

TRANSVERSE TORQUE

Issue 154 - May - June 2005



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Editorial

What an enjoyable A.G.M. The weather stayed fine for us and there was a good turnout of cars and members. There were bags of activity round the spares and regalia tables and everyone seemed to be enjoying themselves. Even the raffle, which I ran to dispose of some surplus library books, managed to raise £58 for Register funds. The minutes and Bob's comments are elsewhere in this issue. Our thanks go to the 'tea-ladies' for their constant supply and for keeping the kitchen tidy.

At the A.G.M., it was agreed that we should arrange or involve ourselves in some shorter weekend type road runs in addition to the long tours we have been organising over the past five or so years. By having them in different parts of the country, we will involve more members. The first of these is the 'Wisbech-to-Peterborough-and-back' run on Sunday 14th August. A detailed, enticing description of the run appears after the list of future events. Note that your entry application needs to be in to Roger or Jo Hanslip by 18th June.

Mentioning the Hanslips, they (and Phil Denson) responded to my plea for photographs of our cars in the snow for possible future Christmas cards. Jo Hanslip and Phil each put on their creative thinking caps and concocted photographs. I attach Jo's attempt at "photographing" their Model 'Y' on the East Anglia fenlands! Looks more like the French Alps to me!!

Jo Hanslip's Christmas card submission!

An unusual item came up for auction on e-bay in March. Fortunately, Roddy Murray, on the Isle of Lewis, spotted the lot and successfully bid for it. It consisted of the original certificates of insurance for the two Model 'Y' Brighton taxis, presently owned by Dave Ball in Essex. Roddy copied them to Ivor Bryant, who photocopied them and sent them to me. I telephoned Dave Ball, who had never seen them, even though he took over log books, tax disks, etc. from the widow of the son of the original taxi proprietor, Mr. Alexander Baker. I have asked Dave to provide us with the known history of the taxis, for a future Members' Cars article.

In the last issue we were lamenting the

failure of the readers of the 'Classic Cars' magazine to vote Jack Clarke's immaculate £100 Model 'Y', ENO 344, into the final of the Autoglym sponsored 'Car of the Year' competition at Alexandra Palace in March. The car was entered into the 'Professional Restoration' class, along with fourteen others. Photographs and description of each were shown on the www.classiccarsmagazine.co.uk website and readers invited to vote for their favourite. The five receiving most votes went on to be displayed at the show at Ally Pally. They were:- 1935 Citroën Traction Avant 11AN Faux Cabriolet, 1948 Alfa Romeo 6C2500 Super Sport, 1952 Jaguar XK120, 1962 Jaguar E Type

of the Year! His pal has warned him that old ENO took best car cup at the All Ford Rally for two consecutive years – 2003 and 2004.

So poor old Editor does not want to be blacklisted by his sister (who is probably very ugly), or get the silent treatment from his family (who are probably all crooks). Hence old ENO has been given the chop. There ain't no justice! I wonder if my suspicions are correct. The gorgeous Shirley has put her tiny bikini back in the cupboard."

We are very sorry, Jack – and Shirley.

I love those old street scenes, full of cars,



and a 1963 Lotus Elite Super 95. As I suspected and stated in the last issue, our mid-thirties 'tin-ware', no matter how immaculate, will not win votes when up against the exotica. Never mind, Jack, ENO is much appreciated in Ford circles. Not that Jack is bitter about it – no sir! As he writes:-

"Many thanks for sending me a copy of the letter from Classic Cars. I think I have sussed it out; you see, this monkey (the Editor of Classic Cars) probably has a brother-in-law (probably a seedy character), who has entered a very tatty non-original classic car and has heard on the grapevine that if old ENO is present to be judged, then old ENO most definitely walk away with first prize – Car

In this issue

Editorial	3
Chairman's chatter	5
ANNUAL GENERAL MEETING	5
Secretarial ramblings	7
Members' correspondence	8
For sale	11
'The Van Diemens Venture' – or Tassie ahoy! ...	12
Hornby 'OO' Ford engine	14
Y&C Register Events 2005	15
20 years ago	16
NEWS OF NEW MEMBERS	17
Shock absorber link modification	18
Members' Cars -	18
DVLA News	20
Around the Regions	21
Mirror clocks – help required	23
Spares report	23
International correspondence	24
A can of worms	25
Magazine binders	27



The Old Square, Birmingham in 1955, bristling with cars, vans, trucks and buses which would set the pulse racing!

always hoping to spot one of ours. Kevin MacManus, from Longford in Ireland, sent in a super photograph of the Old Square in Birmingham, taken in 1955. Half hidden behind a Jowett Bradford van, with 'Corner Shop' livery, is parked a Model 'CX' tourer with hood and side-screens in place. It seems to have acquired a later front bumper with overriders during its 20 years history. I am grateful to Kevin also for sending in two adverts for our cars for sale in Classic Car Weekly. I have followed them both up and are both listed in our For Sale column in this issue. Thanks for that



This has got to be one of the better restorations. Tim Brandon is a perfectionist and it shows in the progress on his April 1933, short rad, orient blue and black, Fordor Model 'Y' (Y19436). I'm sure we shall see it on the circuit later this year.

Kevin.

John Fitzgerald sent me the Irish Veteran and Vintage Car Club (IVVCC) programme for 2005, which lists the Ford Y&C Model Register as an 'Affiliated Club'. This gives John certain privileges when organising Y&C Register club stands in Ireland, such as at the annual Powerscourt Picnic Run, held annually in Co. Dublin in August. This year it is on the 21st August, so those Irish members who wish to take part should contact John. The good news is that, this year, John has been elected to the Board of Directors of the IVVCC, as was, incidentally, his father, the late Jim Fitzgerald. Congratulations John.

I sponged a B&B off Tim Brandon recently, as I was driving daughter and kids up for an overnight stay with relatives in Suffolk. As always, my visits to Tim are interesting. Not only did the visit inspire two articles on rear-view mirror clocks and Hornby trains respectively, but it prompted a look into the history of one of the older Ford dealerships, Potters Ltd, of Framlingham, Woodbridge and Wickham Market. Research is under way! Tim's restoration of the late Jeff Cole's short rad Fordor Model 'Y' is coming on very well. You may recall us reporting that it was riddled with wood-rot. You should see it now. It will be a beaut.

My first outing this year in my Model 'Y' Kerry was the annual Easter Monday meeting at Wyke Down, just outside Andover. A regular visitor there is John Hampton from Epsom and this year was no exception; his immaculate red, Hampton liveried van looking as good as ever.

We nearly rescued the sole surviving Jennings conversion Model 'Y' from Jersey in the Channel Islands. Ronnie De La Rue was the prospective buyer, but was mucked around so much that he, understandably, withdrew his offer. We are very grateful to member, Paul Clubb, on Jersey, for stepping into the breach at the last minute to try to rescue the transaction. Despite his best efforts, it proved to be too fraught with difficulties.

Roy Hocking has been experiencing difficulties with our website provider, Pipemedia. Basically, they have pulled the plug on us for no apparent reason, so we have had to go elsewhere for a provider. What this has meant is that we now have a more sensible and meaningful website address:- www.fordyandcmodelregister.co.uk Please use it and refer it to enthusiasts and potential members. When you visit the site, please let us have your comments and suggestions. Don't forget that MEMBERS may advertise on the site FREE of charge (as per the club magazine) - just send in your advert to Bob Wilkinson or me, Sam Roberts.

Seen in the Hertfordshire and Essex Observer towards the end of last year was a photograph of member Des Stephens and wife, Lella, with his Fordor Model 'Y', RV 4857 (Y86430), which was be-ribboned and took them to their diamond wedding party. Our congratulations to them both. Although the car was built in December 1934, a good six weeks or so after the introduction of the chromed strip bonnet hinge, RV boasts the old type piano hinge. Briggs Bodies Ltd. was obviously using up surplus stock.



John Hampton's 1934 van, which was originally registered in Bournemouth (AEL), at the Wyke Down rally on Easter Monday.

Thanks to John Armstrong for a super article on his first outing to a show in Tadcaster. It takes the biscuit for the best contribution this time round. Make sure you read his 'I'm only a novice' report under 'Around the Regions'. We need more of you to send in such tales.

Your subscriptions are due at the end of this month (May). Those of you paying by standing order will need to do nothing. Those of you with UK bank accounts who don't pay by this method, have yet another Standing Order form enclosed with this issue to try to persuade you to convert to this form of payment, which makes life so much easier for your Committee members and makes the annual chore so much easier for you.

Chairman's chatter

Can I start by saying a big thank you to all my friends who have contacted me during my recent hospitalisation. I am glad to say that every day now seems to be an improvement. I have now progressed to using just one walking stick. The new knee is working well and is responding well to physiotherapy. I am looking forward to the day when I can get back behind the steering wheel again (modern or old!).

It was indeed a good tonic to hear that there was a good attendance at the recent A.G.M. and that it went so well. I must thank Sam Roberts for stepping into the Chairman's shoes and, as always, doing an excellent job. It appears we had an excellent turnout of cars along with a good spares day and regalia sales. This looks to be the way forward for the future sales at other shows?

Whilst we ourselves will be unable to join the French Tour, can Kath and I wish all the members who are supporting the tour, an enjoyable, pleasant and safe journey. I hope all your preparations with the cars are going well. Another big thank you to Graham Miles for all the hard work that he has put into organising the tour. (Don't forget my postcards!).

Kath and I will look forward to meeting with you at some of the organised shows later in the year. In the meantime enjoy your motoring.

Mike Samuel, Chairman.

I hope that some of you were able to take your cars out on VE Day and contribute to the nostalgia evoked by the anniversary. Weather permitting, I will be joining Colin White at the Basingstoke Festival of Transport, which falls on the 8th May and, at which, Colin is running a Y&C stand. Photographs of participations elsewhere will be welcomed for the next issue.

Please note that, as Paula and I are off to a reunion in Canada at the end of June, the deadline for copy for the next issue of 'Transverse Torque' will be 21st June.

Happy motoring.

Sam Roberts, Editor.

**Deadline for copy
for Issue 155
is 21st June 2005**

FORD Y & C MODEL REGISTER. ANNUAL GENERAL MEETING 10th. APRIL 2005. WILLOUGHBY VILLAGE HALL.

Present: 36 members plus family & friends. (15 Model 'Y's and 'C's ondisplay.) Sam Roberts took Chair as Chairman Mike Samuel was indisposed.

Apologies: Mike Samuel, Pete.Ketchell, Bill Ballard, Roger Corti, GodfreyDingley-Jones, John Griffiths, David Kent, Terry Mortiboy, Geoff Salminen. "The Chairman welcomed members, particularly those bringing their 'Y' or 'C' Model for display. He also thanked Club officers for arranging stalls to sell club books, regalia and spares.

1. Minutes of the 2004 A.G.M. were accepted as true record. There were no matters arising.

2. Reports: Chairman: Sam Roberts delivered Mike Samuel's report at this, the clubs 27th A.G.M.

Another successful year had resulted from the efforts of a dedicated and energetic group of officers and a hard core of enthusiastic members. Our Club had been present at various regional and national shows, which is important in maintaining cohesion and camaraderie between members. Thanks were due to the members involved – Enfield (Jim Miles and Kevin Briggins), Wales tour (Bruce Allan and Jim McVeigh), Stoneleigh and NEC (Geoff Salminen and Geoff Dee), All Ford Rally (Sam Roberts), Bristol Classic Car Show (Ivor Bryant).

Sam had been responsible for 25th. Anniversary issue of magazine, with pictures over the years, and the List of Surviving Vehicles (12th

edition) both of which were well received. John Argent has maintained our regalia section and Geoff Dee responded to technical queries. The spares group under Graham Miles and Jim Sharpe continue to run an efficient service with thanks due particularly to the stockholders for speedy response to orders. Roy Hocking has done a great job redesigning the club website – an increasingly vital contact point – with many hits recorded. Colin Rowe and Bob Wilkinson embarked on a membership recruitment drive, with Club vouchers as the incentive- which included encouraging increased use of the Standing Order facility.

Much remains to be done, including efforts to increase membership and to constantly improve services to members – feedback from members welcomed. All members were reminded of their role as ambassadors for the Y&C Register and were wished an enjoyable year with their old cars. The meeting sent to Chairman Mike Samuel their best wishes for a speedy return to fitness.

Secretary: Bob Wilkinson reported a busy year in which there were 3 Committee and 3 Spares Group meetings. Commenting that delegates collectively covered around 10k miles to attend, they were thanked for their unstinting commitment and enthusiasm.

The spirit and enthusiasm of the late Geoff Murrell lives on in our events in tangible form through the Geoff Murrell Award. This was presented by Eileen Murrell on the Wales tour to the first – and delighted winner - Martin Bolland from Holland.

