorter body tub
 Petrol filler clear of body tub through rear valance
 Cut-away doors
 Narrow windscreen with body coloured frame
 Boot lid hinged at the top
 Chromed handles behind hood

4. De Luxe Sports Roadster. 37 manufactured

Body numbers above 19 R45
 Sleek shorter body tub
 Petrol filler clear of body tub through rear valance
 Cut away doors
 Narrow windscreen with chromed frame
 Dickey seat (boot lid hinged at the bottom)
 Chromed handles behind hood

From the production records, the change over from Roadster to Sports Roadster, i.e. the manufacture of the 45th Roadster, occurred in February 1934, which is three months after Lew Bandt drew his blueprint of the Sports Roadster. From photographs of surviving Roadsters, the change over from 'short rad' to 'long rad' in Australia, would seem to have been between 19 R72 and 19 R84, i.e. September/October 1934, one year after the introduction of the 'long rad' in Europe.

Three 'Standard' roadsters (two in Australia and one in the U.S.A.) and five Sports Roadster, three in Australia and one in New Zealand (three confirmed as De Luxe variants with dickey seats), are known to exist. We are very fortunate that Reg Duck, of Sydney, New South Wales, still owns 19 R46, which was the first Sports Roadster to be built. It is a 'short rad' and with all the finery expected of a De Luxe variant (e.g., chromed windscreen surround, dickey seat, etc.). We have yet to confirm its chassis number, which would be very useful to help date the introduction of the Sports Roadsters.



The rear view of Matthew Watson's "Standard" Roadster (19 R28), showing the larger body tub, which bears some resemblance to that fitted to the Australian-built Model A Roadster. Note the petrol filler protruding from the join of the body tub and the rear valance

Members' cars

The Hicksons' 'Mistral', JB 3018

1933 Model 'Y' Ford with
Jensen Tourer Body.

Considering that our Ford 'Mistral' had not been on the road from the time it was bought in 1969, until it was taxed in 1998, it has had a very eventful life. It has taken part in the Lord Mayor's Show in London, it was on the Ford stand at the first Motor Show to be held at the NEC, it lapped Brands Hatch at the 1978 British Grand Prix and had a spell in the Ford Museum at Swansea.

Here are the details: The chassis, radiator grille, running boards and mudguards are standard Ford 8 Model 'Y'. The steering column is raked and extended. The body from the scuttle back is aluminium panelled. The coachbuilder's plate states "Bodywork by Jensen Motors, Proprietor W. I. Smith and Son." The model is generally known as the 'Mistral', but it is not clear whether this name was only used when the vehicles were supplied by Bristol Street Motors in Birmingham. A plate on the dash indicates that it was supplied by Perkins Brothers of Wokingham, perhaps directly from Jensen.

The car was bought in 1969 after the person who had heard about it had rejected it in disgust because it wasn't the "proper" Jensen he had expected. At the time, the paintwork was green. Although tatty, it was complete apart from missing headlights. From its condition it was apparent that it had not been used for many years. It was given a quick tidy up with a coat of blue paint and the hood was re-covered.

Having a Clyno in regular use, as well as a 1934 Morris 10/4 and a 1928 Austin 12/4 lined up for restoration, I had to find a temporary home for the car. Surprisingly, this proved difficult as nobody wanted it. The car was therefore taken by trailer to various events. These included the Ford 75th anniversary celebrations at Stoneleigh and also at Brands Hatch where it did a parade of the circuit with a lot of other historic Fords before the Grand Prix.



The deep windscreen with black enamel frame on Matthew Watson's "Standard" Roadster (19 R28). Note also the straight-topped doors."



The rear view of Gavin Welch's De Luxe Sports Roadster (now in Auckland, New Zealand), clearly showing the less bulbous, sleek and shortened rear end to the body tub, allowing the petrol filler to protrude through the centre of the rear valance. Note the Dicky seat handle at the top of the 'boot' and the chromed grab handles behind the hood.

Des Harman's De Luxe Sports Roadster in New South Wales, showing the cut-away doors and the lower windscreen with chromed frame. The two tone body colour is not original and is not thought to have been offered in production.



Sam Roberts, with help from Bill Ballard.

No lap records were broken! Because Ford workers were on strike during the first motor show to be held at the NEC in 1978, a collection of old Fords was shown on their stand and the Mistral was amongst these. Ford very kindly paid for the seats to be re-upholstered and the new carpets, which were made for the occasion.

An offer was made by Ford to look after the car and 1981 saw the car taking part in the Lord Mayor's Parade, which celebrated 60 years since the opening of the Dagenham plant. After this, it was sent to the Ford museum at Swansea. Its moment of glory came when Henry Ford II was photographed standing with his foot on the running board, surrounded by his retinue. Alas, this glory was not to last. The Ford Swansea plant seemed to lose interest in the car and it was left out in the open for a while. It was eventually returned in a rather sorry state with bits missing. After protesting, Ford made good the damage with a repaint and a new hood and tonneau.

It had always been an uncomfortable fact that the chassis was corroded, so

the decision was made to strip it down to the bare chassis, and to plate it. Various timbers in the body were replaced at the same time. The rebuild was going well in 1995, when a heart attack and subsequent by-pass operation curtailed things for a while.

Work was resumed, and the car made its debut on the Y&C Register stand at the NEC International Classic Car show in 1998. Since then it has been used extensively, with trips as far afield as the Isle of Man and the Great Dorset Steam Fair near Blandford. The car has recently been painted yet again, but of course there are still some small jobs to be completed.

