

Issue 156 September - October 2005



REGISTER OFFICERS

Chairman	Mike Samuel	The Willows, Stoney Road, Garndiffaith, Pontypool, Gwent NP4 8PY Tel: 01495 772418 e.mail: mksamuel@tiscali.co.uk
Vice-Chairman	Peter Ketchell	2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856
Secretary	Bob Wilkinson	Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY Tel: 01832 734463 e.mail: bob@bwilkinson49.fsnet.co.uk
Treasurer	Bruce Allan	37 Meadow Park, Cabus, Garstang, Lancs PR3 1TA e.mail: bruceallan@telco4u.net
Membership Officer	Colin Rowe	15 Orchard Close, Towcester, Northants, NN12 6BP Tel: 07740 900511 e.mail: colinrowe15@aol.com
Spares Secretary	Graham Miles	4 York Close, Kings Langley, Herts WD4 9HX e.mail: Graham@FamilyMiles.com
Spares Administrator	Jim Sharpe	23 Rous Chase, Galleywood, Chelmsford, Essex CM2 8QF Tel: 01245 351546 e.mail: jajm.sharpe@virgin.net
Regalia Officer	John Argent	35 Brookmans Ave., Brookmans Park, Hatfield, Herts AL9 7QH Tel: 01707 662049 e.mail: john@argy.fsnet.co.uk
Editor & Archivist	Sam Roberts	16 Croye Close, Andover, Hants SP10 3AF. Tel: 01264 365662 e.mail: sam@samroberts.plus.com
Technical Advisor	Geoff Dee	27 Ladycroft, Cubbington, Leamington Spa, Warwicks CV32 7NH Tel: 01926 334780 e.mail: GJDee@hotmail.com

**THE FORD Y & C MODEL REGISTER web site is at www.fordyandcmodelregister.co.uk
Annual Subscriptions:- UK & Ireland £25.00 (\$/order preferred); Overseas £30.00**

REGIONAL CONTACTS

01/02 Devon/Cornwall Somerset/Avon/Wilts/Glos <i>Ivor Bryant</i> The Cottage, The Street, Alveston, Bristol BS35 3SX Tel: 01454 411028 ivor_bryant@msn.com	08 Oxon/Berks/Bucks <i>Roy Hocking</i> 69 Aylesbury Road, Berton Aylesbury. Bucks HP20 5BT Tel: 01296 427706 rhock@btopenworld.com	14 N. Wales/Cheshire/Lancs Merseyside/Manchester <i>Peter Ketchell</i> 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856	19 Ireland John Fitzgerald 17 Kilgobbin Heights Stepaside, Co Dublin, Eire Tel: 00 353 1 295 4299 Mobile: 00 353 (0)87 2556872 jfitzgeraldfordyc@eircom.net
03 Dorset/Hants/I of W/Channel Isles <i>Colin White</i> 49 Grange Road St. Leonards, Ringwood Hant BH24 2QE Tel: 01202 873620	09 Beds/Herts <i>John Argent</i> 35 Brookmans Avenue Brookmans Park, Hatfield Herts AL9 7QH Tel: 01707 662049	15 Notts/Derby/Lincs/S. Yorks <i>Ken Sleight</i> The Forge Cottage Owston, Askern, Doncaster DN6 9JF Tel: 01302 337483	20 London/Middx <i>Jim Miles</i> 23 St Alban's Crescent Woodford Green, Essex IG8 9EH Tel: 020 8924 4449 (afternoons only)
04 Surrey/West Sussex <i>Julian Janicki</i> "Riverside" Blackbridge Lane, Horsham, W Sussex RH12 1RR Tel: 01403 251184	10 Essex <i>Dave Gustard</i> 44 Park Dale Danbury, Chelmsford Essex CM3 4EH Tel: 01245 222921	16 North, West & East Yorks <i>Barry Diggle</i> 16 Croftlands, Idle Bradford BD10 8RW Tel: 01274 614729 barry.diggle@btinternet.com	Australia <i>Bill Ballard</i> 24 Rowan Ave, Boronia Victoria 3155, Australia Tel: 00 61 3 9762 9974 sfbill@bigpond.com
05 East Sussex/Kent <i>John Keenan</i> 41 Ghyllside Ave, Hastings E.Sussex TN34 2QB Tel: 01424 424323 elvabeach@btinternet.com	11 Worcs/Staffs/W. Mids/Warks <i>Geoff Salminen</i> 2 North Pathway, Carless Ave., Harborne Birmingham B17 9EJ Tel: 0121 427 2189	17 IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Clvld <i>Trevor Walker</i> 4 Pauline Gardens, Denton Burn, Newcastle NE15 7TD Tel: 0191 274 5660 trevor@walke12.freeserve.co.uk	TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Regis- tered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB
06 South Wales/Hereford <i>Mike Samuel</i> "The Willows" Stoney Road Garndiffaith, Pontypool Gwent NP4 8PY Tel: 01495 772418	12 Leics/Northants/Cambs <i>Roger Hanslip</i> 165 Hungate Road, Emneth Nr .Wisbech PE14 ;8EQ Tel: 01945 430325	18 Scotland <i>Drew Barr</i> 30 Weavers Crescent Kirkcaldy KY2 5LN Tel: 01592 269266 drew@barrs493a.fsnet.co.uk	DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability from erroneous information printed.
	13 Norfolk/Suffolk <i>Brian Mace</i> 5 Glenburn Ave. Sprowston Norwich NR7 8DU Tel: 01603 425558		Printed by CPS-Airedale Leeds 0113 226 7497 Specialist Print for Classic Car Clubs

Editorial

We made it! At long last, we had good quality photographs and bold text in the last issue. Steve is to be congratulated on finding the right tackle to produce a decent magazine. Let's hope that the standard of printing stays high. However, I must apologise to our overseas friends for the omission of the regular 'International correspondence' column, which fell off the end of the scale when we ran out of space. Hopefully, we have made up for it this time.

Mentioning Steve Waldenberg, he reports seeing Model 'Y', EGN 143, in Leeds, but could not find the owner. EGN 143, aka Y198086, was manufactured during August 1937, the last month of production of the Model 'Y' saloons. We last heard of it in 2003, when it was advertised for sale by a dealer named J. Forsythe. If any member can help trace the owner of this car, it would be appreciated.

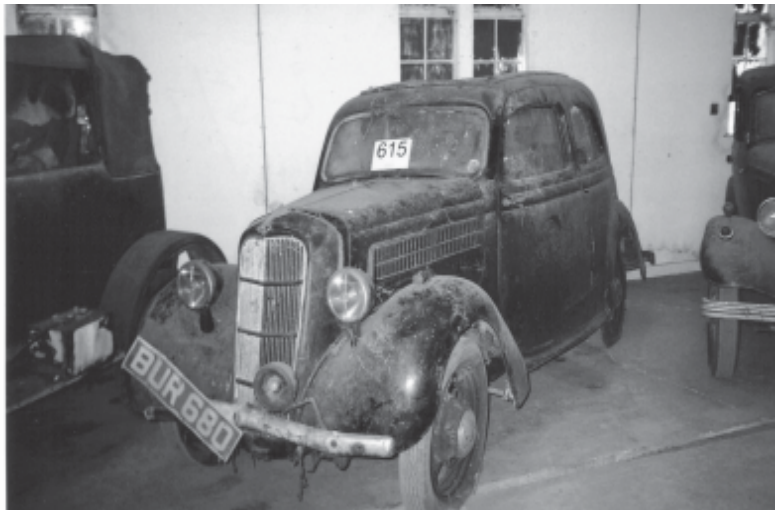
I do enjoy talking to new members about their recent purchases. I telephone a number of you to ask for missing details in the list of known surviving vehicles. Thank you for your assistance. I hope that you also gain in knowledge from our conversations. Whilst on telephoning, would you please respect the watershed hour of 9 pm, after which it is unsociable to call anyone. A number of Register officers have been telephoned by members after 9 pm.

Nothing to do with our cars, but a couple of useful mobile phone tips which have come my way from members. Firstly, from Ray King in New Zealand, to protect your mobile phone, if you do have the misfortune of losing it, or if it has been stolen, you can report the serial number to your network provider and they can immobilise it, even if a new sim-card has been inserted. To find and record the serial number, key in star-hash-zero-six-hash (*#06#). Secondly, In Case of Emergency, Bruce Allen recommends that we follow the advice of the Anglia Ambulance Service and the BBC and enter the telephone numbers of next of kin in the address book of our mobile phones under ICE1, ICE2, etc. The Police and emergency services will look here for information.

Over the past couple of months, Christies have auctioned the Sharpe family collection of vehicles. They were collected by the three Sharpe brothers, who were working at the Gables Service Station in Rayleigh, Essex at the end of World War II. After work, they would trawl the countryside for ancient motor cars, in an age when such relics were cheap and nobody collected them. Some 205 vehicles were auctioned, including two Model 'Y's and two Model 'CX's. Bob Wilkinson tells me that three of the four new owners have contacted the Club. Other cars have come to light on ebay and other websites. Thank you for telling me about them. We manage to capture most of them.



Lot 618 at the Christies auction of the Sharpe family collection. A nice 1933 Tudor short rad, Y31351. Now owned by member Norman Holland, who is a near neighbour of the Gables Service Station in Rayleigh, Essex.



"Lot 615 was a July 1936, black Tudor Model 'CX', 465/7331, which had been converted to disabled driving. The new owner of this car has yet to approach the Club. We are grateful to Harry Edwards of the Morris Register for sending in the auction photographs"



Jim Collins peers into one of the many Model 'Y's in the Coull collection. Note the various Model 'Y' bits around the place!.