Feedback from members on Club services has been positive as devolvement of responsibilities has enabled a speedy response to orders, etc. However, members using Club services need to be reminded that we have no paid staff and that all work is undertaken by elected Club officers giving generously of their free time (often without claiming expenses). Our limited company status is in place, mainly to protect officers from the vagaries of a litigious society. We are grateful for constructive suggestions on improvements, etc. but sensitive to our time being taken for granted. Bob reiterated the Chairman's plea for suggestions and feedback from members, as this determines the way forward for the Club.

The new style website has increased numbers of enquiries from enthusiasts worldwide and is a useful recruitment medium. All delegates were reminded that they, individually, are the best recruitment agents, particularly when coming into contact with other 'Y' or 'C' owners. We also need to ensure that we encourage younger ownership and membership to safeguard the future.

Confirmation has been received from DVLA that the Club may continue to authenticate vehicles for registration purposes and members with registration queries were reminded to contact the Secretary. We were flattered in that DVLA asked the club to provide an expert to inspect a vehicle, which was the subject of a possible fraudulent application and Sam Roberts name had been submitted – who better.

FBHVC continues to have our Club support for providing an excellent service in ensuring that our hobby can continue relatively unhindered by punitive legislation from London or Brussels.

Bob thanked members and colleagues for their support which made his job enjoyable and wished all well for the coming season.

Treasurer: Bruce Allan presented the audited annual accounts for 2004-5. **(A full copy is available to members. SAE - A4 size - with 2 x first class stamps to Bruce Allan please.)** Income against expenditure was in broadly in balance. Main items of income were subscriptions (£9.3k.), spares sales (£11.2k) and regalia and books (£1.5k). The magazine, including distribution, was the largest single item of expenditure at £7.3k. (this year it included the cost of the Surviving Vehicle List) and represented 75% of club income. Credit card charges at £486.00 were justified against increased sales generated by the facility and convenience of use. No increase in subscriptions was necessary this year, but recruitment would increase funds available for vital remanufacturing of spares. Bruce commented on the low claims figure for committee expenses. After discussion and questions on the above items, the accounts were accepted and Bruce was thanked for his efficient book-keeping and presentation.

Membership Officer: Colin Rowe reported that membership now stands at 417, along with an increase to 238 members now paying by standing order. It was pointed out that the standing order

system saves the Club time and administration in chasing late/forgotten subscriptions and the associated postage costs. Colin encouraged members to adopt this payment system. All delegates were given a Club enquiry card to pass to any non-member enthusiast to boost the recruitment figures. The meeting thanked Colin for his work during the year.

Spares: Graham Miles and Jim Sharpe reported on the great range of parts available from the Club, but emphasised the growing shortage of key mechanical items and the high cost of replacement/remanufacture. Without the necessary funds our cars could become museum pieces. The spares group were constantly juggling priorities to ensure good service of major items, but sourcing small batches at reasonable cost often proved difficult. An analysis of sales showed that only about a third of members use the Club spares service. Price reviews are undertaken, but care is needed to avoid negative impact on sales turnover. Parts availability from the Club is now better than a few years ago, but there were longer term shortages to address. Members were encouraged to use the much improved Club spares service to generate the much needed funds for development. Graham and Jim and the spares team were thanked for their hard work during the past year.

Regalia: John Argent reported on the difficulties of anticipating which items of regalia would meet members needs to ensure that capital was used effectively. Prices had been reduced on some long-standing items to encourage sales which stood at £1.5k. Suggestions for items were welcome as attempts would be made to rationalise the range of sales stock over the coming year. John was thanked for his work during the year.

Editor: Archivist, Vehicle Registrar: In a combined report Sam Roberts thanked members for the quantity and wide range of inputs to him through the year. The magazine was able to benefit as were the Register archives. Items featured frequently on e-bay and keen-eyed members had noticed several rare items. Members were reminded to send Sam vehicle histories to add to his growing archive and new members/owners were encouraged to contact Sam for information already recorded on the database. The meeting thanked Sam for his work during the year, particularly in producing an excellent magazine. Sam reminded the meeting that he is nearing

the time when he will step down as Editor. The Committee is seeking someone to gradually move into the role.

3. Election of Officers:
There were no new nominations and the current officers were re-elected as follows:

Chairman. Mike Samuel
Vice-Chairman.
Pete Ketchell
Secretary Bob Wilkinson
Treasurer Bruce Allan
Membership Officer.
Colin Rowe
Spares Officer.
Graham Miles
Spares Administrator
Jim Sharpe
Editor Sam Roberts
Archivist Sam Roberts
Vehicle Registrar.
Sam Roberts
Regalia Officer.
John Argent
Technical Adviser.
Geoff Dee.

4. Presentation: Maurice Billing Trophy:

Bruce Allan was awarded the trophy by the Chairman in recognition of the organisation of the successful 2004 Wales Tour and the implementation over the year of all the administration required for limited company status with particular regard to finance.

5. Notices and announcements:

- (i) France Tour May 2005. Graham Miles reported that places were still available. Currently, 11 UK cars plus 4 from Holland are taking part.
(ii) Events at Tatton Park (June) and Wisbech (August) – details to be published in magazine.
(iii) Club Service Charts, kindly produced and donated by Roger and Jo Hanslip, were distributed.
(iv) Raffle draw – book prizes.

Members were thanked for their attendance and meeting closed at 3.40pm.

Bob Wilkinson, Secretary.

Secretarial ramblings

What a good A.G.M. day! We had nearly 40 members present, plus guests, to make this a lively occasion for all. There were 15 of our old Fords ('Y's and 'C's plus an Eifel) on show to grace the occasion. The usual club regalia and book stall was supplemented by a range of spares on sale at a special discount for the day. Takings were excellent and your Committee will probably decide to make this an annual feature. Make sure you are there next year. "

Thanks to Sam Roberts for acting as chairman for the day - Mike Samuel is recovering from knee surgery, and Vice Chairman Pete Ketchell had work commitments. "Hope you are back on your feet soon Mike. "

Although we can feel proud of our Club achievements in recent years, two important messages emerging from the A.G.M. were that we need:-

"a. To increase Club funds through membership to provide increasingly expensive parts for the future and....."

b. More active involvement by members (younger ones in particular) in Club activities." "On point a., we are finding that the cost of replacing spare parts is escalating (small batches particularly) and this raises difficult questions of priority for use of limited Club finances. Increased membership will bring more money. You can help in this effort - when you come across another 'Y' or 'C' Model at a show, do you check if the owner is a member? If they are not members, do you tell them about the Club and offer contact details? Please do so this season and earn yourself a £10.00 voucher if they join! Everybody then wins! "

I must admit to feeling disappointed in people who buy a classic car like ours and then do not join the appropriate club - often because they are too mean to pay the annual sub! I am amazed that, having just paid several thousand pounds of hard earned money in buying the car, some people are so short sighted as to not contribute to a club which, through spares and technical advice, is going to ensure their investment as a running car in the future. I am rarely surprised though when, having decided not to join, they emerge some years later and ask the club for help in selling the car! I must be getting old and crusty. " "On point b., we are always on the lookout for members to become more involved in Club matters, simply because we are getting older. Fortunately, any collective ageing on the part of your officers is masked by their visible enthusiasm and energy. But time does catch up. Sam Roberts has indicated that he wishes to step down as Editor at the next A.G.M., although he will continue to contribute articles. If you feel that you would like to find out more (for example by shadowing Sam in his role) please give Sam or me a call. Membership Officer, Colin Rowe, is also heavily involved in our spares team and has indicated a wish to relinquish the membership role later in the year. If you have an interest in finding out more about this role then please ask. You may feel that you want to give some time to the Club without a specific role in mind please contact me and I am sure we will work something out. Ring me now!"

We are, however, fortunate to have a flourishing Club despite my occasional fits of gloom regarding some issues on the horizon. Our active members are great ambassadors for the Club and we are well placed to keep our hobby active in the future. On a positive note, we have a busy summer season ahead and apart from Club events, I encourage all members to visit their local shows too, as well as just getting the old car out for a spin whenever possible. "

I am hoping to have my 1936 'CX' tourer up and running later this summer - probably in time for the traditional rain at the All Ford Rally! Keep smiling." Bob Wilkinson, Secretary.

A couple of roofs mix it with a couple of hoods - adaptation of a caption by Peter Brooke. Sam's Kerry and Doug Hickson's Mistral in with Ian Hawley's DUV and Ron and Mavis Kendall's BWW at the A.G.M..



A fine array - photograph and caption by Peter Brooke. Some of the 15 cars at the A.G.M.

Photograph on back cover

Ivor Bryant alerted me to a photograph under a Model 'Y' title being auctioned on ebay. I logged onto the site and immediately realised that the photograph was not of a Model 'Y' as such, but that of a prototype Model 19, on display in England.

The caption to the item read:- "This is a black and white photo approx 1ft by 10 inches of a pre war Ford (not sure what model) being examined by a prospective customer. Price on windscreen says £120 and it looks like a couple of salesmen are there ready to do a deal. It has been mounted on card and although the corners have slight creasing it is a nice unusual photo"

The initial bid was £3.99, so I placed a bid for £5.00. Remarkably, I was the only one to place a bid, so managed to purchase it for the archives at £3.99 plus postage. Once I had received the photograph, I wrote to the seller and explained:-

"Thanks for the photograph which arrived this morning. As I suspected, it is a photograph of the prototype Model 19. 14 of these were designed and built from scratch, in Dearborn, U.S.A., over the remarkably short period of October 1931 to January 1932. They were shipped to England and were unveiled on Friday, 19th February 1932, as the new small Ford for Europe, at the Ford Motor Exhibition at the Royal Albert Hall. As the Ford Motor Company was about to go bankrupt in Europe with its high road tax, large Model A in the depths of the Great Depression, a small 8 hp Ford was welcomed by all the Ford dealers.

Following the success of the little car (and the Model B) at the Albert Hall Exhibition, the dealers asked that the vehicles be displayed around the country. Some of the 14 went off to European capitals and the remainder toured England, Scotland and Ireland (nine cities in all). The photograph would have been taken whilst the cars were on tour, as it is obviously located under a lean-to outside somewhere and not in the Albert Hall.

On orders from Dearborn, they were all scrapped later in the year. They were only concept cars. They did not and could not drive. The design was unworkable. They did achieve the aim of alerting the public and the motoring media to the fact that Ford was to produce a small car (at £120 as stated in the window in the picture). In parallel to the building of the prototypes, Dearborn, under a separate design team, was designing and developing the production model, whose name was changed from Model 19 to Model 'Y' at the request of Sir Percival Perry in June 1932. The Model 'Y' went into production at Dagenham in August 1932. The 'streamlined' body styling of the production Model 'Y' was the work of Eugene Gregorie."

The photograph on the back cover is the one successfully bid for on ebay.

Sam Roberts.

Members' correspondence

Out on the moors.

Early in the New Year, Terry Mortiboy treated his long-suffering wife, Dorothy, to an evening meal out, away from the confines of Blackburn, in Lancashire. He took her to the top end of the M65 to The Moorcock Inn, out on the moors at Blacko. There on the wall of the pub, he was surprised to see a photograph of a fleet of Model 'Y' vans outside a factory. He duly reported his sighting to our Editor, who tasked him with obtaining a copy of the photograph for the magazine.

Two weeks later, an envelope drops onto our Editor's doormat with a copy of the photograph. The owner of the pub told Terry that the photo had been left by the previous landlord, whose father was connected with the firm in the picture. As can be seen, the firm was Greenhalgh Ltd., Dyers and Cleaners, from Burnley in Lancashire. Apparently, the firm closed in the 1950s.

There are five standard Model 'Y' vans in the picture (four to the left and two to the right). However the third and fifth vans on the left appear to be Model 'Y' vans with extra high roofs, presumably converted to allow the hanging of cleaned dresses from the roofs.

Although the boss's Daimler has a 1933 Birmingham registration, the vans are post-October 1936 models, with the spare wheel on the near-side door (assuming they are all the same as the first one on the left.) For those who claim that the Model 'Y' van was produced with windows in the rear doors, note, at this late stage of production, that there are only the two sets of air vents, one in each door. Windows were never incorporated in manufacture.



Off a pub wall in Lancashire. The vehicle fleet of Greenhalgh Ltd., Dyers and Cleaners of Burnley, which included eight Model 'Y' vans, the nearest one of which is a post-October 1936 model with its spare wheel on the near-side door.

Driving test anniversary

Stan Bilous reminded me that this year is the 70th anniversary of the introduction of the Driving Test in Great Britain. He writes:-

"Did you see BBC 1 ' Breakfast ' this morning? There was a feature on the 70th anniversary of the driving test, featuring the Ford Film , 'The Driving Test'. This presented to the watching public our lovely Model 'C'! Sadly the item failed to mention the car, but what a result!

Restoration of my 'C' is coming on well. Please reserve a few pages in a future issue for my article!!"