In the interest of safety (but to the possible annoyance of purists), some changes have been made. These could easily be reversed if felt necessary. Flashing indicators have been fitted. These are incorporated with the tail lights, but are separate at the front. (They may be incorporated in the sidelights in the near future.) An identical looking 10hp (1172cc) engine has replaced the original 8hp (933cc) unit, which helps us to keep up with

modern traffic. The 6v system has been replaced by 12v using the original generator and an electronic regulator housed in the cut out casing. This, together with pre-focus light units, means that we can now see as well as be seen. All of this makes for a practical as well as a pleasant car to drive.

The price of the 'Mistral' when new was £180. It was later reduced to £162.10s, when marketed by Bristol Street Motors. The second wiper was 18.6d extra, whilst the special cellulose finish was another 10s. Special upholstery was an additional £1.10s.

I hope that this may be of some interest to your members. If anything is known of its previous history (it was found near Solihull) I would be pleased to hear of it.

**Doug Hickson.
Meriden, West Midlands.**

P.S. There is also a descriptive panel, not written by me, which says;

"The Model Y was the first Ford specifically designed for markets



Henry Ford II, on his visit to the Ford plant at Swansea in the 1980s, is photographed with Doug Hickson's Mistral. To my knowledge, this is the only photograph of a member of the Ford family with one of our cars - come on someone, prove me wrong!



The Mistral under restoration in 1996. This photograph shows the beautiful curves of the Jensen body."

The fully restored Jensen Mistral, with its distinctive double rows of bonnet louvres, on one of its regular annual visits to the A.G.M. at Willoughby Village Hall. Why not come along this year to see this and the other cars?"

outside the USA, Fords first 'world car'. With its art deco styling the Model 'Y' was the first 'streamlined' mass produced car in Europe and the first £100 saloon.

The Model Y captured half the British small car market in 1935, profoundly affecting Austin and Morris. 165,000 complete cars were built in Dagenham between 1932 and 1937, plus 30,000 rolling chassis for other markets. Thus a fine basis for the Jensen brothers to work their magic upon!"



A sop for Model 'C'/'CX' owners

So that I am not accused of being biased towards the Model 'Y' fraternity, I include this photograph of the Model 'C', which has been in the possession of the senior Luis Cascante since God was a boy. It is in immaculate condition, having been restored back to its original Ford Ibérica assembled state. Luis (senior) has not been too well of late and I'm sure we all send him our very best wishes.

If this cheers up the naturally shy Model 'C'/'CX' owners, perhaps you might like to tell us more about your particular vehicular fetish.



Luis Cascante Davila's 1935 Model 'C' (C19591) in Barcelona.

International correspondence

New Zealand - North Island

Ray King, from Taupo, North Island, sends the following exciting e-mail:-

"I have just unearthed a photo taken by myself of a Model 'C' and a 'CX' here in Taupo, owned by a Mr Noel Christensen. Unfortunately, Noel moved away from Taupo some years ago and we are trying to locate his whereabouts. The darker car of the two was driveable and the other one (the green one) was not. They have been in storage for many years and both are in original, unrestored condition (pretty tatty). Noel had great intentions of restoring one and using the other for parts. However, a lot of his intentions never eventuate. As you can guess from the photo, Noel was a deer farmer and exporter of deer velvet. If I can locate him I will get chassis and body numbers for your files.

I have also just found a number stamped on the front of the battery box on our Model 'Y', 8 NZ 303, could this be the NZ assembly body number?"

As you can see from the photograph, (next page) both cars are Model 'CX's (to wit, the double grooved bumpers and

the vertical louvres on the side of the bonnet). That's two more surviving 'CX's. I hope that Ray can track down Noel Christensen to find out more details.

The exciting part of Ray's e-mail is in the last sentence. Avid readers of 'Transverse Torque' will recall, in Issue 150, that Jim Wareing from Nelson, on South Island, reported that his car had been rebuilt in 1985 and had a number 8 NZ 418 on it. I guessed that this was a re-build number. So we now have Y187120 - 8 NZ 303 and Y198872 - 8 NZ 418. Click!! These must be the New Zealand assembly numbers (similar to the Asnières numbers on the French Model 'Y's). See South Island article below for further developments on this.

Australia

Bill Ballard reports from the 8 & 10 Sidevalve Club of Victoria:-

"We had our first car event of the year yesterday - **The RACV Great Victorian Rally**, a major event which attracted over 1,000 veteran, vintage and classic cars, all of which participated on a run from one of three starting points in Melbourne, down the Mornington Peninsula to Hastings (refreshments stop) and then via Bittern, Dromana, Safety Beach and Mornington town centre to Mornington Racecourse. I took "Bluey", my Model 'CX' roadster, and went with Bernie Bridle (in his A494A Anglia tourer in this instance) and other members of his family (in their old cars too). We had hardly parked up at the starting point at Fountain Gate Shopping Centre (S.E. Melbourne) when I was accosted by Graham Smith, the Motoring Correspondent for the *Herald-Sun*, Melbourne's daily paper, who wanted the story of "Bluey" from me!! He duly interviewed me at Mornington Racecourse and also asked for interviews to be arranged at a later date with Bernie and his brother-in-law Jeff Coelho, who owns a lovely, rare 1952 American Ford Crestliner Sunliner convertible. After lunch, I had noticed that Jeff's car had a sticker on it, advising him not to leave until after the prize giving that afternoon, as he had been nominated for a prize. So at 3.15pm when they gave out the awards, Wally Thompson and I (I had lost Bernie in the crowd at that point!) wandered over to see if Jeff had won anything and his car duly won the best "Classic American Car" award. We stayed on to see if James Allan (present with both his famed **A54A Anglia** tourer