Trevor Walker went with ex-member, Jim Collins, to Brett Coull's yard near Newcastle and sent in a fascinating report of various Model 'Y's in various states of disrepair and an array of parts for our cars. The photograph included with this report gives some idea of the treasure-trove. Coincidentally, Trevor reports:- "And just to round of a busy week, I was waiting at traffic lights in the van in the middle of Newcastle on Monday and Dave and Wendy Grace pulled up opposite in the Alpine! They were up to see the Tall Ships in their motorhome. They had trailed the Model 'Y' up and were on their way to see Ronnie Topping so, courtesy of BT, they followed me the scenic way to avoid the traffic chaos."

Christine Baldock has sent in to the archives a compilation video of scenes from the round-Britain tour, Convoy 2000. It certainly brought back happy memories of that memorable event – thanks Christine.

Having carried out a straw poll survey of rear view mirror clocks on de luxe Model 'Y's and Model 'C's (still more research needed), Bob Wilkinson has noticed that on the electric fuel gauges on the Models 'C' / 'CX', some have vertical needles with a horizontal scale and some, a horizontal needle with a vertical scale. I am not sure I have seen many, if any, of the latter, but am quite happy to hear from any member with an originally fitted gauge with a horizontal needle.

I apologise to those of you who have sent in material and it has yet to appear in print. I am delighted to say that there is a back-log building up due to three pages being taken up with the Hennessy biography in this, the last and in the next two issues. As always, I have had little feedback on the content of the magazine, but I hope you are enjoying the Hennessy story. His contribution to the success of Ford and our cars was tremendous.

May I remind you of the **All Ford Rally** this month (**Sunday, 25th September**). For the newer members, this is a huge, enjoyable rally of pre-1965 Fords and an autojumble, held on the airfield at Abingdon, a reasonably central location. We in the Y&C Register treat this as our main gathering of the year and we usually attract a goodly number of our cars to the stand. If you are within striking distance and haven't yet entered your car, you will need to ring Bob Tredwell quickly (01235 530720) for an entry form. No entry form, no entry. I look forward to seeing you there.

Sam Roberts.

The deadline for copy for Issue 157 is the earlier than usual date, Sunday, 23rd October. Please keep your contributions coming in.

Chairman's chunters

Once again, just a few lines hoping you're all enjoying your local events and that your vehicles are in good running order. The year seems to have disappeared very quickly and unfortunately I have taken my Model 'Y' only on a few local runs.

Kath and I did pay a visit to the Much Marcle Steam Show, which is situated near Ross-on-Wye. As my knee is still giving me trouble, I had the pleasure of making the journey in a vintage Leyland Leopard bus. This was the first one off the production line in 1957. It was sold to the local transport firm of Hills of Tredegar. We did enjoy the day and the only Model 'Y' at the show was Paul Rudge's van (beautifully finished)

Having spoken to Jim Sharpe recently, I am informed that the spares' sales are going well (always available if you need them). Our members must really appreciate the good service provided for them by this hard working band of men.

We are looking forward with interest to the proposed tour of Holland in 2006. It seems that the Dutch members have been doing their homework extremely well (let's hope I can keep fit for this one!)

I am informed that Sam is visiting Ireland to give a talk on the Model 'Y' to the Irish Veteran and Vintage Car Club. Is this an excuse for a Guinness and a game of golf with John Fitzgerald?!

Looking forward to seeing you soon. Happy motoring.

Mike Samuel.

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Illustration on back cover

This year, the organisers of the Classic Motor Show at the NEC are offering a saving of £5.00 per ticket to Club members, if you pre-book on their hot line. In addition, if you then hand in your ticket to the Y&C stand, the Club receives £1.50. It's a win-win situation. For your delight, in addition to the masses of gleaming exotica at the show, Geoff Salminen has arranged for the following cars to be displayed on our stand:- Ian Hawley's Fordor Model 'Y' saloon, David and Wendy Grace's Model 'Y' Alpine tourer and Ken and Ruth Sleight's Tudor Model 'CX' saloon. Please do come along on the 4th, 5th or 6th November and chat to the guys on the stand.

Our rambling Secretary

Summer is always a pleasant time for our Club, but also a busy one. I had a wonderful day, along with Pete Ketchell – if that is not a contradiction - on the **Wisbech & District Road Run**. I was invited by Roger and Jo Hanslip to drive their 1930 Ford Model A Fordor on the 80 mile run and Pete Ketchell, courtesy of Noel Page, drove the Model 'Y' Tudor, which he sold to Noel some years ago. Pete hardly recognised the car as it shone in the morning sunshine! (Noel polishes his cars). A great day out and one not to be missed next year..... make a note in your diary.

I hope you too have been able to visit some local shows with your 'Y' or 'C' Model - it never ceases to amaze me how much pleasure our cars bring to show visitors, making our efforts worthwhile.

By the way... don't forget to ask the owners of any other 'Y's or 'C's you see at shows whether they are members of the Club. If not, ask for contact details and send them to me. We are all responsible for **recruitment**, so don't leave it to someone else. (That's how Tim Brandon got Alf Cornwall to join – see new members page.)

I have had several phone calls from members interested in the Abbey tourer featured as a find in the last issue. For reasons of confidentiality, our enquirer, who decided not to buy the car, was unable to give me the contact details for the vendor although he had passed on club details. We all hope that this car emerges soon to become an ongoing restoration. "

I was disappointed with the lack of response from members to my request for **volunteers for the club posts** following my invitation in issue 155. We all expect to receive our magazine, our spares, our membership details, etc., but has it always got to be someone else who takes on these jobs? Yes, there is some dedication needed, but there is also a great deal of satisfaction from being part of a club team. I have decided to ask again – so please give me a call to ask for more details. (see details in this issue).

Membership Officer, Colin Rowe, has been extremely busy on the renewal front, not helped by the publication of an incorrect address in issue 155 and the inefficiency of some banks. The former has been rectified, but the latter was caused by careless bank clerks setting up Standing Order subscription payments monthly and some banks not paying at all! Yes, and errors were made on our side too, which stretched your patience for which we are grateful. Don't forget that we are all volunteers trying to do our best in our own time. (OK, so I am a crusty old b..... !)

A few reminders on club services –

DVLA: If you have any questions relating to getting your Model 'Y' or 'C' registered – the Club is here to help. We have successfully processed a few applications for original numbers and age related numbers recently. Contact me – Bob Wilkinson.

Publications: Handbooks, Service Bulletins, Parts Books, etc. We stock all these and advertise them on our website and in this magazine from time to time – just ask if not sure.

Archive materials: Earlier in the year, Sam Roberts issued a massive list of books and videos available on loan to members. Again, just ask after checking your list.

Technical Advice: Geoff Dee is waiting at his letterbox, phone in hand, to respond to your technical questions. Don't be afraid to ask what may be the most basic question as the reply could save you hours of time and money.

My 'CX' tourer is reaching completion – hopefully by the All Ford Rally – but it is surprising how long it takes to do what seemed to be a simple job! Try setting up a brake stop lamp switch without saying "bother". Try re-fitting front wings after any work has been done on them – even after a dry run! Try fitting the petrol tank (that's gas tank in US speak) and wonder if this really is the one you removed! Try..... and so on. All good fun though and one soon forgets the pain..... so they tell me!

Thanks for all your messages of goodwill sent with your subscription renewals and other correspondence recently. We like to hear from you all. Enjoy the remainder of our summer as we move into autumn.

See you at the All Ford Rally at Abingdon.

Bob Wilkinson

Bob's Joke Corner.

Subject: Learn fast...

An old farmer retired and gifted his land to his son, a property developer, who immediately put plans into action to turn it into a tourist area. The fields were, one by one, turned into a maze, holiday homes, a picnic area and a custom-built lake. The last of the land - an orchard - was due to be cut down and turned into an adventure playground. So, one summer evening, the farmer got a bucket and headed sadly down there to make his last pick of apples. As he passed near the lake, he heard voices and laughter.

Moving closer to investigate he saw to his surprise that a group of young women had snuck in and were skinny-dipping in his lake. When they heard him approach, they ducked down to neck level to conceal their nakedness and proceeded to swim over to the deep end where they treaded water. "We're not coming out until you go away, dirty old man" one of them shouted.

The farmer replied, "I'm not here to watch you lot skinny-dipping." Holding up the bucket he continued, "I'm here to feed the crocodiles."

The moral of this tale: old men may walk slow but can still think fast.

Thanks to Ian Wright for this contribution. Send in yours please – for censoring!"
Bob Wilkinson."

Raid Holland 2006

I hope that many of you read with great interest the first brief details of the planned trip to Holland next year in the last issue of the magazine.

I am sure that those of you who have participated in the previous adventurous escapades of Convoy 2000 and the trips to Ireland, Isle of Man, Wales and France, can vouch for the fact that a thoroughly enjoyable time was had by all and even the cars seemed to be happy most of the time.

The Dutch contingent have been great supporters of these trips and I am sure they will organise a very interesting tour of Holland for us, so it would be a great help if we can get an idea of numbers at this stage. If you are interested in taking part, could you let me know by e-mail john@argyfsnet.co.uk or perhaps by letter (address on inside front cover under Regalia Officer). It would be very useful to know if we are catering for ten or forty!

Cost is an important factor to us all, but if we can get some idea of overall numbers it will enable us to be more accurate with prices at this early stage.

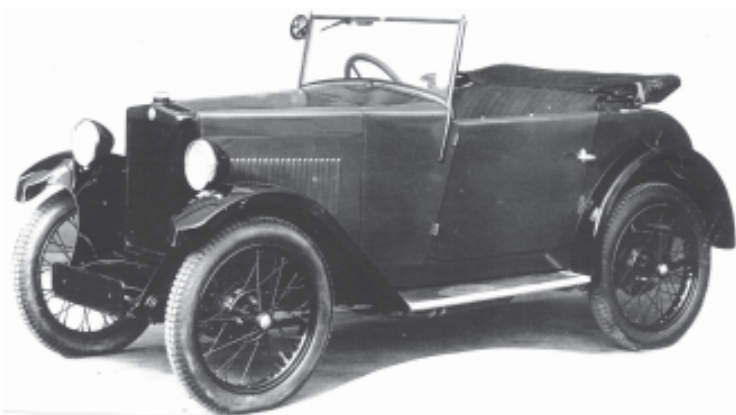
There is no obligation in showing an interest and I look forward to hearing from lots of people.