Bob's Joke Corner. Australian Farmer on Metrication. It started in the 1960s when they changed pounds to dollars - and doubled my overdraft."Then they brought in kilograms, instead of pounds - me wool clip dropped by half."Then they changed rainfall to millimetres - we haven't had an inch of rain since!"If that wasn't enough, they brought in Celsius and now we never get above 40 degrees

The Ford film in question is one of the many Ford promotional films we have in the Y&C library.

VE-Day anniversary

Bob Wilkinson e-mails:-

"With VE-Day 60 years on coming up, I thought you might like to see a picture taken on VE-Day + 50. That's my 'CX' (now with Ken Sleight in Doncaster) outside a pub in Howden, East Yorkshire. I don't know who the well-decorated old buffer is with his foot on my car! Picture taken by Peter Brooke of ex-editor fame. I wonder if he remembers?"

[It just shows what a rogue you are Wilkie (with your borrowed medals), even our revered publisher comments:- "Looks like Honest Bob, the suave car dealer.....!"]



The old buffer impostor 10 years ago, celebrating VE-Day + 50.

Wash props!

Being a golfer, I am used to players turning up with gizmos, which apparently improve their game. My counterpart in the Morris Register, Harry Edwards, who is an avid reader of 'Transverse Torque', sent me a couple of advertisements for car gizmos called G.E. Wash Props which he found in a 1935 magazine, titled 'The Service Station'. As one of the advertisements explains, these "Wash cars without washing your jacks. Wet jacks means rust – rust means worn bearings – in spite of daily lubrication. Save cost – lengthen the life of your jacks by using G.E. Wash Props. The car is jacked on to a set of props for washing. The jack is then removed for use on other cars. It is never under water. Wheels are free for tyre inspection and washing. The whole car is rigid for rubbing and

polishing. The props are rigid, cheap and indestructible. Easily placed in position and withdrawn with the long detachable lever handle. G.E. Wash Props can be tidily stacked when not in use to economise floor space. Easily located and removed by a lad without stooping. Buy a set today – for economy – for efficiency. Price per set of 4 with detachable handle - - 35/- "

They were obviously intended for use in workshops and service centres, where one jack would be in great demand by the mechanics and the non-stooping 'lads'. One of the advertisements boasts "48 props are used by the Cumberland Super Garage at Hyde Park Corner". Although the advertisements depict a Model 'Y' atop their props, the Cumberland Super Garage was not a Ford dealership. The props were "stocked by all the leading distributors", but were advertised by Joseph Bradbury & Sons Ltd., of Braintree in Essex.

The Wash Props in use, with a 'lad' using the 'long detachable lever handle'. Someone should tell him to put

the jack under the axle before yanking the prop away! Also do I detect a stoop in the lad? Out of interest, the Model 'Y' is a 1934, De Luxe Fordor, registered in Essex in February 1934. The twin wipers and 'rustless' steel headlamps and sidelights are just visible.

Here is your 35 shillings worth of props and a handle. It astounds me that the entrepreneurial Mr. G.E. Wash could market these axle stands as a revolutionary way of saving money by keeping the water out of your jack bearings!

A Y&C man

Rod Janes, from Dartford in Kent, reports:- " Here are some photos of the latest addition to my growing fleet of



A fine example of the Tudor £100 Popular from September 1936. Rod Janes' new purchase with its odd-BOD, Devon registration of the same month."

Ford Sidevalves. 1936 Model 'Y', registered BOD 978, was purchased from Mr. Galloway of Sidcup on the 18th March after seeing his advert in the March/April issue of 'Transverse Torque'. As can be seen from the pictures, it is in pretty good nick, but I will be tidying it up as I go along. It needs new wooden floors, headlining and one or two other bits and pieces to bring it up to standard. I do



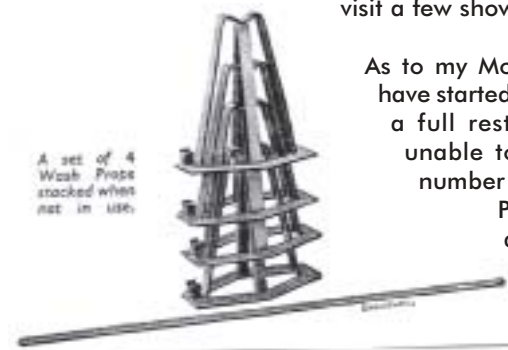
intend to use it this summer and, along with my 1953 Anglia, I intend to visit a few shows.

As to my Model 'C', BBJ 16, I have started to strip it down for a full restoration, but was unable to find the chassis number as you requested.

Perhaps, when it is down to the bare metal, I will have better luck. I will keep you informed of my progress with

both the vehicles.

Congratulations on the magazine. I look forward to every issue."



A set of 4 Wash Props stacked when not in use.



Mortiboy dalliyings

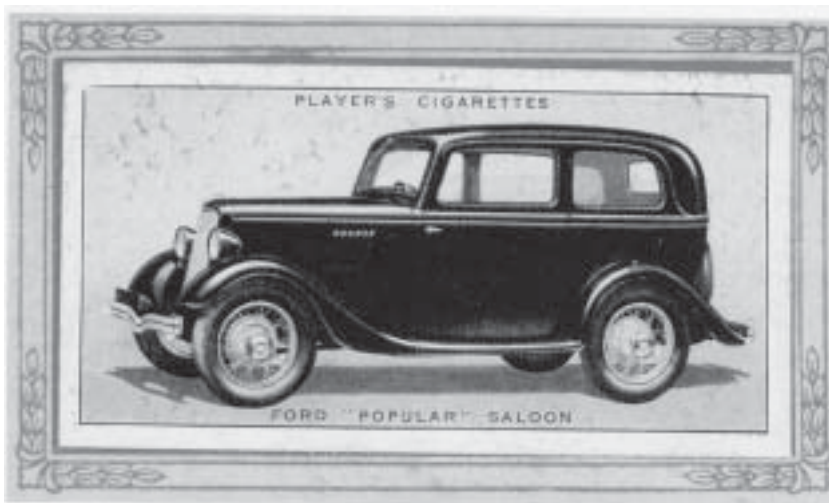
We send our best wishes for a speedy recovery to Terry Mortiboy, whose heart and back are playing up and keeping him from his restoration projects. However, he has not been idle as the photograph of the Greenhalgh van fleet testifies on page 8. He also sent in a couple of mock postcards in 'The Nostalgia Postcard' series. 'Set 51' is an enlarged reproduction of the Players cigarette card Motor Cars series No.19, the Ford 'Popular' Saloon, which regalia has on sale in neat little wooden frames. The second, 'Set 55', is an obviously staged photograph of five young men sitting in and on a Model 'C' tourer, which has no windscreen, no hood and has a plank of wood across the back of the car to enable three men to sit at the back! The scenery is obviously in a studio.



Five young men, who I would guess were either university students or doing their National Service, pose on a windscreen-less Model 'C' tourer in a photographic studio in 1947.

The caption on the back is equally ludicrous:- "**Works Outing, 1947.** Nobby Lynes is at the wheel as he and his young friends set out on the very first works outing after the war. They left Coventry to go to Blackpool. Resorts such as this had not fared too badly during the war years, and many provided relaxing and healthy accommodation for recruits and convalescents. Blackpool became immensely popular offering every type of entertainment imaginable to its visitors with pleasure beaches, fairs, ballrooms, cinemas and famous 'illuminations', a terrific place for the war-weary British to relax and have a good time."

they purchased in 1937. It lasted another three years after these photographs were taken when, in 1950, it 'fell apart' and was replaced with an upright 'Pop' van. One photograph shows Peter Heard with his mother, Gladys, and bicycle in the yard at East Hagbourne, with the van parked in the barn behind them. The rear doors would seem to be replacements as there appears to be no air vents at the top of the off-side door. The second photograph was taken on the downs near Blewbury, under the Ridgeway, on the A417. As Jim points out, you can see where the spare wheel carrier had been located on the driver's door. With Peter and his mother is Peter's sister, Sally, who must now be approaching 70.



The Nostalgia Postcard' depicting the Players cigarette card, Motor Car series, no. 19 – Ford 'Popular Saloon'. This is the standard Tudor with red upholstery, gun-metal grey radiator grille and Tacoma cream wheels.

The family van

In addition to a 1938 parts list for the Eifel, which has been photocopied for the archives, Jim Miles gave me a couple of grainy photographs at the A.G.M. of the Heard family from East Hagbourne, now part of Didcot in Oxfordshire. It would seem that the family transport in 1947 was a rather beaten-up late 1934 Model 'Y' van, registered AJO 454 (Oxfordshire). The van came with their Post Office cum bakery business, which



Peter Heard with his mother, Gladys, in 1947. The family van is parked up in the barn.



On the downs near Blewbury, Oxfordshire. Peter and Gladys are joined by Sally. The spare wheel's mark on the door can be seen, despite a rather grainy photograph.

'CX' rescued

We've known of an unidentified, not very pretty Model 'CX' languishing in Ferguson's scrap-yard in Cumbria for a number of years. I am delighted to report that member, Luke Sherwood, has bought it and has started the mammoth restoration task. He e-mailed Bob Wilkinson, who is helping him with photographs of the floor-pan in his 'CX' tourer:-

"Luke Sherwood here ('CX' owner). Sorry it's been so long, life's been going a bit too fast to keep up with recently. I've moved house, which I only bought because of the great big half-garage, half-workshop down the garden. Access is via an access road around the back and it is much better built than the house. I was gutted when I realised I had missed the NEC, but hope to see you all at the AGM next month. Please try to find some helpful photos of the floor-pan etc. Here's a photo of my own. I hope you get them with this e-mail - I HATE COMPUTERS. Plate no. seems to be 466/1104."

Rescued at last. The Fordor 'CX', which has been for sale for a number of years by a Cumbrian scrap-yard dealer. Luke Sherwood fancied the restoration challenge. We wish him success.

**For sale**

1934 Ford Model 'Y' (2 door) Y49483. Black and in quite good condition. MoT. She starts and runs OK. Reluctant sale. £1750. Andy Herlingshaw. Tel: 01934 515879 (Weston-Super-Mare, Somerset)

1936 Fordor Model CX (C48620). Original registration number and V5. Grey. Restoration well under way, but needs completion. Spares include two rear doors, two 10hp engines and gear boxes, starter motors. Must sell. Offers around £1000. John Gardham. Tel: 01977 647807 (Pontefract, West Yorkshire)

**Farm labour**

The 'work-horse' on Kevin MacManus' father's farm in Ireland in the 1950s. His Fordor Model 'Y' here towing a hay cart."

In the past, we have recorded in the magazine the farm work carried out by Kevin MacManus' father's Model 'Y' in Ireland. How it carried pigs to market, pulled harrows across the fields, etc. In addition to the photograph of The Square in Birmingham in the 1950s – see Editorial – Kevin also sent in a photograph of "Billy Jordan hay-making in Doyle's field in 1953", the hay cart being towed by Kevin's father's 1936 Fordor Model 'Y'. Kevin explains that it had a 10 hp engine in it. It was registered in Dublin, ZC 67, and was bought by his father in 1952 for £75.

Piccadilly Jim

David Gustard has been checking up on the progress of the film 'Piccadilly Jim' in which a number of our cars took part during the filming in London a year ago. He reports:- "It appears that Piccadilly Jim is scheduled for its 2005 World Premiere at the 4th Annual Tribeca Film Festival in New York City, 19 April to 1 May, 2005. I am told that Tribeca is a 'film/art' area of New York on Manhattan Island. (It is an abbreviation for Triangle Below Canal.) I am a bit busy at the end of April so I hope that at some time in the future it's shown in London. For a résumé of the plot, check out website www.myriadpictures.com/film.php?film=47

1933 short rad Tudor Model 'Y' (Y31410). Black with red leather upholstery. Fully restored and MoT tested. Restoration cost more than the asking price. £5000
Cyril Loder Tel: 01258 453400 (Blandford, Dorset)

1937 Model 'Y' Pick-up, ex-Tudor saloon. Y169196. Starts and runs well. Body needs restoring. V5 logbook. Offers in the region of £2500.
Glyn Beresford: Tel: 07966 505904 (Skipton, North Yorkshire)

Parts for Sale: Good 8 and 10hp engines and gearbox, reconditioned dynamo, gasket sets, clutches, pumps, carburettors, distributors, steering columns, speedometers

and gauges (no petrol gauges) etc. All new or good second hand. Also new piston sets. Too much to list – please ring and ask.

Phil Denson. Tel: 01282 774768 (Burnley, Lancashire) or e-mail: modely@tiscali.co.uk

Selection of road wheels for small Fords from 1937 to 1967 in diameters of 13 inches to 18 inches.

Tony Etheridge Tel: 01923 231699 (24 hr Ansafone)

Wanted

Side light lenses – glass or plastic - and bases.

Phil Denson. Tel: 01282 774768 (Burnley, Lancashire) or e-mail: modely@tiscali.co.uk

'The Van Diemens Venture' – or Tassie ahoy!