and 100E Prefect) had won anything and you can image my surprise to hear the P.A. announce: "Winner of Best Early Classic (European) - 1936 Ford Model 'CX' roadster" and I looked at Wal and said to him, "Was I hearing things?" and before he could answer, the P.A. announcer said, "Could Bill Ballard please come forward"!! You could have knocked me down with a feather!! Graham Smith rang this morning to arrange to come to take some pictures of "Bluey" and asked if I'd won anything, and said he wasn't surprised to hear of my award!! "A lovely car that stood out", he said!!! I've still to come down from "Cloud 9"!! "

I read in the Victoria Newsletter that March 2005 marks the 20th anniversary of the Ford 8 & 10 Sidevalve Club of Victoria Inc. Because the Club is organising the biennial National Rally in Tasmania, which is happening as I write, anniversary celebrations are being delayed until later in the year. However, the Y&C Register congratulates you all and wishes you continued success.

Also, our thoughts and best wishes are with Rikki Oliver, who has suffered a severe stroke. Rikki and husband, Jim Oliver, were planning to attend the National Rally in Tasmania. The stroke, which affected her lower jaw and speech, was triggered by a virus, so we hope that the prognosis is a full recovery.

New Zealand - South Island

Whilst corresponding about an immaculate Model 'Y' advertised for sale in the South Island, January/February Newsletter, Heather Trumper mentioned that 2005 also marks the tenth anniversary of the Ford 8 & 10

Enthusiasts Club of the South Island. An enjoyable sounding celebratory rally is being held over the Easter weekend based on Geraldine, south-west of Christchurch. Congratulations to you from all in the Ford Y&C Model Register. Have a successful rally

and we wish you good fortune for at least the next ten years.

The Model 'Y' advertised for sale was a vineyard green Tudor, manufactured towards the end of March 1936 (Y130868) and probably assembled some time in May. As the Ford New Zealand assembly plant at Lower Hutt was not operational until the end of 1936, this car would have been assembled by the Colonial Motor Company Ltd. Jim Wareing, who has bought the car, reports that it does not have the hand-stamped NZ assembly number on the front of the battery box. Following on from the information recorded in the North Island article, above, it would seem therefore that the assembly numbers started with the opening of the Ford New Zealand plant. I have asked Thelma Semadeni in the north and Heather Trumper in the south to see if they can prise these assembly numbers from the late 1936/early 1937 cars. Were they also on the Model 'CX's I wonder? If so, I would expect these numbers to start with 10NZ.

The Ford New Zealand assembly number, 8NZ 418, hand-stamped on the front of the battery box of Jim Wareing's 1937 Tudor, Y198872.



Y&C Register engine overhaul.

In issues 138 and 139 we reprinted an article on 'Overhauling Ford Engines', taken from the July 1954 edition of 'Practical Motorist'. In this issue, we explain the Club engine overhaul programme, which sets the Y&C Register apart from the majority of other owners' clubs by being one of the very few who carry out overhauls in-house and provide refurbished engines for their members. At present, we have one refurbished 10hp engine on the shelf and an 8 hp engine overhaul is planned, having recently provided one to a member.

We are very fortunate to have Tim Brandon as a long serving, very active member of the Register. Not only is Tim very knowledgeable in Ford mechanics, having served a five year apprenticeship with a Ford dealership, five years with Gates of Woodford and twenty years on his own as a mechanic, but he is very thorough and meticulous, as I witnessed when I visited him for a couple of days in November 2002. So what does he do as a hobby and for us as members?

When orders for engines, by type (8h.p. or 10h.p.), are received from members by Jim Sharpe, as the Spares Administrator, Tim is fed with the appropriate engine, which is held in stock or is received on exchange. On receipt of the engine, which has hopefully been drained of oil and cleaned up externally, Tim strips it and cleans all the parts. Each part is examined for wear and possible recovery in order to keep refurbishment costs down to a minimum. The following steps are then taken. Camshaft: not much can be done, other than the costly job of having the cams re-profiled, if this is found necessary. Crankshaft: these are all re-ground to remove ovality of the journals and uneven wear. Conrods: all conrods are re-metalled and new small end bushes inserted. The conrods are then machine-mated to the crankshaft (standard sizes). New pistons and/or piston rings and gudgeon pins are fitted. Engine block: this is sand-blasted and, if

necessary, re-bored or even relined and re-bored. The upper limit is 60 thou oversize. If necessary, the head is skimmed. Hardened valve seats are also inserted, as well as new main journal shells. New valves and valve springs are fitted and worn valve guides reclaimed where possible, by machining them to accept valves with oversized stems (new valve guides are very expensive). The oil pump is then overhauled. The timing gear wheels are replaced if necessary or a new timing chain is fitted. The flywheel is re-faced and the starter ring gear and spigot bearing are replaced.