John Argent.

The £100 Ford 'Popular' - 70th Anniversary

The Wall Street Crash of October 1929 heralded the Great Depression, which affected the global markets and individuals' spending power for the next four years. One industry particularly hard hit was the motor industry. In England the competition between dealers to attract the public into the showrooms was intense, with Austin and Morris vying for the lowest priced cars, a battle which had been raging for some years, as the following shows:-

- 1922. The Austin 7 tourer sold for £165; reduced to £135 in 1927 and £130 in 1928.
- 1927. Morris acquired Wolseley and introduced the fabric bodied Minor in 1928 for £130.
- 1930. The Austin 7 tourer was reduced to £122.10s.
- 1931. In June, Morris announced a reduction in the price of his 2-seater o.h.v. Morris Minor tourer to £100 for 1932. However, it was too basic and open to have any appeal. The popular Morris was the Morris Minor side-valve, sliding roof saloon, which sold for £125.
- 1934. The Austin Opal 2-seater tourer, on an Austin 7 chassis, sold for £100. The basic Austin Ruby 4-seater saloon sold for £118.



The first £100 car; the very basic two-seater Morris Minor tourer.

especially the Model A with its 24 hp tax rating. Once the Great Depression hit, Ford sold very few cars and was on the brink of bankruptcy in Europe. Henry Ford and Sir Percival Perry, the Chairman of Ford Motor Company Limited, agreed that a small bore, and hence low tax-rated car was needed to take on Austin, Hillman, Morris and Singer, which controlled the British market, and Citroën, Peugeot, Renault, Opel and Fiat, which dominated the European markets.

The Model 'Y' Ford was the answer. Taking only nine months from concept to production, the first



THE £100 FORD SALOON

The well-known advertisement for the first and only £100 saloon car.

933cc, 8 hp Model 'Y' rolled off the line at Dagenham on 10th August 1932. The two-door (Tudor) version sold for just £120. It was soon to make major inroads into the British market. In September 1934, with the launch of the 10 hp De Luxe Model 'C', the Model 'Y' was the first Ford to be given the name 'Popular'

Industrial practices surrounding the new mass production methods changed dramatically during the first few years of the 1930s. Competitive tendering, control of suppliers, design engineering, method technology, spreading manufacturing costs over larger numbers of cars, etc., all helped to bring down the price of goods. One of the leading exponents of this innovative approach to production in the motor industry was Patrick Hennessy, the Purchasing Manager at Dagenham. As a result, the cost, and hence the price of the Model 'Y' to the public gradually dropped.

The Ford Motor Company, initially, could not compete. The large Models A and AF were relatively expensive to buy and expensive to run;

Then, seventy years ago this year, at the Ford Motor Exhibition, which was held in The Royal Albert Hall from the 17th to 26th October 1935, the announcement of the £100 Ford was made, making it the first and only saloon car to be sold at that price. The price of the two-door (Tudor) Model 'Y' had been reduced from its 1932 launch price of £120 to £115 in January 1935 and, in June 1935, it was reduced still further to £110. On reaching the

E-MAIL CORRESPONDENCE. - A REMINDER.

All club officers welcome correspondence via this wonder of modern technology as a convenient (and cheap) way of contacting the Club. However, to reduce the possibility of your message being deleted as "spam", please ensure that you enter a subject line specific to you or your car, etc. I trawled through my deleted box recently when an enquirer complained about my not replying. I found his original message with an unknown (to me) name and a subject box which just said "Hi". No comment needed.

If you have gone onto e-mail, or have changed your e-mail or snail mail address, please let me or Colin Rowe know; then we can update our records.

Bob Wilkinson.

magic £100, the Ford Motor Company publicity machine went into top gear, announcing:-

"The first £100 Saloon, comfortably roomy, amply powered, easily, non-tiringly handled, and the essence of economy to run and maintain, as well as a nicely-finished, presentable car, notwithstanding its low price, made possible only by the matchless production resources of the Ford works at Dagenham."

Extracts from 'The Light Car' road test report of the £100 Ford, in its January 17, 1936 issue, make amusing reading:-

" While the interior finish and appointments of the car are wholly unpretentious, on the scores of roominess and comfort it leaves nothing to be desired. Four adults of normal (or even somewhat abnormal) girth and stature can accommodate themselves with ease, and, what is more important, are able to alight at the end of a long journey still at peace with the world and themselves.

Although obviously no "single-entrance" model can compare with a four-door car in the matter of ease of ingress or egress, the door width is such that entering and leaving the rear seats is quite easy, even for the elderly and inagile. The provision of sliding panels in the rear side windows enables the occupants to achieve niceties of ventilation for varying weather conditions which would otherwise not be possible. When tackling fog, the windscreen can be opened wide enough to get an uninterrupted view ahead.....

It would doubtless be too much to expect an electric screen wiper on a car of such low price, but more than once during heavy rain we had occasion to wish that this were a "£101 Ford" - with electric wiper. The case simply boils down to this:- The suction wiper fitted - which, incidentally, cuts a fine, clean arc - is adequate enough so long as the driver is prepared to take things steadily when rain comes on. It is, nevertheless, a little irritating to have to take the foot off just at the moment when a stiffish hill calls for "rushing" tactics.

One final criticism, and this is a trifling one: The hand-brake slot in the floorboards might with advantage be better shielded, or so it seemed to a silk-



"A 1974 Ford publicity photograph for the then new Ford Escort 'Popular', selling at £1,299. The caption explains that it took 26 weeks average manual worker's wages to buy both the 1935 £100 Model 'Y' 'Popular' and the 1974 Escort 'Popular' "

stockinged passenger after the car had passed through a large puddle at 45 m.p.h."

It is stressed that, although the Model 'Y' was the first saloon car to be sold at £100, it was not the first production car to reach that goal. That honour had gone to Morris, with their very basic Minor 2-seater tourer of 1932, followed by Austin, with their Opal 2-seater tourer of 1934.

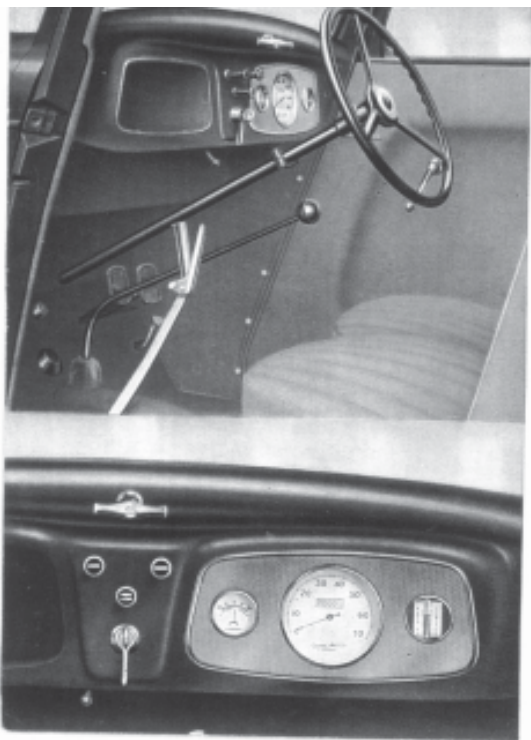
It must also be remembered that, even when the Ford Motor Company honed down the price of the Model 'Y' to £100, this still represented 49% of the average annual income. Compare this with the cost, at £9,165, of a bottom of the range Ford Fiesta 1.25i LX, in 1996, against an average annual salary of £18,288.40: the car still cost the average buyer 50% of their salary.

The reduction to £100 (£112 10s. for the four-door [Fordor]) was achieved by spreading the manufacturing costs over a wider number of vehicles and by cost cutting measures in the design. The major cost saving design change in 1935 was to the dashboard. Prior to October of that year, the engine-turned instrument panel was shaped to fit into one or other of the cubby holes at either end of the pressed steel dashboard, depending on whether the car was to be a right or left hand drive model. The empty cubby-hole became the glove compartment. By 1935, the

demand for left hand drive cars was relatively small, as much of the European demand was being met from the Ford plant in Köln, Germany. For this reason, and in the interests of cost-cutting, it was decided, on the introduction of the £100 model, to re-introduce a one piece dashboard incorporating the instruments in front of the driver. This saved the cost of a separate, expensive, inserted instrument panel.

Also, on the introduction of the £100 model, the door hinges on the Tudor were changed from a pin type to a bolt type, with brass balls carrying the weight of the doors. The Fordor and the 5-cwt van had incorporated the bolt and ball type hinges from the start of their production in 1932. The only other visible change to the design during 1935 was the replacement of the hydrostatic fuel gauge and its heavy tetrabromoethane (S.G. 2.9) liquid, with an electric fuel gauge. Although incorporated in the 1934 Fordor de luxe model, it was not until July 1935 that electric fuel gauges appeared in the standard models.

Incidentally, a customer, who wanted a sliding roof and leather, rather than Rexine upholstery, would have to pay an extra £10 for these extras. Other official Ford optional extras included: sun visors, wing mirrors, roof suspended document netting, grid-type luggage rack and Lissen radio (£10).



The expensive engine-turned inserted instrument panel as fitted to a right hand drive car. This was replaced by a one-piece dashboard with central instruments.