The Y&C contingent in a paddock at the rear of Entally House, an historic homestead near Hadspen. One Model 'Y', one Model 'CX' sedan, two 'CX' coupes and one 'CX' roadster."

This was the name given to the 10th biennial National Sidevalve Rally, which was held in Tasmania for the first time ever and involved most participants in an overnight ferry crossing of the Bass Strait (or the Tasman Sea) lasting at least 10 hours. Of the 46 sidevalves entered for the rally, only two were to drop out. One of these was that owned by Jim & Rikki Oliver, who had had to pull out at the last moment due to Rikki's unfortunate hospitalization. However, unexpectedly, three Tasmanian residents were to bring along their 100Es, which was to take the eventual total up to 47 which, I believe, is the fourth highest ever total for an Australian sidevalve National Rally - not bad considering that sea crossing! Included in that total were one Model 'Y' (Tim Johnson's Tudor, which was loaned to former owners, Peter & Leeanne Stacey, for the duration of the Main Rally) and no less than four 1936 Model 'CX's of three different types (surely a world record on two counts for a rally or show - unless you know any different?!) - firstly, my roadster, "Bluey"; secondly, the 5-window coupes belonging to Rick Bushell and Keith Pratt and finally, John Rimon's sedan, "Percy". Interestingly, the rally was attended by Bernie Bridle (who owns two Model 'Y's) and Wayne Lodge, David Moran, Ron Paull, Giulio Tagliaferri and Garry Yule, who own six 'CX's and a 'C' sedan between them. All brought other sidevalves with them this time, except for Ron, who had the audacity to bring along a classic early Holden! Tim Grant (Model 'C' roadster) popped in to see me whilst we were in Devonport, so it just goes to show the potential for future rallies!

A questionnaire completed by interested parties beforehand showed that the majority of participants wanted more than just the traditional "Main Rally over a long weekend" (p.m. 18th Feb to a.m. 21st Feb), and many opted for a Preamble Rally (p.m. 12th Feb to p.m. 18th Feb) as well. And there were some who thought that the high expenditure involved in bringing a car across from the mainland by ferry justified even more time on the island, so there was also a Post-amble Rally (a.m. 21st Feb to 24th Feb inclusive). This made The Van Diemens Venture the longest-ever National Rally (13½ days, if one includes the 25th February - the day needed by most Post-amble participants to cover the 200 miles from Hobart to the ferry at Devonport).

Enough of the statistics - what about the rally itself? Well, the Pre-amble started off in Devonport with a gathering and finger buffet in a local Community Hall on the evening of the 12th February. Then we began our daily cruises on the 13th, with a round trip of about 90 miles along the northern coast, calling at the lighthouses at The Bluff, Devonport and Coles Beach. Then on to Penguin (market and lunch), Wynyard (for a privileged look at Francis Ransley's amazing collection of early Fords, including a 1904 Model 'A' and a Model 'K', which had 6 cylinders and 12 spark plugs), and Table Cape, where the sea was so clean you could see the multi-coloured rocks on the seabed from the top of the cliffs. I thought the coastal stretches of this cruise vied with the Great Ocean Road in Victoria for



The rear view of the two Model 'CX' coupes at Woolmer; Keith Pratt's on the left (20B C81) and Rickie Bushell's on the right (20B C67) of the photograph (Courtesy Susan Flashman)

the title of "the most beautiful scenery imaginable". At Penguin, I was persuaded to have the hood down on "Bluey" and as a consequence, Sandra & I got rather sun/wind burnt that day and insisted on having the hood up for the rest of the rally!

The following day (14th) we visited Latrobe and Sheffield (famous for its artistic murals) and the third day (15th) was a "free day" when many of us opted to visit the preserved Don River Railway near Devonport. On the fourth day we all travelled the 60 miles from Devonport to Hadspen, near Launceston, which was to be our base for the

next five nights. On the way south to Westbury (lunch), we passed through Deloraine (an optional refreshments stop), and were encouraged to visit chocolate and cheese factories and a museum/antiques centre en route. After lunch we could visit a couple of tractor museums in Westbury itself, before heading for our destinations, either the holiday village at Rutherglen or the nearby caravan park in Hadspen.

On Thursday, 17th February, we made the 160-mile round trip to the historic township of Ross, where Rally Director Tim Johnson was to give us a guided tour of the town and its famous convict-built bridge. Unfortunately, Rick was to have a bit of trouble with his coupe at Ross, but in the spirit of the rally, Giulio came to his assistance and sorted out the problem for him. In the evening we were all treated to a coach tour of Launceston, which included a visit to the famous and spectacular Cataract Gorge. The next day was another "free day", which enabled Sandra and I to accept a lift into Launceston from the Bushells in their Toyota 4 x 4 (which they'd brought along as well as the coupe, and it did a marvellous job as our "baggage car", due to the very restricted luggage space in the dickie seat areas of our 'CX's!). We opted to visit the Tasmanian Motor Museum, see some Japanese monkeys in the Botanical Gardens and visit the Penny Royal World tourist complex and its vintage tramcar.

The formal welcoming party for the Main Rally was held at Rutherglen on the evening of the 18th and included a buffet and entertainment by Tim Johnson. We started the following day (19th) with the now-traditional "photo shoot", with all the cars arranged in rows by their various classes in a paddock at the rear of Entally House, an historic homestead near Hadspen. Then we were to travel in a huge convoy to Brady's Lookout (between Launceston and Exeter) for a spectacular view over the Tamar River, before heading for lunch at the historic Pilot Station at Low Head, near George Town at the mouth of the Tamar. On the Saturday evening we drove out to Carrick for a BBQ sponsored by Shannons, the car insurers. The following day we drove in convoy through suburban Launceston to Corralyn (refreshments) and thence via Evandale Market to the Woolmers Estate near Long-



Bill Ballard's Model 'CX' roadster (20B R220) at Bluff, Devonport. Photograph courtesy of Susan Flashman.



John Rimon's 1936 Fordor Model 'CX' sedan, which was built at Geelong (20B S1813) and which lives in Tasmania. It goes under the name of Percy, named after Sir Percival Perry, the Chairman of the Ford Motor Company Ltd. in the 1930s.

ford, where lunch was provided to all participants. On the way back to base, several of us called at the Chequered Flag pub in Longford, where there used to be a Formula 1 race track in days gone by. There were pictorial tributes to the likes of Graham Hill, Jackie Stewart and Jack Brabham in the pub.

As far as I was concerned, the most spectacular part of both these days runs was the extremely steep descents of the "Zig Zag" near the Cataract Gorge on the Saturday and the "Punchbowl Reserve" on the Sunday. Many participants remarked that they wouldn't have taken their cars down them had they known they were going to traverse them beforehand!!

On Sunday evening we had the rally dinner at the Italian Club in Prospect (a suburb of Launceston). After the usual "fines session" (conducted by Tony Russell, who normally acts as assistant to Jim Oliver), prizes were presented to the winners of the "dress appropriate to your vehicle" competition and the concours competition. Modesty forbids me from telling you who won "the people's choice for the best 1932-38 car"!!

The Main Rally concluded on the Monday morning with breakfast provided at Entally House. Then we bid farewell to a large proportion of the rally participants (noticeably

all the South Australians, the Queenslanders and some Victorians), who headed off to Devonport to get the ferry home.

However, there were still 19 cars left to continue with the Post-amble Rally, which was planned and directed by John Rimon. They included all four sidevalves from Western Australia; all four (plus Glen Martin's Mk1 Cortina) from New South Wales and two from Tasmania; the remainder were from Victoria. Amazingly, the four 'CXs' were still together for this part of the rally, thanks to John using "Percy" in preference to his other two sidevalves.

We spent the remainder of the 21st February driving the 130 miles to Berriedale (Hobart), our base for the next four nights. The drive south included a comfort break at Campbell Town and a lunch stop at Oatlands, and we had to negotiate the long, drawn-out climb up through St Peter's Pass, south of Tunbridge, where one sidevalve succumbed to the dreaded "vaporisation" (it wasn't my "Bluey", I hasten to add)!

We began the Post-amble proper on the 22nd with a real challenge: the 25km climb up to the summit of Mount Wellington, which overlooks Hobart and from where you get unrivalled views of the city and the Derwent Valley. Get this - at 1,270 metres (4,168 ft) above sea level. Mount Wellington is actually higher than England's highest mountain, Scafell Pike (3,210 ft) - and you can drive to the top of it!! We paused for a breather at Ferntree, part way up the mountain (where Bernie Bridle had to leave his Anglia tourer, having lost 2nd gear on it) before tackling the final stretch, which included about 7kms in 2nd gear and sorted the men from the boys! After spending some time at the summit, watching the warm sunshine burn away the clouds below us and admiring the views, we descended halfway down the mountain and paused at The Springs Picnic Area for lunch before concluding the day with a visit to an old train and antiques centre at Margate and a historic shot tower near Kingston. On the 23rd we visited the Derwent Valley and Mount Field National Park, where the spectacular Russell Falls are located. The last day of the rally (24th) was devoted to a 120-mile round trip to the Huon Valley and the Tahune Forest Airwalk. This involved a 25km drive beyond Geeveston through thick forest with two steep climbs (and correspondingly steep descents), but it was worth it just to walk on that elevated walkway, which was through the treetops at an average height of 30 metres above ground level - spectacular!

Throughout the rally the weather was tremendous, with clear blue skies every day. We had light rain on only two nights during the first week of the rally. In other words, it was great for driving a "convertible" (and there were 10 of these participating on the rally)!

Whilst most of us suffered minor breakdowns and stoppages during the rally (all usually dealt with on the spot), there was only one serious casualty - Rick Bushell's 'CX' coupe. He was on the homeward journey and just 30kms from the ferry at Devonport when the fan blade came off the pulley and tore through the radiator, forcing him to call out the RACT to transport his car to the ferry, and the RACV to transport it from Port Melbourne to my house, where he'd left his car trailer. Rick later said to me "I was lucky - the damage could have been a lot worse!"

In conclusion, I would like to thank Wayne Lodge, Tim Johnson and John Rimon for their hard work in planning and running the rally, which was deemed a huge success and enjoyed by all. It was certainly a very nice way to be introduced to the delights of Tasmania.

The next Australian National Sidevalve Rally is to be held in April 2007 in southern New South Wales (south of Sydney) - details to be released in the near future.

Oh, one last thing - you could be forgiven for thinking that I've written about a tour of the West Country in England - there are so many familiar place names in Tasmania from Wiltshire, Somerset, Devon and Cornwall.

Bill Ballard.



Tim Johnson's Tudor Model 'Y' at the Brady Lookout. Being a Tudor, it was probably imported from New Zealand, as only Fordor's were built at Geelong in Australia



The author of the article, the 'Wizard of Oz', Bill Ballard with Bluey, his 'CX' roadster. Photograph courtesy of Jenny, John Rimon's young lady.

Hornby 'OO' Ford engine.

If I didn't play with Model 'Y's or computers, I would probably play trains and have a large 'OO' gauge layout in the attic. Although I was given a Graham Farrish 'OO' train and track as a kid for my birthday, before I could do anything with it, I was whisked off to boarding school. My father then built a superb triple control layout, which I was not allowed to play with on my return for school holidays! He eventually sold the lot to pay for the school fees – deprived I was! It wasn't until February last year that I was able to build a layout in Singapore for my grandson, Charlie.

None of this has anything to do with 'Y's or 'C's, but explains my continued interest in 'OO' gauge. A local



The totally different Hornby model, based on the experimental GWR Class 101 Holden side tank engine. Who would choose a white livery for a steam engine? Note the modern Ford logo. Only 1,350 were made in this livery."



No. 6, the Peckett 0-4-0 ST on outstation duty at Briggs Motor Bodies' sidings in 1961. This replaced old No. 2, a 1901 Hunslet saddle tank (ST), in 1937. These were the only two 0-4-0 steam engines employed by Ford. Note the old logo.

acquaintance, whom I met in our local bookstore when enquiring about my book on the Model 'Y', happens to be an ex-Ford employee and has a large collection of Ford sales literature relating to post war cars. He is selling his collection and asked me round to his house to see if there was anything I would like for the Y&C archives. Apart from a parts catalogue covering all 8 and 10 hp Fords up to 1959 (which was a raffle prize at the A.G.M.), there was nothing of interest. That was until we started talking about Hornby 'OO' gauge engines!

He had four or five limited edition LMS engines, which he eventually hopes to incorporate into a scale layout of Oxenholme Junction, the Cumbrian station near to where he was brought up. It turned out that he is quite a Hornby fanatic, has many old catalogues and has all the listed engines and their details on a database on his computer.

A week after my visit, Tim Brandon telephones with

the exciting news that he had just bought an as-new Hornby 'OO' gauge 0-4-0 tank engine, complete with original box for £27.00 at a local model railway exhibition. I knew that Tim was another Hornby fan, but I didn't realise that he was a fanatic and has every catalogue ever published (less No.2). The engine which he purchased apparently appeared only in the 1984 and '85 catalogues.