The engine is then re-assembled with new gaskets before being bench-tested. Because of Tim's in-built quality control and meticulous attention to cleanliness throughout this work, he has yet to have a poor bench test. After testing, the engines are painted in Ford green. The cost of refurbishing an engine obviously varies, depending on how much has to be 'contracted out' to the local machine shop and on what has to be replaced from club stock and how much we paid for that stock. On average, the overall cost of the refurbishment is currently running at just under £1000 so, with the added costs of transportation and Graham's contribution, the advertised price of £1000 -£1075 to Y&C Register members is a snip.

It is a far cry from the price that the Ford Motor Company was charging under its Engine Exchange Plan. However, you will notice from the description of the reconditioning process in the promotional blurb accompanying this article, that Tim is carrying out the same processes as those which were done under factory and production line conditions in Ford's halcyon days.

Sam Roberts

Tim fitting refurbished conrods to a reground crankshaft on his workbench. A treated block stands by.



FORD ENGINE EXCHANGE PLAN

Under this Plan, when the time comes for the engine of a Ford Car or Fordson Commercial to be overhauled, the work can be done more economically by your local Ford Dealer. Ford Dealers carry in stock, engines (cylinder assembly units) reconditioned at Ford Works by men thoroughly qualified to do the work. When the vehicle is driven into the Ford Dealer's workshop, the engine is removed from the chassis, the accessories comprising the electrical equipment, plugs, carburettor, inlet manifold, exhaust manifold, clutch, crankshaft pulley and retainer, fan, fuel pump, oil level indicator, oil filler and pipe and engine front support, are taken off, replaced on the reconditioned unit and the completed engine installed. This is all done at a nominal charge known in advance.

The old unit is returned to Ford Works where it is reconditioned ready for another owner. It is not merely overhauled, but is rebuilt with a thoroughness impossible in ordinary repair. Each engine is completely dismantled and many parts are immediately scrapped and replaced with new units, including all pistons and rings, valves, valve springs and guides, the timing gear and the starter ring gear. Bores are reground to the same limits as those of new engines, and mirror-finished. The crankshaft is reground as accurately as new, and new bearings are fitted throughout. All assembly, checking and inspection operations are carried out to Ford precision standards, and the reconditioned unit is guaranteed by Ford Motor Company Limited for six months. Engines which have been damaged or altered from standard are not accepted under the Plan.

The Exchange Price for the Ford
"Eight" engine is £11 0s. 0d.
The Ford "Ten" is £12 0s. 0d.
(subject to change without notice).

Around the Regions

Regions 1&2, Bristol and West.

New year's day heralded the first event in the area; a gathering at Taunton market with a road run north of the town and back again. As last year, a large number of assorted vehicles took part, ranging from a motorised tricycle with two wheels at the front under a wicker basket, to heavy recovery trucks and including motorcycles, cars, vans, tractors, etc. Sidevalve Fords present included 100Es, 300Es and Anglias. Alas my Anglia petered to a halt about 3 miles into the run. Roadside inspection indicated there was fuel in the carburettor, a spark at the points and a spark on the H.T lead. However it wouldn't go! Investigation back home led to the replacement of the rotor arm, but I haven't been far enough to check this out since.

The Bristol Classic Car show at Shepton Mallet over the last weekend in January was a great success and is written up elsewhere in this issue.

Rumour has it the Sidevalve Owners' Club National event may be in our patch at the Gloucestershire Steam and Vintage Extravaganza event at Kemble airfield, near Cirencester on 6th/7th August. Future events also include the antiques fair and classic car show at Berkeley Castle in mid-Gloucestershire on Monday, 30th May, the late May Bank Holiday weekend. Please phone if you require contact details.

If anyone needs a spare engine for their upright contact Mr Tripp, near Weston Super Mare, 01934 623001. He offered this at Shepton, free to collector.

Ivor Bryant

Region 5 (East Sussex & Kent)

All the members in this area should have received a Classic Car Shows and Events List 2005 from me; if not, please give me a call. Any other members can also have one if interested in southern shows. The first main event is of course the A.G.M. It is well worth the effort, an opportunity to show your car, buy spare parts, regalia, etc., meet your

Club Officers and share some ideas. Our Club will benefit from effort from all the members. SUNDAY, 10th APRIL is the date for the A.G.M. at the Willoughby Village Hall. I hope to see you all there?!?!?

After the French trip to Normandy 11th -18th May, our local shows get under way. Laughton Spring Fayre over the Spring Bank Holiday (28th to 30th May) is our first big one. Sunday will be the main day. I intend to look into the London to Brighton Classic Car Run on Sunday, 12th June, so contact me later if you are interested. The Ardingly Vintage Vehicle Show at The South of England Showground, Haywards Heath, West Sussex is our main event. This is a big country show with a Club stand. Contact me, please, for entry forms.

It was good to receive the List of Surviving Vehicles and the Members Information - Jan 2005. Thank you Bob and Sam. They were very well presented.

We hope your cars are giving you pleasure and that we meet at some of the events.

**All the best,
Mary & John Keenan.**

'Northern sidelight' (Region 16 - N., W. and E. Yorkshire)

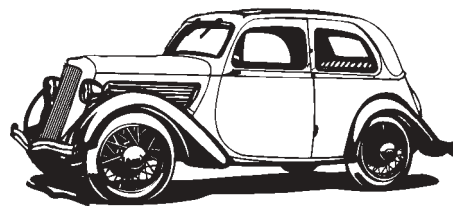
Not a very great deal to write about in this issue. CNN, along with her stablemate, has received various slight attentions and being periodically started up and maybe given the odd run. I expect that many Region 16 members will have been involved in more dedicated restoration work during the winter. If this applies, I would be more than happy to write about it in these columns if you could send me details of ongoing work etc.