Pressure was also put on Briggs Bodies Ltd. to reduce the price of their bodies. In a cable to Walter Briggs in the U.S.A. on the 3rd October 1935, just two weeks before the Ford Motor Exhibition, Sir Percival pleads:-

"Just concluded very successful dealers convention in England. General opinion is that we could approximately double sales of model Y if we can reduce retail price to hundred pounds. This should mean an extra production of fourteen thousand bodies for Briggs Dagenham. We have carefully considered all costs and have decided to make the attempt to double the output provided you will give us a reduction from present agreed prices of two pounds per body. We should not propose to incorporate the improvements on last years model which have been discussed with you but continue facsimile of present production. Immediate

decision necessary. Am relying that you will contribute this two pounds. Please cable me Ritz Hotel Paris."

Charles Sorensen at Ford's head office in Dearborn, U.S.A. immediately employed Wibbel, the Purchasing Manager, on the task and cabled Perry later that same day:-

"Working with Wibbel and Briggs today on Y body. They phoned Dagenham for some figures today. Getting together Friday morning again. Will advise results."

Briggs responded favourably. Delivery schedules for the period 10th October 1935 to 1st February 1936 show that, against orders on Briggs for 10,904 Model 'Y' bodies, they actually supplied 11,002; a surplus of 98.

Prior to October 1935, body paint colours available from Briggs were:-

Orient blue with blue Rexine or blue leather upholstery.

Electric blue with blue Rexine or blue leather upholstery. This was a striking light blue, introduced for 1934, which did not prove to be popular with the conservative public and was dropped at the end of 1934.

Maroon with red Rexine or leather upholstery. This option was dropped in April 1935.

Cordoba tan with blue or red Rexine or blue or red leather upholstery.

To help Briggs to save the two pounds per body, only two colour options were available for the Model 'Y' following the October 1935, Ford Motor Exhibition: Black with red or green upholstery, or vineyard green with green upholstery. These colours were to remain the only options through to the end of production of the Model 'Y' on 31st August 1937.

And so, with good management and careful cost cutting, Ford produced the only £100 mass-produced saloon car ever to reach the market.

Sam Roberts.

Members' letters et al.

Danish Model 'Y'

Graham Miles was taken by the Danish Model 'Y' on the back cover of the last issue. It was probably the young ladies who caught his eye! He e-mails:- "re. the car on back cover. Short rad style stainless steel trim on the running boards with a long rad style wing is interesting. The stalk mounted rear number plate had not been incorporated on our Model 'Y's for about 18 months before this car was manufactured. The exhaust extension we didn't see until the very end of production. The headlamps look to be the 1934 type to me, with flat lenses, but the really interesting point is where are the front side lights? One assumes in the head lights - not that we saw that dual reflector until 1935. This places the headlights too far inboard to be legal in Britain. The trafficators are mounted higher than ours were at that time and the door handle looks to be different to anything we had. An interesting photo."

After receiving a copy of the original photograph, he followed up with further observations:- "I am still unable to see with clarity, but the head lights look like a flat glass, they will have had round centres and flat glass; correct as from the 1933 September/October launch of the long rad. It was about March 1934 when the diamond centre first made its appearance. So if that is the case, I regard the head lights as correct with rest of car as a 1934 model. But, as I said above, there are no front side lights on top of the wings."

Like a dog with a bone, he still would not let it go. "Now that I can see the head lamps more clearly, they look to be the very early cut glass (a Bert Thomas term), as does the rim. This is correct for the short rad model and, as with the short rad and early long rad models, they are positioned inboard on the wing. This 1934 long skirted wing however, introduced with the early long rad in the UK, always had the three holes on the top for the side lights. Only when the head lamps incorporating the side lights were they set higher and outboard on the wing. So I must assume this car had front side lights, which means they have the late reflector in the early head lamp. As I said earlier, head lights inboard in this position would not have been legal in the UK."

We used trafficators made by Hunts, as fitted on my van, and these were mounted over the swage line. On this car the trafficators are mounted higher and would seem to have a much more pleasing line, but mounted here would have meant they would point forward at 45 degrees when operated. Come fly with me! For us it sure is an oddball car."

Stan's Model 'C'

For many years, Stan Bilous has been restoring an early Fordor Model 'C' (C05632). I am delighted to report that, some time ago now, he passed that point in a restoration when you suddenly see clearly the light at the end of the tunnel and you are fired with extra enthusiasm and drive to finish it.

As the enclosed photographs demonstrate, not only is the car almost ready to take to the road, but that Stan has carried out a meticulous restoration back to the original specification. I am particularly impressed with the Ford patterning on the inside trim of the doors.

It would be a great pleasure to see the car at the All Ford Rally, where it would be a leading contender for the Eric Bufton Trophy for the best restoration.

Battery problems

Brian Mace writes in from Norwich:- "The other month, I decided to give my Model 'Y' an early birthday present. I bought a new battery as the old one was about 5 years old and I always seemed to be putting it on charge. With a new battery, it would start first time.



The maroon exterior of Stan Bilous' Fordor Model 'C', nearing completion.



The superb looking interior of Stan Bilous' Model 'C', showing his attention to detail – especially in the reproduction of the patterning on the door panel trim.

start. The 'Y' made a small growl and that was that. I suggested that we left the 'Y' connected to the Jaguar for ten minutes to give the battery some life and then try another push. This we did and, after being pushed at what seemed like 30 mph, there was a bang and it started. A cheer went round the estate!

Two months went by and we attended one of our local events at Holkham Hall. It is a county weekend on a grand scale at this beautiful stately home. The organiser only allows 50 cars, all manufactured before 1960. It was a glorious day and there were several families picnicking around the Model 'Y', with the children in and out of the car all day. Little did I know they were playing around with the lights. At 4 pm, it was our turn to go round the arena. I turned the key and there was nothing – the needle on the ammeter did not even flicker. It would not start even with a push down the hill.

I waited for the crowds to thin out and called the AA. By this time all the old cars had gone, bar one. That was a Jaguar XK140, about 1960 I think, with two 6 volt batteries. The AA arrived and told me there was 1/2 amp left in the battery. They connected the 'Y' for a jump

I drove home like a bat out of hell with a charging rate of 8 amps. 35 miles later, we arrived home and I turned the key off, whilst we unloaded the picnic gear. By this time it was 9 pm, so I went to drive the car into the garage. I jumped in, turned the key, pulled the starter and what did I get? – a small growl. The last push into the garage ended a perfect day!

The next morning, I took the battery back to where I purchased it for a health check. After a charge, I was told that it was 100% fit and that I should put it on charge about every six weeks to keep it in good condition. I would be interested to hear how other members keep their battery in good condition."

AA boxes

Brian then goes on about AA boxes:- "One Sunday afternoon, Yvonne and I decided to have a spin around the coast roads of Norfolk, when we came across an old AA box. Can anyone put a date on these boxes and have you got one near to where you live as I would like to know?"



No doubt, Brian will remember this AA box at the Devil's Bridge at the top of the Vale of Rheidol Railway on the Tour of Wales last year.

The re-appearance of the Clarke Alpine

I remember seeing Brian Clarke's pretty ivory and dark blue Model 'Y' Alpine at the Enfield Pageant in 1981 (and have a photo to prove it!). Since then, it has not been seen at any of our shows or events. I was therefore delighted to receive the following from Brian's son, Gary:- "We have recently transferred

ownership of my Dad's 1934 Model 'Y' Alpine tourer into my name. My Dad and I restored the car in the late 1970s. It took approximately 2 years to complete. In January, we transported the car up from London to my house in Nottingham.

After some problems with the starter motor and the engine cutting out, it now seems to be running fine. It obviously didn't like the move to the Midlands. There is a small amount of work required to the paintwork, which I hope to start next year. I enclose a few pictures scanned from original photos taken during restoration. The last time I drove the car was in the 1980s, so it is interesting to get it on the road."



The last time the Clarke Alpine was seen in public in the flesh. A line-up of the Y&C Register cars at the Enfield Pageant in 1981. Cars include (from left:- AMC 993, now owned by John Kirby; CNN 125 (my old car), now owned by Barry Diggle; EW 8625, now owned by John May; the Clarke Alpine and an indistinguishable 'CX'.



The December 1934, London registered, Clarke Alpine, BLL 685 shortly after its restoration in 1980.

of split, which could only be due to stresses building up in the wing due to it being badly fitted?

Front wing splits - Model 'Y'

Paul Tritton recalls that shortly after his father bought him his Model 'Y' in 1957, it was resprayed. The coach-builder, who was not a Ford agent, removed the front wings to replace the beading. About 3 months after this, when he was in France, both wings developed 2 inch vertical splits from the leading edge, about 2 inches in from the join with the front valance. He had them crudely welded locally.

Has any other member suffered this type



Paul Tritton with his mid-1934 Model 'Y' by the River Loire in France in 1957. The dark patch on his offside wing is where the split had been welded. Interesting features on the car are: skew-wiff slaved twin wipers, chromed de luxe windscreen surround but black (non-de luxe) headlamp and sidelight covers, large sun visor, radio aerial above centre of windscreen, side rear view mirrors, replacement straight front bumper and trafficators.

Ford Y&C France 2005

- Part 2
by Jim Sharpe

In Part 1, Jim covered the fortunes of the fifteen or so cars which descended on Dinan in Brittany, either by ferry from Portsmouth or, as in the case of our Dutch members, overland from Holland. We left the party having the mandatory group photograph after breakfast on the Sunday morning, before Martin Bolland and Patrick van der Meer were forced to depart for home to earn some bread the following week. Jim continues:-

Day 5 - Sunday May 15, 2005

The brief enjoyment of the Calvados consumed the night before was evident in the glazed eyes of one or two members at breakfast. Still the 100 miles to travel that day would shake the system enough to get over that.

Although we all travelled similar routes from Dinan to Bayeux in Normandy, in the 100 miles I saw only two others of our group on route. Having said that apparently five cars stopped at the same restaurant for lunch.

Our hotel in Bayeux was on the ring road and ideally situated for following three days excursions to the beaches or for walking into town. During our four days in Dinan we had no evening entertainment; Geoff Salminen had failed to bring his ukulele. But, as we walked into the Novotel in Bayeux, the first thing we saw was a piano; great, we could now enjoy the normal Y & C chorus in the bar after dinner.