The relevance of all this to 'Transverse Torque' is that this engine (catalogue number R163) is a supposed model of a Dagenham shunter, with the Ford logos on each of its sides. For some reason, it has the number 45 on its cab. Those of you who recall the lengthy article on the Dagenham railway, which appeared in issue 136 of 'Transverse Torque', will remember that there were only two 0-4-0 shunters on the Dagenham inventory, both of which were photographed in the article. One was a Hunslet (old no. 2, named 'Burton'), built in 1901 and the other a Peckett (no. 6), built in 1937. Both spent most of their time on out-station duty in the Briggs Motor Bodies Ltd. sidings.

My excitement was dampened even more when I visited my local friend to look at his catalogues, to find that Hornby, who I thought always reproduced accurately the locos they model, selected an obscure 0-4-0 shunter (GWR Class 101 Holden tank) and produced it with a variety of liveries and logos. As the catalogue explains;- "The GWR Class 101 was a solitary experimental tank (engine) built in 1902. Initially an oil burner, it proved unsuccessful and was converted to coal burning in 1905. It was built at Swindon but never escaped to see the world outside. Instead, it spent its short life as a works shunter. It was withdrawn from service in 1911 after only 9 years, some of which were spent in storage. In the late 1970s, Hornby required an inexpensive tank engine for its starter sets and, after browsing through a few railway books, the GWR Class 101 was suggested. The Hornby model, introduced in 1978, shows the locomotive in its coal burning state with a small bunker behind the cab and the small oil tanks replaced with much larger ones for water."

My excitement was totally deflated when I saw a photograph of the 1984 model. Apart from it not looking anything like a Dagenham shunter, it has a white livery with the modern day Ford logo on its tanks. But, still, for rarity value, I'm sure Tim got a bargain at £27!

Sam Roberts.

Y&C Register Events 2005

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
11 June	Skipton Gala Classic Vehicle Show	Barry Diggle 01274 614729
9/10 July	Ardingly Vintage Vehicle Show West Sussex	John Keenan 01424 424323
17 July	Newby Hall Car Show (N. Yorkshire)	Barry Diggle 01274 614729
6/7 August	Gloucestershire Steam & Vintage Extravaganza, Kemble Airfield, Cirencester	Ivor Bryant 01454 411028
6/7 August	34 th Woodvale International Rally (See below for details)	Peter Ketchell 01244 676856
14 August	Wisbech & District Annual Road Run (See below for details)	Entry forms from Roger Hanslip 01945 430325
21 August	Powerscourt Picnic Run Co. Dublin, Eire	John Fitzgerald 00 353 (0)87 255 6872
11 Sept	Bradford - Morecombe Run	Barry Diggle 01274 614729
17/18 Sept.	North Norfolk Railway 1940s weekend event	Brian Mace 01603 425558
18 Sept	Car Show, Fort Paull, Nr. Hull	Ken Sleight 01302 337483
25 Sept	All Ford Rally, Abingdon (National gathering)	Book through Bob Tredwell 01235 530720
30 October	The Restoration Show Stoneleigh Agricultural Showground	Geoff Dee 01926 334780
4 -6 Nov.	International Classic Car Show NEC Birmingham	Geoff Salminen 01214 272189
13 Nov	Y&C Register Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463

Other events

12 June	Luton Festival of Transport Stockwood Park	Ann Marriott 01582 597375
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Events 2006

26 February	Y&C Register Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
23 April	A.G.M. Willoughby Village Hall	Bob Wilkinson 01832 734463

The 13th Wisbech & District Annual Road Run Sunday 14th August 2005

Every August since 1992 the Wisbech and District Historic Vehicle Club have been holding a Road Run between Wisbech and Peterborough through many of the pretty villages in this area. It is an 80 mile round trip and we leave Wisbech at 9.30 in the morning. It is an ideal opportunity to show off your pride and joy and a compromise for those of you who cannot spare the time to take part in the Club's tours, but would enjoy a proper day's motoring. 140 vehicles entered last year and there will be a video made of the event. We do hope you can make it and look forward to seeing you on the 14th August. **Entry forms must be in by 18th June to ensure inclusion in the Road Run's programme.**

If you would like an entry form, please contact Roger or Jo on 01945 430325 or e-mail:-
Jo.Hanslip@btopenworld.com

If you would like to trailer your car to our home address, we can accommodate you, but you would need to be unloaded and ready to go at 8.30. Jo will make sure there is a cuppa and a round of toast waiting for those who wish to do this. Alternatively if you want to make a weekend of it, we will let you have names and addresses of local hotels and guest-houses.

You will be given a Passenger Guide and route, which will take you from the Historic Georgian town of Wisbech, the birth place of Octavia Hill (founder member of the National Trust and a crusader for Housing reform for the poor) and also the birthplace of Thomas Clarkson, who devised the popular campaign in 1787 to get Parliament to pass an Act outlawing the slave trade.

You will then go on to Tydd Gote, which straddles the Cambridgeshire/Lincolnshire border. At the Tydd Gote Inn it is said that you can stand in one county (Cambridgeshire) and throw darts into the next (Lincolnshire).

The journey continues towards Long Sutton, where you will pass the derelict Brunswick Mill, on to Pop Bottle Bridge, so called because of the Victorian pop bottle, which was built into the masonry of the bridge when it was constructed, and so on to Long Sutton itself, a small

market town, the charter for which was granted by King John in 1202. It is reputed that King John stayed here after losing his treasure in The Wash during his ill fated journey from Kings Lynn to Newark in 1216. You will see the 800 year old Church of St Mary's, which possesses the highest, oldest and most perfect timber and lead spire in existence. It is also said that Dick Turpin, the highwayman, visited Long Sutton in 1737 and stayed at The Bull Hotel under the assumed name of John Palmer, a horse dealer.

The journey continues on to Gedney, where the 13th Century Church of St Mary Magdalen can be seen, and then through Fleet Hargate, where the Fleet Hospital stands, formerly a workhouse dating from 1837. We then find ourselves in Holbeach, South Holland's second largest town, with the 14th century All Saints Church on the left. The 180ft spire has a cockerel on the weathervane and is reputed to have a bullet hole in it from a wartime Spitfire pilot who decided to take a pot shot at it.

We then go on to Whaplode and Moulton and then Weston, where Baytree Nursery & Owl centre is situated. After crossing the new bypass, Springfield Gardens can be seen on the right, where there is now a factory outlet shopping village and gardens. We then continue towards the town of Spalding, a splendid old market town originating in 1087 from a Benedictine Priory, which has long since vanished. The road crosses the Coronation Canal, which was built after the disastrous floods of 1947 to take the main flow of the River Welland away from the town centre. The river flows under seven bridges through the centre of the town. The route follows the south side of the River Welland, with a mixture of largely Georgian houses and warehouses. Further along on the left, you will see Ayscoughfee Hall, which dates from 1429. It is set in beautiful gardens with famous Yew Walls.

On leaving Spalding, we carry on towards Peterborough, passing through Deeping St. Nicholas, a large Fen village and continue on to Deeping St. James and Market Deeping (a small market town with most of the buildings built using the local stone). We then make our way to Perkins Engines Ltd. at Peterborough, where we can stretch our legs, check our cars, have a chat and a welcoming hot or cold drink and a biscuit before we set off on the second part of our journey (by the way, more importantly for most, there are loos available!).

Peterborough is an ancient city, which was transformed during the railway age and became the hub of a vast rail network, just as the city was a major centre in Roman and medieval times. Three thousand years ago at Flag Fen, people of prehistoric Peterborough constructed a huge timber platform, bigger than Wembley Stadium, probably for religious purposes. It has been well preserved in peaty mud and archaeologists are still in the process of excavation. Peterborough cathedral has been a site of Christian worship since 655 AD.

On leaving Peterborough, we pass through the Fenland town of Whittlesey, which lies close to the Western edge of the Fens. Whittlesey mere was once described as "The largest lake in Southern England". It remained so until 1852, when it became one of the last tracts of wild marshy fen to be drained. And so through Eastrea and Coates and on to March, originally a small island community, developed as a Tudor Port and later as a railway town in the 19th century. March has its own Saint - Wendreda - whose relic was once enshrined in the nationally famous and uniquely dedicated church. The church has a beautiful late 15th century double hammer beam angle roof, said to be the finest of its kind.

From March we head back towards Wisbech, through Rings End and Wisbech St. Mary and finally to our starting point for the static display, judging and presentations. There are several pubs, including Weatherspoons and The Chameleon, very close to the display where you can have lunch. If you would like to book a meal, let me know.

Roger and Jo Hanslip

34th Woodvale International Rally - 6th/7th August 2005

This huge annual rally is held on the RAF Woodvale airfield, near Stockport, in Lancashire. In addition to a large vintage and classic car show, public displays, trade stands and car boot sale, the Woodvale International Rally boasts the biggest display of large scale, flying, model aircraft, including the Vulcan, Valiant and the Victor. By large scale, we mean up to 20Kg!

This year, we have been invited by the Ford Sidevalve Owners' Club to join their stand. Peter Ketchell is the Y&C Register co-ordinator and entry forms can be obtained through him (Tel: 01244 676856 or e-mail peter.ketchell@lineone.net). The cost of entry is £2.50 per vehicle, which, along with all the proceeds of the rally, goes to charity.

Full details of the rally, including a location map, can be viewed on www.woodvale-rally.org.uk

20 years ago

It is interesting to note that at the 1985 A.G.M. there were 26 members present, out of 260 members in the Club, i.e., 10% of the membership. This year, 2005, there were almost 40 members present out of a membership of just under 400; again about 10% of the membership. For any national organisation, this is a very good turnout.

Where are they now? There were a number of familiar and not so familiar names in Issue 35 of 'Transverse Torque' which prompts this question. 16 years old Jason Duffield, from Brockley in South East London, had saved up his pocket money to buy a 1936 Model 'Y' and joined the Club. Letters were received from Norman Hickel

(Model 'Y') in South Africa, Wayne Duke from Florida, having imported his Model 'Y' on posting back home from Felixstowe and David Gatenby. John Guy, the Editor wrote:- David Gatenby has recovered a hen hutch from a farmer's field in Masham (home of a famous ale) in North Yorkshire, and intends to convert it into a Model 'C'. David writes:- "I have enclosed a copy of 'Ebb and Flow', a

magazine connected to the Northumbrian Water Authority, for whom I am employed as a motor mechanic. Inside there is a report on my car and how I came by it.

I have spent most of this winter stripping down the body and I am having to plate and weld the chassis more or less from front to rear and although there is some progress, there is still a long way to go. Unfortunately, there are no number plates fitted or log book, so I cannot trace its history beyond where I bought it. I was told the car was a 1936 by the previous owner, but I think he was mistaken because he thought the chassis number 364/3869 meant that it was produced then. I think the car is late 1934 or early 1935.

There are still many parts that I will need to complete the car and I would be grateful if any club member could help me out with any surplus spares they may have. As you may be able to see from the photo, it has the wrong sidelights fitted, also the windscreen and surround are smashed and the steering wheel is missing (these are just a few of the missing items.)"

Regrettably the photo was not included, but I am happy to report that David Gatenby still owns the Model 'C'. It has been on the road for some years now in a maroon and black livery, registered LSU 116 (C17931). But David is no longer a member!!

This was also the issue which welcomed current members, Tony Brasher and Marven Starbuck into membership. Also included was my article 'A Can of Worms', which seemed to have been well received by the membership. It was reproduced 10 years later by popular demand. If there is room in this issue, I will include it. If not, I will carry it over to a future issue on my 'butcher's hook'.

Sam Roberts.

NEWS OF NEW MEMBERS

Prepared by Colin Rowe April 23rd 2005

Since the last issue of Transverse Torque we are pleased to Welcome to the Club the four following new members:-

Patrick Daly D1935
County Tipperary

James Murray M1820
Forfar

Jim Robertson R1820
London

Walter Milner M1610
Cottingham

Patrick Daly Has no car at present but has joined the club in the hope of finding one in good condition. We welcome Patrick and wish him luck in finding a suitable vehicle soon.

James Murray Jim has purchased Les Coull's former car-TSK 739, chassis no. Y17779, which is on the road and of course already registered with the Club. As a 1933 short rad four-door (Fordor) saloon Welcome to the Club Jim and hopefully you will be out on those Scottish by-ways enjoying your new acquisition soon. We wait for news of your adventures.

Jim Robertson Welcome back! Jim has re-joined, is now living in London, but keeps his car at the family seat in Edinburgh. The car, registration VD 7639, is a 1937 'Y' already listed - chassis no. Y174653. This vehicle is currently undergoing long-term restoration with the body off the chassis. However, we are advised by Jim that although most of the mechanical items are sorted, progress is slow, due to the pressure of work! Hopefully the car will soon be back on the road and giving the pleasure of ownership which we all enjoy from these wonderful cars from the 1930s.