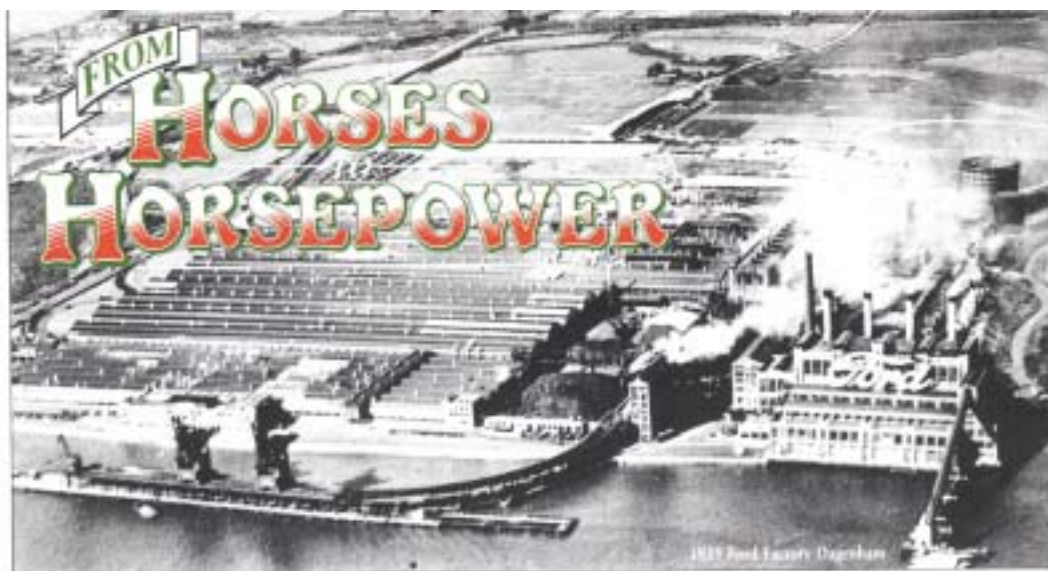
Hopefully, by the time you read this, we will be looking forward to some

half-decent weather as opposed to the snowflakes I can see landing on my window sill this afternoon.

I have not had many details of forthcoming events as yet, but expect these to arrive over the next few weeks. Ken Sleight has given me information on two 1940's type events, which I am particularly interested in attending, having been to a similar event at Bolton Abbey in September. The first is at Haworth, of Bronte fame, on the weekend of 8 and 9 May. This is a fairly informal event and just entails arriving with the old car in appropriate '40's ensemble and being allotted a parking space in the High Street. The second is at Pickering on 15,16 and 17 October, centred on the preserved railway, but is apparently, taken very seriously, but nevertheless is a good weekend. In fact, this was the subject of a regional television slot a few months ago and seemed extremely authentic. I expect the theme of both events will be VE/VJ Day commemorations. If you are interested, I have contact details for both of these.

Best wishes, Barry Diggle.





“From Horses to Horsepower” – Chapter II, 1919 – 1939

Extract from the Winter 1988/89 edition of ‘Talkback’, ‘The Magazine for Ford Company Car Drivers.’

It was the war, they said, to end all wars – the war that would change the face of Europe for ever.

The first prediction was hopelessly optimistic, but the second was seemingly unavoidable. In Britain, those post-First World War changes were as marked for the motorist as anyone. Radical changes meant the perception of the car quickly developed from that held in Edwardian times, when it was generally regarded as being only for the gentry. The thousands of young men who had driven or ridden in Rolls-Royce, Vauxhall and the Crossley staff cars, or had driven Maudsley lorries, came home from the war with a longing to own a car for themselves.

Women, too, had gained a taste for motoring after spending the war behind the wheel of an ambulance or bus, and the wealthy ones, for whom the end of the war meant a freedom never before known, saw no reason why they should not join the motoring public.

Car factories, which had been turned over to building aero-engines, munitions or military vehicles, were now ready to start producing cars again. Dashing young officers home from the war saw the car as a status symbol, while their fathers were prepared to invest in this comparatively new means of transport, as a sign of their confidence in Britain’s industrial future.

So the stage was set for a revolution in car manufacture and in attitudes towards motoring, with the acceptance of women behind the wheel being, perhaps, the single most significant step in the early post-war years.

Car manufacturers were quick to pinpoint this new market, and aimed advertisements directly at the woman driver. They also appreciated the influence a wife had over her husband in the choice of car, and started selling vehicles in exotic-sounding colours believing that greater choice was a positive selling feature.

1919 saw an insatiable demand for the motor car; in America, where every third car built was a Model T and where Ford’s market share was 40 percent, there was a national waiting list of hundreds of thousands of eager buyers. In the same year, when the world’s first traffic lights were installed in Detroit, - a number of new models were launched both in Britain and abroad. These included the ill-fated 20hp Austin, which was too expensive and brought the Austin Motor Company close to bankruptcy, the Wolseley Ten and the Riley Eleven. The eagerness to buy or build a car, was clearly illustrated in this country at the 1920 Motor Show, where 149 British makes alone were on offer.

In France, André Citroën built his first 1.3 litre Type A, and in Italy, Fiat went into mass production with the 1½ litre 501. But in the US the post-war boom ran out in the summer of 1920 and by 1921 car makers were in crisis because there was no longer the money around to buy their products.