Ken Waller's dynamo problems persisted, but that was not quite as serious as the oil leak on Jim Miles' Eifel. During the trip from Dinan the oil pressure gauge pipe fractured at the block causing oil to pump out. Fortunately Graham was able to remove the stub from the block and fit a blanking (grub) screw (no schoolboy jokes please) that he had in his spares kit.

Everybody took the opportunity to see places on route to Bayeux, including Mont Saint Michel, Saint Lo and many of the smaller towns in between, but at the end of the day it was good to see the hotel and relax in the evening over dinner.

Day 6 - Monday May 16, 2005

On our first day in Bayeux, half our party

Model Register trip to



Where is everybody? Joan Sharpe sits in the Model 'Y' while Jim scans the horizon for signs of life on this busy French A road.

decided to explore the town and the others were off to the beaches and surrounding areas.

Back in the hotel car park, Ken Waller thought his charging concerns were to do with the dynamo third brush. With the aid of what looked more like surgical instruments, John D'Alessio changed the suspect brush to no avail. Ken then resorted to buying a new battery and a charger, the theory being by charging the spare battery overnight, he would be able to keep his car mobile, but he had more devious plans for tomorrow.

Those that stayed local for the day took in the Cathedral and the Tapestry. It really is a must if you are anywhere near Bayeux to see the magnificent Tapestry, but it's important to be taken through the history and story before you see the real thing. The Tapestry is about 70 metres long and half a metre wide, something I didn't appreciate before actually seeing it. It is believed that possible seven or eight metres are missing from the original but his just adds to the mystery. The Gothic Cathedral was built in the 13th century and has been under renovation for many years, there is still scaffolding in some parts, but it is a very impressive building.

Several of our party headed for the beaches. The first stop was Arromanches, the centre of the D-Day landings in June 1944. The Mulberry harbour, put in place to enable the invasion to take place, is still there and the D-Day museum on the seafront brings it all to life. It's one thing seeing the semicircular form of the harbour, but another for the technicalities to be explained of how it was built,

how it was shipped there and put to use. The models and displays show what an enormous engineering feat this was.

A visit to the cinema at the top of the hill is a must. Here you will see a film "The Price of Freedom" on nine screens that encircle the viewer, a true 360 degree experience, no seats, just stand there and look around you. The film contains war correspondent archive material and present day shots for comparison, in other words what went on in 1944 and what it's like today.

Continuing east, we saw Gold beach and on to the Green Howards Memorial at Crepon; a moving experience, particularly when reading about the VC won by CSM Stanley Hollis during the D-Day advance. At Juno beach there is a mine sweeping tank on display, just below the spot where General De Gaulle landed on French soil follow-

ing D-Day. The tank driver, thinking he was about to drive through a puddle, found it to be a bomb crater full of water. Two of the tank crew survived but the vehicle was left in the crater and covered with sand to form part of the road used by other heavy equipment. In the 1970s the tank was pulled from the crater, refurbished and now stands as a memorial.

Another destination was the American cemetery at Omaha beach, a moving experience that requires time for reflection and sadness. This, and other cemeteries in the region, brings home the enormity of the conflict across Northern France and the many lives lost, not only by the Allied Forces and also all those of other nations involved.

After dinner we had a pleasant hour around the piano, entertained by Geoff Salminen and assisted by Joan Sharpe, the backup piano player.

Day 7 – Tuesday May 17, 2005

Generally the activities were similar to yesterday, with those who travelled to the beaches yesterday spending the day in town and visa versa.

This was the last day for John and Carol Argent. They were travelling back to Portsmouth that evening on the 20.30 ferry from Caen/Ouistreham. From what I hear, they packed a lot into their last day with trips to the beaches and supermarkets. We must ask John sometime just how much wine you can squeeze into a Model 'Y'!

Jim Miles and Cath made the trip to St Mere Eglise, famous as the first town to be liberated by the Allies and for the American paratrooper who was caught by his parachute on the church spire. He remained there until daylight when, spotted by the German forces, he was shot. A parachute on the South West corner spire is left as a memorial.



The Green Howards memorial at Crepon.



The Dutch contingent prepares to leave for home 900 kms away! Wim Hofstede is getting in his SICAL coupé, whilst Joan Sharpe says farewell to Kitty Ouergauw and Ans Bolland.

Those members who were late leaving the hotel in the morning had a surprise visitor, Mike Capps. Mike was in his 103E Popular and travelling with a friend who has a very smart 7Y. Before leaving they got involved with Ken Waller and his charging problem. Ken's theory that the dynamo would smell of burning even more if left to charge at the normal rate, decided to bypass the cut-out box. He did this by fixing a switch inside the car so he could isolate the dynamo when the car was travelling. This, with the extra battery and overnight charging, kept the car going.

Another good night of music and dancing in the bar and we were ready our final night in the hotel.

Day 8 – Wednesday May 18, 2005

Immediately after breakfast, with everybody there, Graham presented the Geoff Murrell Trophy to John Keenan. John was chosen because he was the member who portrayed the spirit of enthusiasm that added to the enjoyment of the tour. There was no truth in the rumour that it was awarded for proficiency in cider drinking. Well done John, you are a worthy winner.

As a thank you to Graham for suggesting and organising the locations and hotels, the members presented him with a bottle of fine old Calvados. A box of Belgian chocolates was given to Margaret for letting Graham get involved!

With 900 kilometres to travel, and three days to do it in, the Dutch contingent left the hotel soon after breakfast. We said our farewells and how much we were looking forward to seeing them in Holland next year.

We were in no hurry to leave the hotel as we had a full day left to fill. Graham was more intent on finding suitable storage for the wine he was taking home. The next stop was the local supermarket for those last minute items before sightseeing. It must be said that the

basket that Peter Richardson took into the supermarket proved totally inadequate for the second case of wine. Having sorted himself a trolley, he and Julian Janicki started to fill it, and boy did they fill it, finishing off by balancing two very large sun lounge cushions on the top. These went home strapped to the luggage rack of Julian's 'Y'.

During the day we took in the remaining beaches and Pegasus Bridge.

The museum at Benouville brings to life the 6th Airborne Division raid on the bridges over the Caen canal and River Orne of June 5/6, 1944, with the excellent commentary and the chance to walk over the original Pegasus Bridge still

showing the battle damage of that day.

Four cars were travelling home on the early evening ferry from Caen/Ouistreham, the remaining six taking the overnight ferry to be in Portsmouth for 7.00 am the next morning. We said our farewells on the boat and all disappeared into the early morning traffic on the M27. Not a pleasant journey home, it started to rain within half an hour of leaving Portsmouth and didn't stop.

The only casualty was Ken Waller's 'Y'. Here's an extract from the e-mail he sent entitled "The Long and Winding Road"

"You'll remember I made a temporary switch to short the cut-out box when there were high revs from the dynamo. This was great as far as Leicester, where I stopped for fuel and forgot to flick the switch. This was curtains for the dynamo and we conked out on the M1. We were trailered home from there (we had insurance cover)."

Despite this, and other minor setbacks, the cars performed well and attracted a lot of attention, particularly from the younger French. I think we all agreed that this was a most enjoyable and successful trip; one that I would not hesitate to repeat.

Roll on Holland in 2006.



From the left, Jenny and Geoff Dee, Jim Sharpe, Geoff Salminen, and Dave Kent take lunch on Juno Beach.

Y&C Register Events 2005

11 September	Bradford – Morecombe Run	Barry Diggle 01274 614729
17/18 September	North Norfolk Railway 1940s weekend event	Brian Mace 01603 425558
18 September	Car Show, Fort Paull, Nr. Hull	Ken Sleight 01302 337483
25 September	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 November	International Classic Car Show NEC Birmingham	Geoff Salminen 01214 272189
13 November	Y&C Register Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
13 November	Footman James Autojumble, Automart and Restoration Show, Shepton Mallet	Ivor Bryant 01454 411028

Events 2006

28/29 January	Bristol classic Car Show Shepton Mallet	Ivor Bryant 01454 411028
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
4 – 14 June	'Raid Holland 2006' Tour of Holland	John Argent 01707 662049

20 years ago

In issue 37 (September/October 1985), Dr. Ford (alias Graham Miles) wrote an illuminating article on our engines, which is worth repeating with relevant updates.

"It is known that all engines used in the 8 and 10 HP 'Y' & 'C' models had a gear-driven camshaft. The early 8 and 10 HP engines were narrower in the block width, until approximately six months after the introduction of the 'C' 10 HP engine in October 1934. Up until that date, the early engines were 3/16" or so different in their width. Thus they use different head gaskets which, with a little enlarging of four stud holes, can be interchanged with those of the later engines. The early engines can also be identified by the fitment of 18mm spark plugs; but not always, as the very last of these engines had 14mm spark plugs.

With the arrival of the 10 HP engine, the two engines remained basically unchanged until 1937, for soon before the introduction of the 7Y and 7W models of that year, the main bearing bolts became completely internal. Up until then, the heads or nuts of these bolts could be seen in five places on the outside of the block, the sixth being buried deep in the valve tappet chamber.

With the arrival of the 10 HP engine, the block return water inlet continued to be by way of a small water manifold, which afforded two points for the cooled water to return to the block.

Your Club Needs You!

There was not a very encouraging response to this plea in the last issue, so it is being repeated for the benefit of those members who just need that extra little push to put something back into the Club. Due to various changes, we are looking for volunteers for the following posts within our team of club officers:-

1. Editor: Sam Roberts has indicated that he will be stepping down within the next year or so and we are looking for a member with the interest and skills to work alongside Sam and then take over as editor. Sam will continue his work in connection with the archives and will research and write articles for each issue and, naturally, support the new incumbent.