Walter Milner Walter recently purchased TSL 857 up there in the beautiful village of Thornton Le Dale in North Yorkshire. It is a 1934 long rad Fordor, chassis no. Y59010. The car was formerly registered to ex-member, Philip Pither, of Scarborough. It was formerly registered JN 4428. Although this vehicle is on the road it requires some mechanical work before MOT. It will no doubt soon be a regular sight on the lanes around the East Riding. Welcome Walter and good

luck. We look forward to news of your new acquisition in due course.

It's a great time of the year for getting out in our wonderful cars, re-living or recreating those 30s and 40s experiences, which are being enjoyed by many people at the moment; especially those celebrating the 60th anniversary of VE day. The attendance of a pre-war Ford at any of these events would add the finishing touch! The volume of spares sales the AGM earlier in April indicated that members are out there working hard to keep their cars up to scratch. It is proof also of the great benefit of being a member of the Y&C Register. To enable us to continue to supply reasonably priced spares, we need to invest more of our subscriptions into the re-manufacturing of parts. One way you can help with this is to pay those subscriptions on time, by cheque, as soon after June 1st as you can.

Better still, follow the example that a further 40 members have set recently in setting up a Standing Order. For those of you not presently paying by Standing Order, there is a form enclosed for you to do this. It is easy and safe for you and very cost effective for the Club.



The black and maroon Fordor now belonging to new member, Walter Milner. It was spotted 'For Sale' by the road-side by a member last year, who sent in this photograph.

Those members attending the A.G.M. will have received an excellent laminated emergency breakdown fault finding chart, prepared and kindly donated by members Roger and Jo Hanslip. For all those members paying their annual subscriptions by no later than the end of June, will receive a free copy of this excellent diagnostic chart.

Any member who already pays by Standing Order who would like a copy, please send an A5-sized stamped addressed envelope to Colin Rowe at 15 Orchard Close Towcester, NN12 6BP and one will be sent to you by return.

Have a great season enjoying the many benefits of Ford Y&C Model Register.

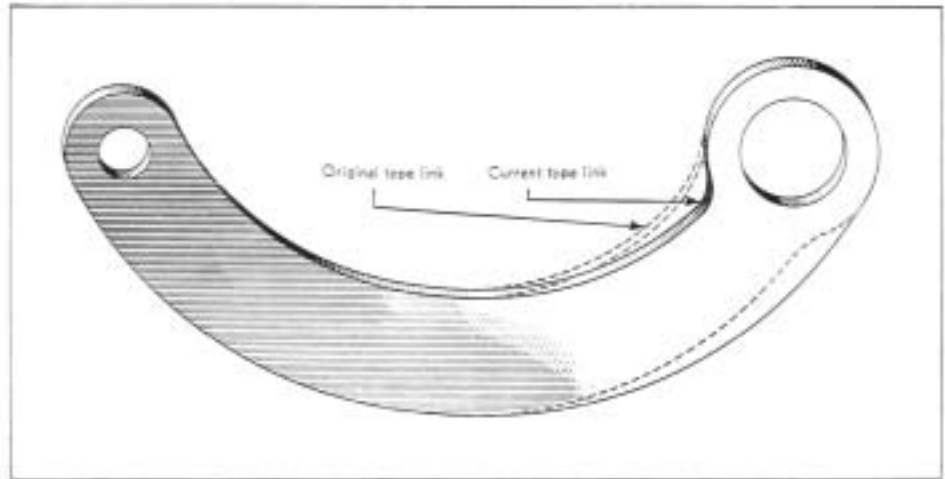
Colin Rowe, Membership Officer

Shock absorber link modification.

My Model 'Y' Kerry failed its MoT earlier this month. As I was sitting in the car on top of the hoist, the voice of Peter Green, the inspector, was heard from underneath, "You've broken your tie rod." Sure enough, the near-side radius rod from the middle of the prop-shaft to the rear axle had sheered within the bracket complex at the axle end. As this contributes significantly to the rear end staying at right angles to the car, it is an MoT failure fault.

I drove the car home and made a call for help to the spares section for a replacement arm, as I wanted to drive the Kerry to the A.G.M. the following weekend. The following day, I stripped out the broken radius arm; not a difficult task, requiring the lower shock absorber linkage to be disconnected before fighting the split pins holding the two nuts on the bracket bolts – I hate split pins!!

SHOCK ABSORBER LINKS AND SETTINGS



Members' Cars - Welsh Homecoming for Fordson Van EU 6132 - John Fletcher

I was browsing the Internet in August 2003, when I spotted the van, EU 6132, and was intrigued by the Breconshire number plate. After further investigation I bought the van and had it delivered to the door from Yorkshire without even seeing it.

As you can imagine, excitement mounted as I awaited the van's arrival and I could not wait to have chance to view the van at close quarters. The van was delivered and I proceeded to look it over and was more than satisfied. After assuring myself that the van was as good as I had expected, I was able to take a step back and admire the van at a distance. On doing so I was intrigued as to why the van was sporting the British Legion's logo on the side panels and back doors.

Initial investigations led to me discover that, when new, the van had been used



The Royal British Legion Cambrian Factory Ltd. at Llandwrtyd Wells, Breconshire.

as a delivery van by the Cambrian wool mills in Llanwrtyd Wells. This whetted my appetite and began my research into the van's history. After research at the Powys County Archive Office, I discovered that the van had first been registered to the Cambrian wool factory in Llanwrtyd Wells, Breconshire, on the 8th October 1936. The Cambrian factory had been set up to

provide jobs to servicemen, who had been disabled in WW1 and the van was used by the factory as a delivery van for many years. In 1927, The Royal British Legion was asked to take over the factory, and this is why the British Legion name and badge is featured on the sides and back of the van.

I have managed to trace two of the van's previous owners, but I am still trying to unearth details of the van's history since being sold by the factory. I have had a great deal of assistance from the Cambrian factory (which is still going strong) and various other people who have supplied me with information and photographs.

I have recently received a large file about an ex-manager of the factory, which contains a great deal of information, letters, receipts, etc., which is aiding my research in to the

The fracture was a straight split just forward of the bracket bolt-holes, but with an inverted V split on the underside and some shiny metal. My assumption was that the axle had been thumped at that point at some time, but I did not recall when. There was no rust, so I took it along to a local welding company and had it MIG welded with stainless steel rod. They made a good job of it, so painted it up and left it to dry.

The following day, a spare arm arrived in the post (we have a very efficient spares service), but my repaired arm was now serviceable, so the spare was returned at the A.G.M. I fitted the repaired arm and, whilst reconnecting the lower shock absorber linkage, discovered that it interfered with the underside of the radius arm at the point where the shiny metal had been.

So the cause of the fracture must have been a heavy jolt, causing the shock absorber arm to hit the radius arm a hefty crack. My thoughts went back to the Welsh Tour last summer. As Ben and I drove up the hill to the Big Pit at Blaenavon, we were admiring and looking at the line-up of our cars in the car park at the top of the hill. Suddenly, we hit a 'sleeping policeman' at speed, causing me to shoot up in the air and Ben's teeth to fly out. That must have been the blow which fractured the radius arm.

However, this is not a new phenomenon. In the Feb-March 1935, 'Popular' and 'De Luxe' 'Eight and 'Ten' Bulletin (Vol. 4, No. 2), the design defect is highlighted under 'Shock Absorber Links and Settings'. It states, "In the event of trouble being

experienced on "Popular" model cars due to the rear radius rods striking the shock absorber links it should be noted that the shape of the links has been altered as shown in Fig. 11, to prevent this happening."

The solution in my case is to file away a semi-circular groove in the links (both sides) at the point where the interference occurs. Hopefully that will do the trick.

[Note: Bound copies of the Bulletins are available from Bob Wilkinson. Model 'Y' owners require both parts (Model 'Y' Bulletin, as well as the 'Popular' and 'De Luxe' 'Eight' and 'Ten' Bulletin) whereas Model 'C' and 'CX' owners require only the latter.]

Sam Roberts.



EU 6132, Y154941, in the livery it has worn since new in 1936.

factory's history. I am hoping to be able to include all that I have discovered in a book about the factory at some point in the future. I am also collecting blankets, clothing and other items made by the factory.

During the winter months I have whiled away the days when the weather and dark evenings have meant that I have not been able to work on the van, using all the memorabilia I have collected so far to produce a display, which will accompany the van when it is being exhibited at shows during the summer months. I am still researching the van's history and am looking for items to add to this display and I would be grateful



John Fletcher, the 'Toy Man', holding a model which he made of the van. Note the side lights, which were continued on the Model 'Y' van long after they were discontinued on the saloon. Note also that from early 1936, the van (and the Tug) were categorised as commercial vehicles for tax purposes and wore the Fordson badge on the radiator grille."

for assistance from anyone reading this article, who is able to shed any light on the van's past or who has items they would be willing to loan or sell that could be added to this display.

Since our meeting with members of the Y&C Register at Big Pit in Blaenavon last summer on the Welsh tour, I became increasingly dissatisfied with the performance of the van's engine. After some deliberation, I decided to call in the help of the Welsh Ford 'boyos,' Paul Rudge and David Sheldon, who willingly shared their expertise. I acquired a reconditioned Ford 8 engine, which the boys fitted and the van is going really well.

Also I found that the driver's side door was dropping slightly. I solved this problem by renewing the timber hanging post. This I did with a piece of hard wood, using the original frame as a template. Re-upholstering both the front seats and the door panels has added even more to the van's comfort and appearance, and with 5 new tyres recently fitted, I am all ready to enjoy many hours happy touring during the summer months.

The first appearance by the van this summer will be in the main street of Abergavenny, where a display of vintage vehicles will be supporting the Bank Holiday Toy and Train Collector's Fair which is taking place at the Town Hall on the 2nd May 2005.



John Fletcher, the 'Toy Man'

John has recently had a new 8 hp engine fitted to the van. This is the first time I have seen a spare set of spark plugs screwed into a holder on the tool box – very innovative!

What a coincidence!

It is raining today (29 March) so am putting in some time on the magazine. No sooner had I edited and put John Fletcher's above article to bed than an e-mail arrived from Roddy Murray, whom I had asked a question about Dave Ball's Brighton taxis. Having answered the question, Roddy goes on to say:-

"I also have some Ford dealer adverts for the Model 'Y' van dated 18/6/36. There is a registration number in pencil on the front of one of them, EU 6132. This van is also in the register as is still surviving. I bought them from a man called Keith Button some years ago. I think he had owned this van at one time. If the owner of the van wants them, I will send them to him, no charge. They are A4 size and plain black/white."

Well done Roddy. I have sent you John Fletcher's address. I well remember the van when it was owned by ex-member, Keith Button, in Wokingham, Berkshire. I have a photograph of it outside my Army quarter in nearby Arborfield. Sam.

DVLA News. (UK members).

This is an example of the kind of information the Federation of British Historic Vehicle Clubs Federation sifts out for us. We are grateful to FBHVC for the following.

V5C Registration Certificates

The automatic replacement of old V5 documents with a V5C was intended to finish at the end of June when a 12 month renewal cycle of VED/SORN was completed. This plan had envisaged all eligible vehicles using the computer generated V11 renewal form, but about 30% of renewals have been using alternative forms that are not linked to the automatic process. Accordingly, the scheme will continue for another 12 months. We can understand how perhaps the V11 was not used - it may have been mislaid, forgotten to be taken to the Post Office, or renewal undertaken in advance of its receipt - but we would encourage all those who have not yet obtained a replacement V5C to use the V11 renewal form when re-licensing wherever possible.

V5C Registration Certificates for Pre-SORN vehicles

As previously reported, vehicles that have not been licensed since prior to 1998 are not within the automatic scheme, but DVLA will now issue new V5Cs for such vehicles on application. We recommend that anyone with a V5 for a pre-SORN vehicle should obtain a new V5C within the next year or so to avoid the risk of any potential complications in the future. Keepers should send their old V5 to DVLA, Swansea, SA99 1BA with a covering note requesting a new certificate. The old V5 will be returned with the new document *if* the note so requests - if return is not requested, the old V5 will be destroyed.

Around the Regions

East Sussex/ Kent. (Region 5)

Recently, I had my front seats repaired and re-stuffed by a small trimming firm in Haywards Heath. The quality of work was excellent and the cost reasonable. Also it was completed on time. The name is SURTRIM, tel: 07813 604566, e-mail:- info@surtrim.co.uk

The Medway Festival of Steam and Transport at the Historic Chatham Dockyard over the Easter weekend went very well. The Men of Kent were conspicuous by their absence, but I did have some well travelled support from Tim Brandon (Model 'Y'), Owen Baldock (Model 'Y'), Jim Miles (Fordor Eifel) and David Taylor (Anglia E494A). Along with my Model 'C' we had a nice interesting collection of early Fords on view. There was a grand selection of cars on show and an extensive slice of Naval history on hand, so plenty to see and do.