It caused serious cash flow problems for Ford, but Henry Ford was quick to find a solution: he cut prices to bolster flagging

sales. The basic price of a Model T chassis for truck or van use was cut from \$525 to \$360, the runabout was reduced from \$550 to \$395 and the top-of-the-range sedan slashed by nearly \$200 to \$795.

However, Ford’s price-cutting saw the company emerge from the slump of 1920/21 in the US even leaner and more competitive than before.



In Britain there was a similar ending of the post-war boom, with labour and materials prices rocketing, an increase in taxes and an inevitable rise in car prices. But one manufacturer, Morris, copied Henry Ford and slashed its prices to win sales and save the company. In February 1921 the price of a four-seater Morris Cowley

was cut by £100 to £425 and the two-seater by £90 to £375. Other manufacturers slowly followed suit and Morris answered them by slashing almost another £100 off the best-selling models that autumn.

Sales rocketed, with the result that by 1925 production of the Bullnose Morris topped 50,000 to make it Britain’s best seller.

At this time Model T components including engines and transmissions were being imported to Britain to Ford’s plant at Old Trafford*, Manchester. These components along with locally-built bodies, petrol tanks, silencers and other British-made components, were finally assembled into the finished car. Production of motor vehicles in

Britain increased from 34,000 in 1913 to 73,000 in 1922, when there were 575,823 in use on Britain's roads. Most were sold through dealers, with the first Ford dealerships established just before the start of the First World War. Motoring at this time was not cheap but was certainly becoming more accessible. A licence cost 25p, insurance was an optional extra that did not become compulsory until 1930, petrol cost around 7½ p a gallon and road tax on an average-size car was three guineas. This was at a time in the mid-20s, when a tram driver for example earned £3 per week. As a pastime driving was not the well regulated activity it is today. White lines as road dividers did not appear in Britain until 1927 – the same year as speedometers became mandatory – and the country's first traffic lights did not ap-



1924 Morris

pear until 1928 in Wolverhampton, four years before a set was installed in London.

Motoring was still very much the province of the well-off young men, and advertisements of the day project an image of care-free, leisure-orientated motoring. It was the classic age of motoring when arguably the finest luxury cars ever built were making the discerning motorist drool. Those who could afford the likes of a Rolls-Royce or Hispano-Suiza bought a rolling chassis and then went to a coachbuilder to clothe it in an expensive, hand-crafted body. In Britain, the Rolls-Royce Silver Ghost – superseded by the Phantom I in 1925 and Phantom II in 1929 – was the pinnacle of excellence, while in America the Duesenberg J and Packard Straight 8 competed with the Cadillac V8 for top spot.

The twenties saw Bentleys win the Le Mans 24 Hour Race five times. They also saw the rise and fall of British companies now almost forgotten – like Clyno, which was building 1,000 cars a week during its peak in 1926, but over-reached itself by building a new factory to produce a model which ultimately did not sell well enough. The company went bankrupt in 1929. The

twenties also saw the introduction of the first British designed "people's car", the Austin Seven, which went on the market in 1922 and was in production for 16 years selling 300,000 units. (*The Model T, of course, had been the first true "people's car" on either side of the Atlantic.*)

The introduction of the Seven was one of the most significant events in British motoring history. For £165, buyers got a four-seater car that was robust, reliable and cheap to run. Its 747cc four cylinder side-valve engine was mated to a three speed gearbox and shaft drive and, although the brakes left much to be desired, it represented excellent value for money.

Herbert Austin's little car was built under licence in Germany, France and Japan, and raced with great success. It was actually a Seven built under licence and called the Dixi that was the first vehicle built by BMW in Germany in 1928. And it was a Seven-based car that was the first to carry the Datsun name (now Nissan) in Japan in 1933.

The Model T, meanwhile, was consistently selling more than a million a year in the USA through the early twenties, and was constantly being modified. The T's basic mechanical configuration had appeared in all manner of body shapes and styles – no-door, single-door, two-door, four-door, closed, open, sedan, pick-up, station wagon – the variations were endless. Apart from changes to body shape and dashboard instrumentation, significant developments were made to the T, such as the introduction of the foot accelerator which replaced the hand throttle next to the steering wheel, and in 1923 it became the first mass-market car to benefit from the comfort and road-holding provided by the low pressure "balloon tyre" developed by Harvey Firestone.

In the same year a closed-in weatherproof body was also available. However, fashions changed and by mid 1920s sales were falling due to the feeling that its dated appearance and uncomfortable ride were no longer acceptable. It was still powered by an outdated four cylinder engine, while other comparatively low-priced cars were being fitted with smooth six cylinder power units. Both the American and British markets were ready for a change.

General Motors' Chevrolet car division, originally outsold 13 to 1 by the Model T, increased its market share by 220 per cent in the three years 1922 to 1925, and in 1924 Walter P. Chrysler produced a sensational high-compression six cylinder engine that set the standard.

Henry Ford had been convinced several years before of the need to build a new engine to maintain the company's leadership and in 1920 work had started on a revolutionary new type with 8 cylinders arranged in the shape of a cross. Of the

eight cylinders, four faced upwards and four down, but while the upward facing cylinders operated efficiently, the downward-facing spark plugs clogged with dust and dirt from the road. The project was abandoned in 1926, and Ford engineers resorted to concentrating their efforts to improve the four cylinder engine.