2. Membership Officer: Colin Rowe has two Club roles and wishes to continue and develop his spares holder role. The Membership Officer is responsible for maintaining the membership list and for the enrolment and subscription renewal processes. He, or she, obviously needs to be computer literate to take over well-established programmes. We would like to see some continuity in this role, as a knowledge of members, built up over time, is advantageous to the Club as well as the members.

3. Spares Holder: We need a volunteer to hold a small stock of new spares (a small cupboard will suffice for storage) and to respond to orders for these particular items. Currently there is a team of 7 spares holders with spares (all new clean stuff!) divided between them. Systems are well established and the team is well supported.

Getting involved with club activities is rewarding in many ways so if you wish to find out more details about any of these posts – time needed, communications, etc., please contact me for an informal discussion.

Bob Wilkinson. Secretary.

Between these two inlet points, the depression in the side of the block remained, although now no longer used, as the external main bearing bolt, and thus the nut, had now disappeared from view. Incidentally, when buying or rebuilding one of these early engines, check the block very carefully in this recessed area for it is often here that the block will have a stress crack in it.






The first major change came, probably in 1939. The cam-shaft for the first time was chain driven rather than gear driven and was moved higher in the block, causing the engine inlet and exhaust valves to become shorter. It was necessary to move the shaft higher with the introduction of the chain drive in order to gain room in the drive chamber for clearance of the sprockets. Remember, a chain drive shaft drives in the opposite direction and is not interchangeable. Externally, the two engines can be identified by a slightly slimmer front cover on the early, gear driven shaft engine, which is marked Y 6019 and changed to C 6019 in October 1934.

Later, probably in 1940, a higher block was manufactured, identified by an 'L' cast in on the front top side of the block. At this time the water return became single and central. As Ford did not manufacture cars during the war years, only the 10 HP engine continued in production, mainly for government use as a power unit in small generators and barrage balloon winches. Sometime in 1942, the babbitt metal main bearings were replaced with shell bearings. After the War, there was a short spell when the engine returned to gear drive, due to a shortage of timing chains – so be careful when buying the much sort after gear drive types, as you might be buying a post-war one. However, by 1948 or so the engine had returned to its wartime design, which was to last until its final demise when the upright 'Popular' ceased production in 1959. These latter cover plates were marked E04-3A.

Now back to the valves, of which there were three lengths, two in the early block, and the third brought about by the chain driven version of the cam-shaft being set higher and thus nearer to the block face. The details of the three different valve lengths are as follows:-

1. Early valve – medium length (Gear driven, short block)
2. Mid-valves (with short early block, but with higher set cam shaft – these are the shortest length valves)
3. The late valves with the long (higher) block and, consequently, the longest valves.

The chart below gives a better summary of the facts.
The number 6505 is the Ford part number for engine valves.

GEAR DRIVEN CAMSHAFT	
INLET VALVE	EXHAUST VALVE
 <p>CE-6505-A LENGTH 4.219" - 4.224" VALVE CLEARANCE .0115" - .0135"</p>	 <p>CE-6505-B LENGTH 4.219" - 4.224" VALVE CLEARANCE .015" - .017" <i>(If this type valve is not available use CE-6505-A in the exhaust position with valve clearance as above)</i></p>
CHAIN DRIVEN CAMSHAFT - SHORT PISTONS	
INLET VALVE	EXHAUST VALVE
 <p>E93A-6505-B LENGTH 4.143" - 4.148" VALVE CLEARANCE .0115" - .0135"</p>	 <p>E93A-6505-E LENGTH 4.143" - 4.148" VALVE CLEARANCE .015" - .017" <i>(If this type valve is not available use E93A-6505-B in the exhaust position with valve clearance as above)</i></p>
CHAIN DRIVEN CAMSHAFT - LONG PISTONS	
INLET VALVE	EXHAUST VALVE
 <p>E93A-6505-D LENGTH 4.333" - 4.338" VALVE CLEARANCE .0115" - .0135"</p>	 <p>E93A-6505-F LENGTH 4.333" - 4.338" VALVE CLEARANCE .015" - .017" <i>(If this type valve is not available use E93A-6505-D in the exhaust position with valve clearance as above)</i></p>

The valves are marked on the face – remember, when manufacturers measure a valve, they measure from the base of the stem to the top of the seat – not the overall length, which is slightly more.

Other manufacturers' part numbers are:-

CE - 6505 – A&B types:

TRANCO 425 – Common Exhaust and Inlet
JAMES 768 – Common Exhaust and Inlet (1932 – 39)

E93A – 6505 - B&E types:

TRANCO 2126 – Common Exhaust and Inlet
JAMES 1383 – Common Exhaust and Inlet (1939 – 40)

E93A – 6505 – D&F types:

TRANCO 1936 – Common Exhaust and Inlet (1940 onwards)
JAMES 1382 – Common Exhaust and Inlet (1940 onwards)

Note:- The years are only a guide

Afternote:- In addition to the changes Graham Miles has made to his original 1985 version, he adds, "So the engine using the shortest valve would seem to have been in production from mid '39 and ran to mid '40, a very short life. The rather useless valve used in them can often be found at autojumbles, so buyer beware.

Otherwise many items, although changed in design, can be interchanged engine to engine design, even between 8 and 10 HP engines. For example, valve guides, collets, valve springs, cam followers, crankshafts and connecting rods, to name the main items. Note however that early connecting rods, and consequently pistons had a smaller gudgeon pin.

Obviously, 8 and 10 HP pistons are different, as are pistons for the low and higher blocks. Again, pistons at autojumbles are invariably suitable for the early low block and are virtually worthless so, once again, buyer beware.

I once tried to add up in my mind the various versions of the 8 and 10 HP engines manufactured between 1932 and 1959 and I came up with seven 8 HP types and six 10HP. I would now amend that calculation to eight of both powers. So, perhaps now members can begin to understand some the problems we have to overcome when offering the Club exchange engines. We only use engines of the last design, which obviously was when they had reached perfection as a design. For the purist, we will work on the genuine early engines, but without a guarantee."

NEWS OF NEW MEMBERS

Prepared by Colin Rowe
August 23rd 2005

In the two months since the last issue of Transverse Torque we are pleased to welcome to the Club 14 newcomers - 12 new members plus two ex-members who are rejoining:-

Paul Thompson	T1509
Doncaster	
David Crowther	C1610
Huddersfield	
Jim Noonan	N1910
Londonderry	
Tony Pyner	P1010
Southend	
Ron Capes	C1011
Billericay	
Norman Holland	H1010
Rayleigh	
Nigel Stafford	S1310
Ipswich	
Gary Clarke	C1513
Nottingham	
Michael Mullally	M1940
Limerick	
Robert Wheeler	W0520
East Sussex	
Peter Coope	C1102
Stafford	
Jim Old	O1510
Doncaster	
Alf Cornwall	C1340
Norwich	
Bob Tarling	T1620
Beverley	

We are delighted that from these new members, we have added three new cars to the Register of Surviving Vehicles plus one transferred from father to son and another from grandfather to grandson!

Paul Thompson has acquired the ex Roy Johnson (deceased) owned vehicle, DYX 765, a 1937 4 door Model 'Y', chassis no. Y180476. The car is in excellent condition and, although not used for 4 years, started easily and sailed through the MoT. The car requires some electrical work -possibly a new dynamo - and then it's ready for the road. Regular appearances were made with its late owner at the various Yorkshire events. Good luck Paul.

David Crowther. We welcome David back to the Club after a 12 year absence. His existing car, a 1936 2-door Model 'Y', chassis no. Y119283, has now been joined by the recent

acquisition of a 1937 'CX' 2-door saloon, chassis no. C63524. The Model 'Y' is under restoration. Although the Model 'CX' is on the road, it is in need of some TLC. Welcome back David and we wish you well with your restoration work.

Jim Noonan. Jim has acquired the ex-Colin Allan car, chassis no. Y129292. The 1936 2-door Model 'Y', with sliding roof, is in excellent condition. We look forward to receiving further details of your car, Jim, and your experiences driving the car in the Londonderry air!

Tony Pyner has bought OSL 774 (previously CAD 429) from ex-member David Stratton. The 1937 2-door Model 'Y', chassis no. Y172115, is in immaculate condition and on the road. We look forward to seeing this car on the roads of Essex.

Ron Capes Ron bought his 1935 Model Y chassis no. Y110300, reg CGN 454, at Christies auction on 1 July 2005. It had been part of the Sharpe family collection/museum and is in on-road condition. This car would appear to be a new addition to the Model 'Y' register and we look forward to receiving more information about the history of this car.

Norman Holland Norman has acquired JB 2531 chassis Y31351. This is a 1933 2-door short rad Model 'Y'. The car was found in a barn, where it had lain for the past 40 years, part of the Sharpe family collection/museum and was again put up for auction at Christies in July 2005 (see photograph in Editorial). The vehicle is not yet on the road and although suffering slight surface rust there is no rot

anywhere. The shell will need re-painting and the underside wire-brushed. The body is in black/cream with cream trim. We are pleased that this would seem to be another new addition to the register. Welcome to the Club, Norman, and please keep us informed of restoration progress.

Nigel Stafford has acquired ARY 377, chassis Y144480, a 1936 black 2-door Model 'Y' with red trim. The car is on the road and we await further information about its history and condition. Welcome Nigel.

Gary Clarke Gary has taken over his father's 1934 Model 'Y' Alpine (Arrow Coachworks) ivory and blue tourer, chassis no. Y87028, registration BLL 685. Gary, as a young man, helped his Dad to restore the car back in the late 1970's. The Alpine is now on the road after some minor mechanical attention and is being used on the quiet roads of Nottinghamshire. It is good to know that this rare tourer is staying in the family and we look forward to seeing Gary and his dad, Brian (who is staying on as a "Friend" of the register) at future Midlands meetings (see photo under Members' Correspondence.).