The line-up of small Fords at the Medway Festival of Steam and Transport gathering in Chatham Dockyard over Easter. From the Model A; Christine Baldock's Model 'Y', John Keenans Model 'C', David Taylor's E494A Anglia, Tim Brandon's Model 'Y' and Jim Miles' Model 'C'-based German Eifel – thanks to Christine for the photograph."

After the French tour of Normandy, the car show season really gets under way. I will be attending the Laughton Spring Show, near Lewis, on the Sunday 29th May. The London to Brighton Classic Car Run has an entry fee of £72.50, which I personally thought a little heavy, so I will give it a miss. However, I do have all the details if any one would like them. The main Region 5 event is the Ardingly Vintage Vehicle Show, at which I will have a Club stand on both days, 9th & 10th July. It is held at the South of England Showground, near to Haywards Heath, East Sussex, and is very easy to find. There will be ample space if you want to bring your car and plenty of wine for a rest stop for any visitors. As a large Country show, it has plenty of interest for all the family. We hope to see you there. Take care and enjoy your motoring.

All the best Mary and John Keenan.

Obtaining a new V5C will NOT make anyone liable for SORN, and anyone deciding not to apply for a V5C will NOT lose the mark or any other entitlements. Anyone who says different is talking rubbish! The worst that could happen is that a keeper who has omitted to obtain a V5C may suffer difficulties and delays if at some stage in the future they try to use the old V5 to re-licence the vehicle or to notify a change. We continue to hear comments or see news articles that are totally inaccurate and attempt to spread 'doom and gloom' myths. Please help all of us in the historic vehicle movement by correcting them when appropriate.

N.B. Members should also check registration documents for mistakes and send them for correction, as DVLA admit to about 20% of errors in documentation. Engine size is often incorrectly listed – it should be shown as 933cc. and 1172cc. for 8hp. and 10hp. respectively.

If you have any questions on the above information or about any registration matters please contact me.

Bob Wilkinson, Secretary.

NORTHERN SIDELIGHTS – Region 16

Being late for Sam's deadline for this column due to the exigencies of a workload and having had to grapple with replacement of an exhaust system on the (not so) "modern" this morning, in the rain, I have time only to mention one or two forthcoming events.

Newby Hall, which now seems to be establishing itself as *the* Y&C gathering of the year in the north, is to be held this year on Sunday 17 July. Those who attended last year will have received an entry form automatically. For those who haven't I am able to let you have a photocopy. The Bradford-Morecambe Run is on 11 September, whilst Skipton Gala Classic Vehicle Show is to be held on Saturday 11 June. Ditto in respect of entry forms. Ken Sleight has sent me details of two events at Fort Paull, near Hull. One is on Sunday 24 April, followed by a late summer event on 18 September.

Please keep me informed of any Y&C matters in Region 16, particularly news of restorations, etc, which I can write about in this column.

Barry Diggle, Region 16

As if John Armstrong had heard Barry's last plea to members in his region, John Armstrong, on the stroke of midnight, as

the magazine was going to print, submitted the following:-

I'm Just a Novice . . .

"When are you going to do something useful with that old car of yours? It just sits there in the garage most of the time!" Well, I'm just a novice when it comes to old cars, so I have to confess that my old "Y" does sit in the garage a lot of the time. I take her out every so often, but we are building up our relationship and we don't go very far yet. I'm still at that stage of getting used to driving in a seventy-year old car – it's almost like learning to drive from scratch! Right now I have got over being totally afraid of it and I'm just starting to enjoy it – not all the time, because I'm just a novice!

And being just a novice, I couldn't possibly take my "Y" to a car show, could I! Well why not, I thought, if I don't have to travel very far it should be all right. Tadcaster Classic Car Show took place on a Sunday 24th April, being held in the staff car park at John Smith's brewery. It is open to anyone with a car made before 1980 - which hardly seems "old" to me! – and you can just turn up with your old car. Best of all, it's only half a mile down the road from where I live - ideal for someone who is just a novice!

The day dawned bright and sunny, and with a little trepidation I drove that half mile and pulled in at the entrance, only to find the car park apparently full of old vehicles already. As I drove in I was greeted with beaming smiles. "I had one of these, but I got rid of it not so long since." said the first marshal, "Yours is a beauty!" Leaning in at the window he turned the wheel from side to side – "Not much play in that!" he declared. Well, that was news to me and something of a relief, as (being just a novice) I had worried about how much movement there was in the steering.

But now came the first real test. Following directions, I had to drive round the other cars over to the far corner where the pre-war cars were gathered. That was nerve-wracking enough, but there were just two parking spots left. Oh dear, I had to manoeuvre and then reverse into one of them in full view of all those people – not a happy prospect when you are just a novice! But with help from my new "neighbours" it was accomplished without a hitch. I'd hardly got out of the door before the first enthusiasts crowded round, peering under the bonnet and walking round.

My old "ATD 571" is a Tudor, green with black wings, and first registered in October 1935. Being just a novice, I've done nothing to her yet, except try to learn how to drive her, and although she seems to be in very good condition she is not what you would call immaculate! But never mind - during the day I got a lot of favourable comments. "It's nice to see something that hasn't been over-restored." "Look at this – it's all original!"

There weren't a lot of "Y"s at the show, but I was not alone. John D'Alessio drove up from Doncaster with "GML 146", his immaculately restored blue and cream 1937 Fordor, and parked nearby – a bit of moral



Our novice's October 1935, vineyard green, Tudor, Model 'Y', Y113138. John Armstrong drove it all of half a mile to John Smith's brewery in Tadcaster on its first outing!"

support there. John and his wife do things in style, with folding chairs, picnic tables and chilled wine! Later in the day David and Wendy Grace arrived in their beautiful cream and green Alpine convertible. Sadly they couldn't get anywhere near where we were parked, so the "Y" presence was somewhat scattered. Maybe next year we will co-ordinate efforts and have all three cars together!

I didn't win any prizes, but being just a novice I did not expect to! But I did enjoy a very good day out. It wasn't as scary as I had feared – everyone was very complimentary and very helpful, and I got lots of hints and tips. I even discovered that I had the wrong seats in my car – apparently they came out of a 100E, so maybe now I had better start looking for some correct ones instead. Would I go again – you bet! I can't wait for next year's show. Will I go elsewhere – well, I'm thinking about it, if I can build up my nerve to travel more than 10 miles along deserted country roads. But being just a novice I can't rush these things!



Also present at the Tadcaster show was David Grace in Wendy's Alpine. She's a beaut!

Mirror clocks – help required

Whilst staying with Tim Brandon recently, I noticed three De Luxe rear view mirrors, fitted with clocks. The mirrors with clocks were fitted in production to the De Luxe Model 'Y's and to the Model 'C' on its introduction in September 1934, at which point the De Luxe Model 'Y' ceased production. The location of the clock was changed to the dashboard on the Model 'CX' on its introduction in October 1935.

As can be seen from the photographs of two of Tim's clocks, two styles of numerals were used; thin numerals and relatively thick numerals. As the thin numerals seem to be easier to read, it begs the question:- Were the thick numerals used on the De Luxe Model 'Y's and the thin numerals introduced with the introduction of the Model 'C'? Or, was the change-over date unrelated to the change of model?

Those members with Fordor De Luxe Model 'Y's (short rad and 1934 long rads) and Model 'C's, fitted with original rear view mirrors, are asked to let me know whether their clock has thin or thick numerals, after comparison with the photographs.

Your help in this matter will be much appreciated.

Sam Roberts

Spares report

Part sales

In each issue we publish a comprehensive list of parts available from Club stocks. Now we are offering specials that bundle together particular items and save you money.

This has led to the comment:- "We must make a tidy profit on parts" – **Wrong**. All the money that comes in from part sales is ploughed back into the Club funds to buy, re-manufacture or recondition parts and assemblies to keep our cars on the road and benefit all Club members. Remember we only provide a parts service to Club members, after all it's your money we are using.

A surprising fact is that, over the last three years, only one in three of our members have used the parts supply service. Those that have used us, come back time after time, so we must be doing something right.

Payment for parts with a Credit/Debit card – New banking rules now require more information to be given for us to be able to process credit and debit card transactions.

As requested on the revised order forms, it is now vital that we have the following details from your card:-

Name on card
Card Number



The slightly bulkier numerals on what might be the earlier rear view mirror clock.



The finer numerals on what might be the later rear view mirror clock.

Security Number, the last three digits on the back next to your signature.

Start Date

Finish Date

Issue Number, this is for debit cards only.

Without this information your parts order cannot be processed, which causes delays in the parts reaching you. If you are uneasy about sending this information via e-mail, you can always include part of the information on the order form and telephone through the rest to Jim Sharpe.

Parts Supply

Brake drum and hub assemblies – We have a very limited stock of refurbished front brake hub and drum assemblies. Although they can be supplied with, or without, wheel bearings, we **STRONGLY** recommend that we fit new inner and outer bearings and supply the complete package. There is a price advantage to members, as you will see below.

With the limited stock, we have to put certain restrictions on the ordering and dispatching of these parts, as follows:-

1. We will only supply the assemblies in pairs, and only one pair to any member.

2. The price does NOT include postage. We hold the parts in two locations, the Midlands and London areas. When a member orders drums, they will have the option of collecting the parts or paying the carriage costs (Courier or Parcel Post). **Normal handling charges will still apply.**

3. If you opt for the drums without wheel bearings, we will need your assurance that new wheel bearings will be fitted. Please, please, do not try to use your old bearings. Apart from being a false economy, it is bad engineering practice as you risk the chance of damaging the new hub assemblies with possible bearing failure. Even at 2 m.p.h., a seized wheel bearing is not funny.

The price for a pair of hub and drum assemblies, with bearings, is £230, a saving of £16.00 on the wheel bearings if you bought them separately.

Hub and drum assemblies without bearings are £180 a pair.

Shortages – We are currently out of stock of the following items:-

Oil Cans
Oil Can Brackets
Bumper Bar Bolts

We are endeavouring to source more supplies and will update you in the next issue of the magazine.

AGM Part Sales – Those of you who were there at the AGM will know that many of the spares we list in the magazine were available to buy at a discount and could be taken home with you on the day. It was a great success, made possible by the efforts of members of the Spares Committee.

Special thanks must go to that well known double act, Keenan and Jarvis, for making sure nearly all members went home with something new and shiny. On the next pitch, Colin Rowe and his partner Chris were selling anything and everything. For the record, they should have only been involved with their items but, for the benefit of members, accepted other parts holder's stock and sold it. Next year, gentlemen, you can set up your own stall and let Colin and Chris have more free time to enjoy the day. Chris, we really did appreciate your help.

From the parts side it was a great success, benefiting members and the Register in general.

International correspondence.

Malta

Bill Ballard e-mails from Australia, " Now for a bit of trivia which could lead to a "new find"! Syndicate member Rick Bushell (owner of the lovely red 1936 Model 'CX' coupe that won "Best in Rally" at Nuriootpa in 2003) and his wife Robyn stayed with us for a few days, before we all caught the boat to Tassie on 11th February [to the 2005 National Sidevalve Rally in Tasmania – Ed.]. They brought with them a large and bulky 1992 calendar from **Malta** that a relation had given them. The pictures on the calendar featured classic cars to be seen on the island, one of which was a silver and black **Model 'Y'** Fordor. Thinking that Rick had given me the calendar, I tore off the relevant page with the intention of having it photocopied (for you) and framed (for me) - but he'd only bought the bulky calendar with him to show me that picture! So I photographed it, but unfortunately did not record the owner's name and his location (given at the foot of the picture) before Rick snatched his picture back! I remember that part of the caption read "**Country of origin - United Kingdom. Year of manufacture - 1932**" - the date is obviously incorrect! The old-style Maltese registration on the car can easily be seen - "2457". Now I've had a quick look through 'The List of Known Survivors' but cannot trace a Model 'Y' fitting this description in Malta. Do we know of anyone who can chase this one up for us? In the meantime, I've asked Rick to get me the owner's name from the calendar - but he's away from home, attending another rally at the moment, so I don't know how long it will be before I can get his info from him."



Vince Mically's Fordor Model 'Y', as displayed on the 1992 Maltese classic cars calendar, which illustrated the surviving classic cars on the island. – photograph courtesy Bill Ballard.

Well done, Bill; although I reckon you've gone down somewhat in Rick Bushell's estimation! I hope he didn't treasure that calendar. Unfortunately, you cannot see in the photograph that the registration number is actually H.2457. This is listed under chassis number Y37142 in the 'register' and is owned by non-member Vince Mically. Tim Brandon discovered this Fordor 'Y' whilst visiting ex-member, Joseph Pace, in Malta in 2002. The visit was written up in issue 136.

U.S.A.