1927 Austin 7 Chummy

Model T production ended in 1927, and the Model A was unveiled in both America and Britain in December that year, with almost 500,000 American orders being placed by Christmas. It was an immediate success, and incorporated every significant improvement fitted by the competition of the time – strong and silent gears operated by a gear lever, hydraulic shock absorbers, balloon tyres, reliable electrics, a four cylinder engine which could out-accelerate most six and eight cylinder models – and it could cruise at 55 mph. The Model T's cruising speed had been only 35 mph, and its top speed about 42 mph. The car's major attraction, however, was its price. In America the model A sold at an average \$495 for each of the variations of the basic body shell, more than \$100 cheaper than the equivalent Chevrolet. This was the time when the average weekly wage in America was around \$15. But the Ford Model A's market leadership was comparatively short-lived. General Motors and Chrysler had both invested heavily in sophisticated research facilities and test tracks, and by the end of 1929 – a year in which more than 1,500,000 Model As were sold – a new six cylinder Chevrolet was ready to challenge for the leadership.

By the following year it was the top selling car in America, and General Motors became the number one manufacturer. Ford's share of the American car and truck market in 1930 was 42.5 per cent of a total market of 3,509,000 units. At the same time in Britain, Ford produced 27,861 – 16.4 per cent of the 169,669 vehicles sold.

In 1930, Ford's engineers started developing a V8 engine, which was unveiled in 1932 in the model B (and which remained in production as basically the same unit until the early 1950s). The Model B was essentially a Model A chassis with transverse leaf-springing and four wheel brakes, fitted with a 65 bhp 3,622cc V8 engine, having a top speed of 70mph and accel-

eration to match. Over a million were built in America in 1935**, and two years later a smaller 2.2 litre version was added.

In the twenties self starters, electric lights and four wheel brakes became standard equipment. Balloon tyres and safety glass were also introduced and new standards of comfort in bodies gave greater protection from the elements. Improvements continued through the thirties – engines and transmissions were smoother and more refined, electrics became gradually more sophisticated and pressed steel body panels more common.

In Britain, the thirties were a time of mass-production of small family cars, with Ford Austin, Morris, Rootes, Vauxhall and Standard at the forefront.

Ford had been investing heavily in Britain to set up the largest and most modern car plant outside the USA. Ford Motor Company Ltd., which had been set up in Britain in 1928, bought nearly 600 acres of marsh at Dagenham in Essex, besides the River Thames. With its own power station, blast furnaces and jetty which could take coal and ore carrying ships of up to 10,000 tonnes, it was virtually self-contained. Production started there in September 1931, with a workforce of 1,500 transferred from Manchester and another 2,500 recruited mainly in East London. The first vehicle to roll off the production line was a lorry version of the Model A in October 1931, and in February the following year the first Ford designed for the British market – the Model Y – was built. It went on sale in May and had sold 8,260 by the end of the year***

When it was introduced, the eight horse power Model Y, the first European Ford, sold for £120. Three years later it became the Popular, with a £100 price tag****

Other manufacturers were working equally hard on new models, and the hugely successful Morris 8 was introduced in 1934. It sold more than 200,000 in four years, and in 1939 Morris became the first British manufacturer to have produced a million cars.

The Hillman Minx was launched in 1932 at a basic price of £159, and it was to rank among the most popular family cars for years. In 1935 it became the first mass-market British car to be fitted with an all-

synchronesh gearbox, and a variant called the "Melody Minx" came complete with a built-in radio.

Vauxhall had spent the war building staff cars, including the one used to take King George V to view the battle field at Vimy Ridge, and in the twenties the company – which was bought by General Motors in 1925 – had developed a reputation for excellence through its highly respected model range. By the thirties it was producing some innovative vehicles, like the 20hp model of 1934 which was fitted with a novel pedomatic starter which required the driver to switch on and press the accelerator to start the engine. The D-type the following year became the first medium-priced British car to be fitted with independent front suspension, and the G-type introduced in 1937 had not only independent front suspension, but also hydraulic brakes and a built-in heater – something lacking from virtually all but the up-market cars.

In 1930 – when there were a million cars on Britain's roads – third party insurance became mandatory for the first time, and the following year driving mirrors were made compulsory, along with safety glass for windscreens. The same year saw the opening of Britain's first underground car park, at Hastings, and "Autocarrier" started operation on the Dover-Calais run as the first cross-Channel car ferry, carrying cars slung aboard on pallets.

In 1934, the year that the driving test was introduced, Britain got its first pedestrian crossings and America its first drive-in cinema.

The 30mph speed limit was imposed in 1935 applying specifically to roads in built-up areas. The Highway code was introduced in this year and the world's first parking meters were installed in Oklahoma City, a clergyman being the first person ever arrested for

a parking meter offence.

Roads in Britain were gradually improving, and in 1935 came an invention that was to prove a huge boon to night driving and road safety, the "Catseye", which was invented by Percy Shaw.

The thirties started in an economic slump on both sides of the Atlantic which had begun in Britain with the General Strike of

1926 and the 1929 Wall Street crash in America. Recovery was slow and spelt doom for many smaller companies while others were taken over by larger manufacturers. As a result, it was a more streamlined motor industry that emerged from the depression and as war clouds gathered it became obvious that motoring for pleasure would soon come to a halt.

The halt came – abruptly – in September 1939 with the outbreak of war. Petrol rationing followed, and it was going to be 1950 before rationing ended and motoring for pleasure again became a national pastime.