Michael Mullally has bought a January 1935 registered 4-door 'Y', registered CPC 537, chassis Y86449, from member Alan Jux. Michael is enjoying using the "Baby Ford" on the country roads of Co. Clare - welcome and please keep us updated on the car.

Robert Wheeler. At the time of writing, we have limited information regarding Robert's



CGN safely home from Christies' auction. Ron Capes is obviously not too happy with the brakes, looking at the blocks of wood in front of the wheels. Note the radio aerial; the radio is fitted in the glove compartment.

1937 Model 'Y', EKJ 424, although we understand that all the original papers are available as the car was bought new by Robert's grandfather and has been in the family ever since. Some refurbishing and minor mechanical work for the MoT are required, otherwise the car is in good condition. We look forward to receiving more information about the car in the near future. Welcome to the Club, Robert.

Peter Coope has rejoined the club after a short absence and we welcome back both he and his car - a 1937 2-door Model 'Y', CFJ 972, chassis Y186334. Our records show that the car is on-road, but we would be pleased to receive an update!

Jim Old. Jim has acquired a 1937 4-door Model 'Y', registered DRA 599. The car is in need of restoration, although in original condition and "sound". It has been standing for 40 years. Jim intends to undertake a sympathetic restoration maintaining the original specification. This car is another addition to the register. Welcome to the club, Jim, and the best of luck with your restoration and we look forward to hearing of progress in due course.

Alf Cornwall has acquired a 1936 Model 'CX' 4-door, chassis no. C45239, with new registration 541 UXM (previously JN 7697 owned by R.C. Smith). The car is in very good restored condition and being enjoyed by Alf on the road. Alf has, over the years, owned many classic cars - particularly Rileys. Welcome to the Y&C Register, Alf, and we wish you many happy hours of motoring around the lanes of Norfolk.

Bob Tarling Bob has acquired MSK 647, chassis Y107398 - a 1935 2-door in green/black. The car is in on-road condition and has been taken over from Tim Elliott with a recent engine overhaul by Roger Hanslip. Apart from a problem with the headlamp support stems, which Bob is seeking to replace, the car is in excellent condition and regularly out and about in the Beverley area.

We offer a warm welcome to all new and rejoining members. Even at this late stage in the summer there is still plenty of opportunity for us to go out and enjoy driving our restored vehicles on the back lanes. Membership of the Club brings many advantages, one of which is the collective investment in obtaining re-manufactured spares. This is a very costly activity and articles elsewhere in this magazine demonstrate where these investments are being made. To ensure the highest investment possible from the subscriptions received, we ask all members - new and existing - to pay their subscriptions promptly and in the best interests of the Club to arrange to pay by Standing Order. This is a simple process to set up by application to the undersigned. It is safe for the member, as you remain in control of your money, and you can cancel a Standing Order if you need to for any reason. From the point of view of the Club, it saves in administration costs - in particular postage and printing incurred in sending out over 100 reminders to members world-wide.

Happy Motoring!
Colin Rowe



Alf Cornwall's immaculate vineyard green Fordor Model 'CX'

International

New Zealand

10th anniversary of the South Island 8 & 10 hp Club.

The Ford 8 & 10 Enthusiasts Club of South Island celebrated their 10th anniversary over the Easter weekend by rallying around the Geraldine township. 13 sidevalves took part, but regrettably no Model 'Y's or 'C's; two Model 7Ys being the earliest vehicles on the run. A high quality souvenir issue of the Club newsletter has been received, which carries reports and coloured photographs from the members. The same enthusiasm and enjoyment that we experience on our tours comes over from the reports. Obviously a good time was had by all.

25th anniversary of the North Island 8 & 10 hp Club

The first informal meeting of the Ford 8 & 10 Car Club of North Island took place on 28th July 1980 with 15 people present. At the second meeting in August 1980, the Committee was elected and the Club was formally launched. This makes it one of the oldest Ford Sidevalve Clubs in Australasia. Ideas are being sought to celebrate the anniversary.

Another Model 'Y' for the register

A recently joined member of the South Island Club is the Reverend Don Borrie, with his October 1934 Fordor Model 'Y'. Thanks to Heather Trumper, who relayed my e-mail query to him, Don has replied as follows:-

"My 1934 Y, known as Primrose, in deference to its yellow wheels, is garaged in Wanaka. Since my parents' deaths, the Wanaka house has been the family home for our extended family. During his retirement, my Dad used Primrose to drive to the golf course. Since then it only gets an airing when my wife, Lyndel, and I spend a holiday in Wanaka. Our home in Porirua (North Island) is close by the sea and is not kind to old cars.

Primrose was first owned by Mrs Stinson of Wanganui followed by Mrs O'Hara and Mr Hughes also of Wanganui. I purchased the car on 13 February, 1962 for 100 pounds. I used it in Dunedin in the 1960s, while at university and theological college. My Dad then looked after it in Oamaru before retiring to Wanaka.

correspondence.

When I purchased the car, it had about 40,000 miles on the clock. At about 48,000 my motor engineer uncle reconditioned the engine and little has been done to it since then. It has now about 79,000 miles on the clock. I do not profess to be a mechanic and I would be glad to know someone in the Wanaka area I could link up with, possibly with a view of restoration.

Primrose is essentially in original condition. The body and upholstery has not been reconditioned. My Dad did brush paint it about 15 years ago. The one major issue is to find shock absorbers - there is none on the front.

The car is black, 4 door, registration number CF 2797, engine number: Y 82166. I do not have a record of chassis and body numbers with me. I will be in Wanaka at the end of July and will look for them then."

Australia

Bill's new project

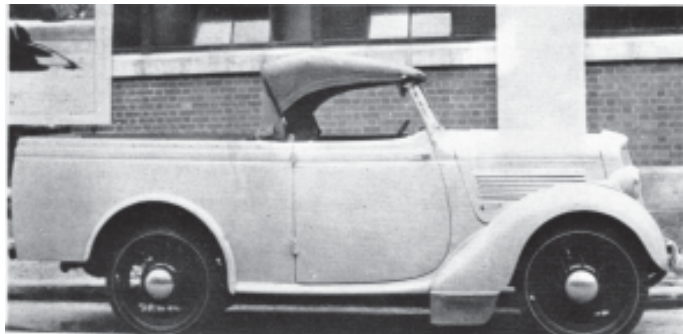
Having completed the build of 'Bluey', the Model 'CX' roadster featured in the last issue of the magazine, Bill Ballard has itchy fingers again. He e-mails:-

"The secret is now out - I've started a new project! I'm going to make a replica of a 1936 Model 'CX' roadster, straight-sided utility, similar to the Model 'C' ute illustrated at the top of page 95 of Norm Darwin's book, 'The History of Ford in Australia'. Wayne Robertson has agreed to do the panel beating for me and make the rear body tub. I've already started purchasing bits and pieces and recently purchased some extra wheels to make up a set of five which have now been "rolled" and "trued", then shotblasted before being powder-coated in "claret", a shade of maroon. I'm currently working on the headlamps and park lamps and have got a rear axle and torque tube coming from South Australia, which I'm going to strip and refurbish. All this is pending purchase of a suitable donor car - and that is imminent! I'm going to paint it a creamy-beige with maroon wheels, grille slats, bonnet side vents and dashboard. How does that sound to you?!!"

Good on yer, Bill. It will be nice to see a replica of a straight sided Model 'C' ute on the roads again. My only comment would be that, as a farmer's chore-horse, which the early utes probably were, painting the bonnet

vents and dashboard is rather OTT. They were unlikely to carry any livery. But then, it is not my project!

Obviously at least one was manufactured at Geelong, to-wit the photograph, but the present archivist at Geelong (Adrian Ryan) in a letter to me in 1998, does not list any Model 'C' Utility (straight-sided) being manufactured. We eagerly await your promised visit to the archives, Bill, to establish how many 'C's and 'CX's were manufactured by type and when.



The photograph of a Model 'C' straight-side roadster ute as it appears in Norm Darwin's book, 'The History of Ford in Australia

Queensland more focussed.

Brian Shields reports from Bellbird Park, in Queensland:-

"The growing lack of interest within the 'British Ford Car Club of Queensland' in 8 & 10 side valves, together with other issues within the club, reinforced a decision made at the National Rally in Tasmania to establish a Ford 8 & 10 HP Sidevalve Club of Queensland. Eight of the nine founding members attended the first meeting, which was held on the 11 May 2005. We will meet on the 2nd Wednesday of each month so hopefully we can keep the momentum going!

President - Terry Keene.
Tel: 07 38056950. E-mail address - misterhankey@bigpond.com
Secretary - Brian Shields. Tel: 0421894631.
E-mail address - woodyworld@optusnet.com.au
Treasurer - Keith Lawson. Tel: 0732779436.

Postal address - 3 Buttler Street, Bellbird Park, Queensland 4300, Australia"

We wish the new club every success.

Yet another new car for the register

The aforementioned Terry Keene, it transpires, is now the proud, but anxious owner of a Model 'Y' coupe, chassis no. Y47202 and Geelong body no. 19 C20. He is anxious because the car has been in a fire, which has destroyed the woodwork and done the rear end not a lot of good. He is hoping to make contact with other coupe owners to obtain some information and photographs. This brings to three, the number of known surviving 'Y' coupes. Coincidentally, Bill Ballard, in Victoria, has received a letter from Derrick Lovell in Western Australia reporting that the Geelong body number of his 'Y' coupe

(Y48712) is 19 C29.

Mentioning Derrick Lovell's coupe (Y48712), it is interesting to note that rolling chassis Y48703 spawned a standard roadster body from the Geelong plant and also lives in Western Australia. These two rolling chassis



Terry Keene's 1934 Model 'Y' coupe arrives home in one piece, but promptly fell apart whilst off-loading. Another brave restoration."

(Y48703 and Y48712) would have been on the same boat from Dagenham to the Ford assembly plant at Fremantle, a suburb of Perth, where they would have been mated with their bodies.