George 'Dubbya' Pierce, from California, e-mails:-

Just received the latest issue of our Mag. Really enjoyed your article "Henry Ford's visit to England in 1928". On page 19, with the picture of Henry Ford II in 1980 with his foot on the "running board of JB 3018, you state "this is the only photograph of a member of the Ford family with one of our cars - come on someone, prove me wrong." How about your own book, "Ford Model Y - Henry's Car for Europe", page 133; "William Clay Ford at 15 years old in the black midget?" [I'll give you 5 out of 10 for that one George - not really one of our cars! - Ed.] New Subject - As you know my granddaughter, Rachel, who appeared in our Mag. several times, moved to England last year. She has been living with her father in Bicester, Oxfordshire, her grandmother's house. It is being sold, which reminded me, 25 years ago, just before I returned to the USA and retired, I left a complete 'Y' engine (I don't remember whether 8hp or 10 hp) behind the garden shed. If it would be useful for spares you could probably pick it up for a few quid. If someone is interested, I will furnish her name and address. Another new subject - I have just had an experience your readers might profit from. I just sold the old classic Mercedes Benz, which I have owned for 20 years, on e-bay - at my asking price. In the first 24 hours I had 512 hits, with 3 e-mail inquires; one from Germany, one from France and one from England. On the eighth day, I sold it to a woman in New Hampshire who wanted it for her husbands 60th birthday. E-bay seems to work!

I have a question. You referred to "rustless" sidelights and head light frames. I expect "rustless" is what we call "stainless". Stainless is non-metallic, so I put a magnet on my sidelights and my headlight rims. The sidelights are not magnetic but the headlight rims are. Is that because someone in the past has chrome-plated the original metal rims? [George has a short rad. Can anyone explain why his side-lights are non-magnetic - surely they are both ferrous based? - Ed.]
Regards, and keep up the good work."



Mark Turner's Kerry sports tourer "Henry" at the Ford Centenary celebrations at Ford Headquarters in Dearborn, U.S.A. in 2003.

Still U.S.A., via Australia!

Bill Ballard (in Australia) was e-mailed three photographs by Larry Hubbard of Dallas, Texas, of Mark Turner's Model 'Y' Kerry sports tourer at the Ford Centenary celebrations at Ford Headquarters in Dearborn in 2003. Larry was one of the few who took an English Small Ford to the celebrations, in his case it was a 100E Anglia.

A can of worms.....

This is an article I contributed 20 years ago, recounting my painful experience carrying out a simple decoke on my Tudor Model 'Y', CNN 125 (now owned by Barry Diggle).

"It all started as a simple decoke over the Christmas break. My model 'Y' had completed 15,000 miles since I finished restoring her in 1980 and her performance was dropping off a little. I set aside a day in my holiday to do the job - ample you might say, a whole day. So, dynamo off, drain radiator, top hose off and spark plugs out. Unscrew timing adjustment screw, remove low tension wire and high tension lead, try to lift out distributor - stuck! (Jeff Cole will remember we tried to adjust it at Stanford Hall without success.) There was no way it was going to budge so I took the head off with the distributor in situ.

After a lot of bashing with a lump of wood, I managed to eject the distributor, but broke the distributor shaft casing in the process! Fortunately, I had a spare so, after a fairly simple decoke with a screwdriver, I put the head back on, tightened down the nuts with a ratchet spanner, replaced the appendages, timed the distributor with a bulb screwdriver, filled the radiator and sat in the driver's seat for the moment of truth. Choke out, switch on and pull the starter. The engine burst into life; so, whilst it warmed up, I took pleasure in a pipe-full of tobacco, feeling very self-satisfied.

With pipe now well stoked, I got out of the cab and walked round to admire my handywork, only to find water collecting round the centre cylinder head nut - damn!! Oh well, I'll give it a tweak with the ratchet spanner. Snap! The stud shears off. Damn

again!! Time for a cup of tea. Having calmed down, I drained the radiator and removed all the attachments and the head once again. Needless to say, the stud had sheared off at block level and had no intention of shifting, even with some healthy encouragement with a hammer and centre punch. It obviously had been in there since 1936. The next move was to use pedal power on my trusty Rudge bicycle, down to Halfords to purchase a stud extractor set. Then, with my new Black and Decker (birthday present), I drilled the centre out of the stud and screwed in the appropriate extractor. The threads gripped and gentle anti-clockwise pressure applied. Snap again! This time, the hardened steel stud extractor! Damn, damn, damn!!! Time for another cup of tea. When my blood pressure had returned back to normal, I retraced my steps to the disaster area and tried to tap out the extractor with the centre punch. That refused to budge also. At this stage I noticed a hairline crack in the block, extending from the centre water jacket outlet hole to the centre cylinder stud hole. Hell's teeth! That means engine out! – at least it explains where the water was coming from. I think I'll finish there for the day.

The following day, after removing the bonnet, the bottom hose, the exhaust, the radiator, draining the oil and disconnecting the various air, oil and petrol pipes, I lifted the engine out on my pulley hoist with ropes passing under the sump. Much later, I took the block to my local friendly workshop, where an engineer tried to remove the stud, without success. In theory, with patience and a little brute force, one should be able to chip away at the brittle hardened steel, thus releasing the pressure on the conically shaped extractor threads. In practice, when I tried it, I managed to break of the complete stud casting, which dropped unceremoniously into the water jacket, leaving a neat circular hole where the sheared stud had been! I was running out of expletives by now! I had now entered the realms of innovation. After much thought, a special stud was turned and threaded on a lathe with an eight of an inch flange, which sat in a machined recess drilled into the surface of the block. Then, with a large washer brazed to a suitable nut, and the whole tack-welded to a piece of wire, it was fed in through the water jacket hole, held under the stud hole and the stud screwed into it – brilliant! The hairline crack was then V-ed out and the crack and the stud flange brazed into the recess. After

cleaning up with a fine grade emery cloth, it looked as good as new. Life began to resume its normal rosy glow – but not for long.

It was at this point that my engineer friend started poking his nose into the cylinder bores and noticed a circular indentation in the cylinder wall of No. 3 bore with a slight gauging below it. There was only one explanation – a floating gudgeon pin! The air was once again blue. I thanked my friend for his observation and removed the block back to my house before he discovered anything else! It was now a sump off job. After engraving mating marks on the big end caps, I juggled the number three piston and con rod past the crank shaft and was horrified to find that, not only had one of the external circlips broken, allowing the gudgeon pin to float, but part of the piston had burnt away, the top piston ring was broken and badly worn, the little end rattled and, worst of all, the white metal on the big end was breaking up! Ah, thought I, after turning the air blue once again, if one big end is breaking up, then what about the others? There is only one way to find out. So off came the other big end caps and, sure enough, they were all breaking up; No.4 in particular, which had almost reached the stage of steel on steel crankshaft! By the time I had removed all four pistons and con rods, I had learned the knack (they only come one way out – between the crankshaft and the off-side of the block).

It was at this point that I resorted to the fall-back position of which all old Ford owners should be aware and should respect. It is called 59 Salisbury Grove, Mytchett, the home of Bert Thomas. That Aladdin's Cave, that haven of all things and spares that are Ford. The font of all knowledge on our dearly beloved cars. With a couple of days notice, Bert was able to provide me with a new set of the correct size pistons and, from his bulging loft, he extracted four standard size con rods. I had taken the four necessary measurements on each crankshaft journal and found to my delight that none was more than one and a half thou out from the pristine 1,498 ins. Armed with the spares, including another head gasket, and the benefit of Bert's advice, I gleefully returned to my sick looking engine.

That evening, much to the amusement of my wife and daughters, I was dunking the pistons, one at a time, in boiling water in the egg saucepan for one

minute, then scalding my fingers as I gingerly tapped the cold gudgeon pins through the pistons and little ends, such that the circlips would fit into the recesses at either end. The family was most impressed. Then came the tricky business of juggling the pistons back into the bores, this time with a piston ring clamp attached. I had broken and replaced two of the bottom scraper rings on the first piston (with rings off the old pistons) before I realised that they are pegged and need to be properly seated before forcing them up the bore! Each big end shell fitted nicely over the crankshaft journal, so I allowed myself to hum a tune of self-satisfaction again.

Thinking ahead at this point, I purchased a 20 –100 ft lb torque wrench from the local Argos store. I had gleaned from Bert the correct loadings on the various engine nuts and, for reference, I list them here. (The Ford manuals do not list them):

- Main journals
- 50 ft lbs
- Big end journals
- 30 ft lbs (split pinned nuts)
- 20 –23 ft lbs (self-locking nuts)
- Cylinder head nuts
- 35 ft lbs
- Manifold nuts
- 15 ft lbs

Bert had provided me with self-locking nut big ends so, as Nos. 2 and 3 journals were at bottom dead centre, I clamped on the shells with a squirt of oil and, with two pairs of hand-made two thou brass shims, tightened up to 23 ft lbs. Beautiful workmanship! The flywheel and crankshaft turned with just about the right amount of noticeable resistance. On with Nos. 1 and 4 shells, tighten up No. 1 – solid: no movement. Release No. 1 and tighten up No. 4 – solid: no movement! I stopped humming a sweet refrain, had a cup of tea and lit up my pipe.

Armed with Engineer's Blue and a beautiful little scraper I picked up at the Enfield Autojumble some years back, I then set about the painstaking job of scraping in the bearings. If ever there is a pastime that requires the utmost patience, it is this. The Blue not only gets on the journal and the high spots of the big end shells, but on everything you touch. The kitchen table looks ghastly and flakes of white metal get everywhere and are walked around the house disposing themselves in every carpet's

pile. I must say, however, that it is very satisfying when, after eight or nine scrapes and replacements, you notice a discernible movement in the flywheel on clamping up the nuts. Eventually, both caps were finished and, after a few squirts of oil up the bores, the sump was tightened back into position.

At this stage, I put on the new head gasket and tightened down the cylinder head nuts in the correct order, noting with glee that the new centre stud held up to the torque. I have had manufactured a special hook which screws into No. 3 spark plug hole (the centre of balance), so was able to hoist the engine above the level of the car's radiator grille more professionally than when it came out. I pushed the car under the hoist, lined up the clutch centre plate with a sawn off gearbox spigot I also have acquired and lowered the engine into line. It went in with a couple of gentle tugs on the underside of the sump (from the rear) and with no problem was secured on the engine mounting bracket. Total re-assembly (less bonnet) was no problem. As always, I smeared a later of Gun Gum inside the exhaust clamp before tightening up to ensure a gas-tight seal.

After a cup of tea and a bit of gentle persuasion, I gained the assistance of my wife to turn the now fairly tight crank handle, whilst I timed the distributor with the timing pin and bulb screwdriver. That done, she stood in awe, waiting to see her shopping car burst once more into life, after what had now become a two month delay! Proudly I stood above the engine, pouring water into the radiator with the watering can, pleased as punch that it was all back together again. It was almost full when I heard her say, "Why is there water coming out of the top of the cylinder head?" – I could have cried! There, in exactly the same place, the water was collecting by the centre cylinder head nut!

Anxiously, I examined the enlarging pool of water and, to my surprise, saw minute bubbles bursting on the surface. It then all became clear; the head was cracked at the machined base of the water outlet. After all that, the original cylinder stud was sound! A quick call to Bert and yet another trip to Aladdin's cave produced yet another cylinder head and, with liberal use of Holymar gasket glue, the water was finally under control. I can only imagine that the old head was cracked as a result of me bashing out the stuck distributor.

Overall, I learnt many lessons, some of which this article will hopefully pass on to other budding engineers. One thing I would not wish on any of you is that your simple decoke does not turn into the can of worms I experienced. Although, if your big ends are as shot as mine were, then it is no bad thing to catch the trouble early, before that frightening peal of expensive sound is emitted from under the bonnet one sunny day on a nostalgic trip around the countryside."

Regrettably, neither Jeff Cole nor Bert Thomas is any longer with us. Both were so knowledgeable about our cars – and Bert, in particular, was the hub-centre for all old Ford enthusiasts nation-wide. God bless them both.

I did experience 'that frightening peal of expensive sound under the bonnet' whilst driving from Faringdon (Wiltshire) to London in 1958 in a 1931 Morris 8. The big ends let rip 12 miles into the journey, near Wantage. I then bought my first Model 'Y', OW 4838.

Sam Roberts.

Magazine binders

I don't know about you, but I file my past issues of 'Transverse Torque' in A4 size, Ford blue, two-pronged binders, which are available quite cheaply at most of the local supermarkets. Adhesive filing strips can also be bought from most stationers to save you having to punch holes through the magazines.

To enhance the collection, the binders all have white Y&C Register transparencies stuck on the outside. A little-known fact is that these are available through Regalia. All you have to do is send an A4 sized envelope with a first or second class stamp on and your address to John Argent, who will be delighted to send you a transparency. If you want more than one, a donation to Register funds will be much appreciated.

In my experience one standard binder holds ten issues of the magazine. Happy filing!

Sam Roberts.