Comments: It makes me cringe when I read inaccuracies about Ford products in a Ford publication such as this. I have asterisked a number of statements in the text and make the following observations:-

* Old Trafford I'm sure is a modern nomenclature for the Manchester United football ground. The correct title is the Trafford Park Estates, or Trafford Park for short.

** The facts here cannot be right. The V8 was put into the Model B to become the Model 18. The Model B retained the four cylinder engine. The Model B and the Model 18 were produced in 1932/33. The beautiful V8 Model 40 replaced the Model 18 for 1933/34 and the Model 48 for 1935/36.

*** February 1932 saw prototype Model 19s displayed at the Royal Albert Hall. These were non-runners and were all destroyed. The pre-production Model 'Y's (still called Model 19 until July 1932) were built in Dearborn, U.S.A., one of which was shipped to England in April 1932 and registered EV 5689. I suggest that, because of this, the author thought that production commenced in May 1932. Production at Dagenham did not start until August 1932.

**** The Model 'Y' became the 'Popular' in September 1934 on the introduction of the De Luxe Model 'C'. The price of the Model 'Y' was dropped to £100 in October 1935.

You will also have spotted in the photograph of the Model 'Y' the incorrect caption '1932 Model Y'. What is illustrated is the Ford Motor Company's own Model 'Y', DOA 244, which is a long rad, introduced in October 1933. The 1932 Model 'Y' was a short rad.



MoT tests – Part 2

WE ARE SURVIVORS (FOR THOSE BORN BEFORE 1940 ...)

Looking under the car:-

Check for cracks and rot in the chassis frame and cross members. Check for broken spring leaves and loose u-bolts. Check the front and rear axle A-frames for cracks and rot. While you are at the front end, check the A-frame ball joint for wear. Check all spring shackles and shock absorber links for wear. Check all steering joints by rocking the steering and also by lifting vertically. Following this, jack up the front of the car and check for excessive play in the wheel bearings and king pins. With the car still jacked up, rotate the wheels and check the tyres for wear and damage. When you have finished at the front, check the rear axle bearings and tyres.

Next look at the brakes. Check all links, pivots and rods for any excessive wear, especially around the clevis pins and eyes. Due to the age of our vehicles, look for corrosion to the rods; any pitting that may reduce the rod diameter by a third may be interpreted as weak and un-passable. The final check on the brakes is 'do they work?'. Try braking; does the car pull up straight and within a reasonable distance? Also try the handbrake (but steadily).

The last things to check include your exhaust system for excessive leaks or blows. Our exhaust gasses are not analysed during the MOT, but your exhaust must not emit excessive blue or black smoke. Check also your fuel system, starting at the fuel filler cap. Is the cap seal in good condition? Is the tank secure and not leaking? Check the fuel lines for any leaks, all the way to and including the carburettor.

Now take the test! If there are any problems during the test, discuss them with the tester and ask for an explanation of what is required and maybe ask to see the tester's manual. Checking your vehicle for an MOT will hopefully highlight any problems that may otherwise let you down when least expected.

Geoff Dee, Technical Adviser.

We were born before television, before penicillin, polio shots, frozen food, Xerox, contact lenses, videos and the pill. We were before radar, credit cards, split atoms, laser beams and ballpoint pens; before dish-washers, tumble dryers, electric blankets, air conditioners, drip-dry clothes ... and before man walked on the moon.

We got married first and then lived together (how quaint can you be?). We thought 'fast food' was what you ate at Lent, a 'Big Mac' was an oversized raincoat and 'crumpet' we had for tea. We existed before house-husbands, computer dating and sheltered accommodation was where you waited for a bus.

We were before day care centres, group homes and disposable nappies. We had never heard of FM radio, tape decks, artificial hearts, word processors, or young men wearing earrings. For us 'time sharing' meant togetherness, a 'chip' was a piece of wood or fried potato. 'Hardware' meant nuts and bolts and 'software' was not a word.

Before 1940 'Made in Japan' meant junk. The term 'making out' referred to how you did your exams. 'Stud' was something that fastened a collar to a shirt and 'going all the way' meant staying on a double-decker bus to the terminus. In our day, cigarette smoking was fashionable, 'grass' was mown, 'coke' was kept in the coal-house, a 'joint' was a piece of meat you ate on Sundays and 'pot' was something you cooked in. 'Rock music' was a fond mother's lullaby, 'Eldorado' was an ice cream, a 'gay' person was the life and soul of the party, while 'aids' just meant beauty treatment or help for someone in trouble.

We who were born before 1940 must be a hardy bunch when you think of the way in which the world has changed and the adjustments we have had to make. No wonder there is a generation gap today ...

With thanks to Doug Hickson.

Photograph on rear cover

The cover of the February 3rd 1940 issue of the 'Practical Motorist', which illustrated a September 1936, Angus registered (ASR 112), Tudor, Model 'CX' about to climb a steep hill 'near Braemar' in the Grampian Mountains (the climb over The Cairnwell on the A93 perhaps?). 'Stop. Great Caution. Engage low gear.' says the roadside sign. Unusually, the rear number-plate is in the middle of the rear bumper, rather than on a plate holder on the offside bumper support. There was no reference to the photograph inside the magazine, other than an article on 'Cold Starting'. I must say that the young lady does not look at all suitably dressed for the weather, unless they have a very advanced heater in the car! Our thanks to Bill Ballard for sending this photograph.

EASIER ENGINE STARTING

News

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