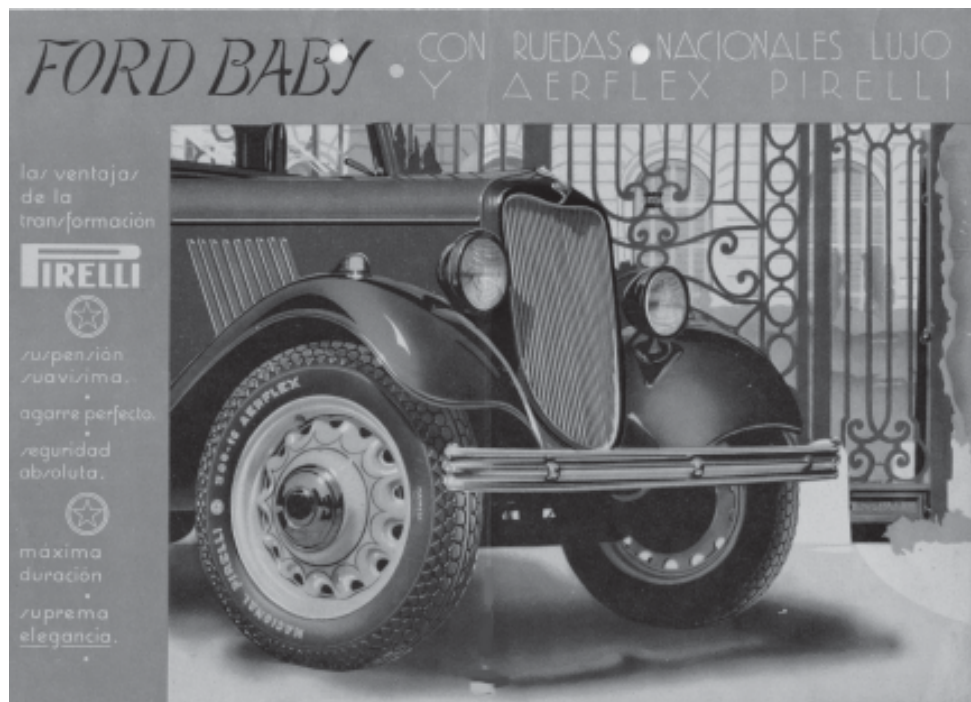
Spain

'Easyclene' wheels on our cars

Luis Cascante adds yet more to the history of our cars. This time, Pirelli has a hand in it. Also, a copy of the Spanish version of our Bulletins has surfaced. Luis e-mails:-

"In a second-hand bookshop, I found the attached brochure of steel pressed wheels for Ford cars manufactured by 'Nacional Pirelli', the Spanish branch of the Italian tyre manufacturer. In 1924, Pirelli took over the Spanish factory 'Neumáticos Nacional', hence the trademark 'Nacional Pirelli' stamped on the tyre sides. These 'easyclene' wheels were designed to replace the Ford wire wheels of the Model 'Y' (Ford 'Baby' in the leaflet) and V8 Models; they are very similar to the German New Eifel's wheels. The size of the Nacional Pirelli wheels for the Model 'Y' was 16" instead of the original 17". The draughtsman of the nice 'Art Deco' drawings was a Mr. Pallarés.

In the same bookshop, I bought the complete collection of the Motor Ibérica's 'Boletín Modelo Y' running from September-October, 1932 to October, 1934, together with 'Boletín Modelos 8HP y 10', from November 1934 to March-April 1936. The collection included the Model B and V8 Bulletins too. They were not cheap, but I could obtain a substantial reduction. Both series were bound with their original binders. I think that the March-April copies were the last to appear in Spain, due to the Civil War."



Pirelli 'Easyclene' wheels fitted to Modelo 'Y' in Spain. A period advertising leaflet. Our thanks to Luis Cascante for this find.

In a follow-up e-mail, Luis comments:- "I enjoyed a lot reading the last issue of the magazine. Your first article on the biography – I think still unpublished - of Sir Patrick Hennessy is really very good, my congratulations. I noticed too the improved quality of the photographs, much better than hitherto, especially the back cover one. Incidentally, the outside door handle of the Danish car doesn't seem to be the original one.

I bought the July's issue of Practical Classics; there is an article from Register's member Jerry Harrington on the restoration of his 1935 Model Y Ford. The car is painted with the very same colours of my 'Forito!' - a 1935 example, too. Another coincidence: in this article is photographed another car, the TR4A Triumph of a brave Gary Mitchell, absolutely identical to my own Triumph, excepting that mine is L.H.D

Holland

Fred van Leeuwen has sent in a batch of photographs of Eifels, Model 'Y's and a left-hand-drive Model 'Y' van, plus a shedful of extracts from various 1937 issues of 'Ford Wereld' (Dutch equivalent of 'The Ford Times'), French catalogues, German brochures and Italian, English and Dutch magazines. I wish I could understand them all! It is interesting to note that Holland, like Scandinavia, referred to the Model 'Y', Model 'C' and the Eifel as Ford Junior. Also, as in Australia, the Model 'C'/'CX' tourers were referred to as phaetons in the sales brochures – eat your heart out Bill!! Thank you Fred. They make an important addition to the archives. I enclose two of the photographs:- (see opposite page)

U.S.A.

In issue 154, I thought I had closed the loop on the Model 'Y' Alpine, Y1646, which is currently in the U.S.A. and which appears on a film out-take slide which has been in the Y&C archives for years. I said that the name of the film was 'My wicked, wicked life', being the life story of Errol Flynn. I reported this to the present recorded owners of the car, Greg and Gina Kraft in Michigan, who quickly e-mailed me back as follows:- "Thank you for your e-mail. Not a day has gone by that Greg and I haven't thought about the movie and trying to find out what it was called. I kind of gave up on the search for a bit.

We are so glad that you e-mailed with the name, however it is called, "My wicked, wicked ways". I searched for the movie under the other name and could not find anything. The "ways" came up and I checked it out. It was made in 1985 I believe. I found lots of books, but not one movie. I did another search and the "Encore" movie channel had a little information on it. To my surprise, they were airing the movie at 1:00 a.m. on June 28. Could you believe that? I found it at 10:00 p.m. last night. Set up my dvd recorder and I have the movie. THANK YOU SO MUCH for the information. Needless to say, I could not stay up until 2:20 a.m. to watch the whole thing. We watched it at 6:00 a.m. this morning. The car appeared three times in a two-minute scene.

It will be a big surprise for Greg's Dad on his birthday (if he can keep it a secret that long!) We will keep you updated on the restoration.

Germany

Thilo Moerke of the Ford Oldtimer und Motorsport Club Cologne e.V., e-mailed to say, "I have just returned from vacation and

FBHVC News.



There are several items of direct interest to our members in the current FBHVC Newsletter (2005 No. 4).



"This is an interesting photograph of a L.H.D. long rad Model 'Y' van, which, from the livery, appears to have been assembled in Alexandria (Egypt) and is on a promotional tour to Spain, having been shipped to Stockholm in Sweden. That's some journey! The photograph could well have been taken in Holland. The building in the background appears to belong to the "Tweentsche Bank" (is that a Dutch bank?) and the flag on the near mudguard could well be the Dutch tricolour. An interesting point is that the spare wheel is on the passenger side (near side) for a L.H.D. van, which, if it were an English van, would indicate a post- October 1936 date of manufacture. With thanks to Fred van Leeuwen"

External Mirrors: There is a proposal to require the fitment of 2 external mirrors to cars produced prior to 1978 and this will naturally affect our cars. FBHVC is responding to this UK proposal and my personal view is to support the suggestion. Having these additional mirrors, preferably door /pillar fitment type, will make using our cars safer on the busy roads of today. Coincidentally, I was in the process of selecting suitable period mirrors to fit on the screen pillars of my (nearly completed) 'CX' tourer as this article appeared.



An unusual shot of the dashboard of an Eifel cabriolet (probably a 1937 model as it has the 'alligator' bonnet). Note the two vertical chrome strips in the centre, but no horizontal ones through the instruments as on the English 'CX'. Also, there is no clock. (This layout is similar to the Geelong bodied Australian 'CX's). I suspect this is a Dutch registered car (Antwerp assembled?). It's registration number is GZ-32498. GZ does not appear to be a German registration. With thanks to Fred van Leeuwen.

MoT computer : MoT testing stations (UK) are experiencing problems relating to the database held by DVLA on cars over 10 years old. There are reports that some testers are blaming the new system for failing items, which previously would have passed. Please report any such instances to the Club (via Bob Wilkinson) or the FBHVC direct.

Continued on page 20

found your excellent club magazine in my mailbox. Please find attached a photo I took at the Ford dealership, located closely to the harbour of Piombino in Tuscany. Apparently the owner is an old car nut as well.

The paintings show a Model T and Model 'Y'. Another part of the building is decorated with more modern Ford vehicles, the latest being the just released new Focus. I hope the picture is of interest for you and your club members.

The mural at the garage in Piombino, Tuscany, Italy, showing the fifteen millionth Model T and a £100 Ford Popular. Photograph courtesy Thilo Moerke.



Continued from page 19

Road pricing and annual registration charges: The FBHVC is aware of recent UK governmental suggestions regarding peak hour road pricing and also the ongoing rumours to increase fuel tax and offset this against a reduction / removal of vehicle excise duty (VED , road tax). The latter would seriously affect our present position of free VED. FBHVC is keeping a close watch on these matters with the classic car movement much in mind.

Survey of Historic Vehicle Movement. Our Club has agreed to take part, this autumn, in a Europe-wide survey on the scale and economic value of the classic car movement. The FBHVC..... " believes that this survey is fundamental to our future ability to represent the interests of the historic vehicle movement in an effective manner. The task of preserving the freedom to use old vehicles on our roads will get ever more difficult"..... and our Club supports the FBHVC efforts.

A questionnaire will be included with your next magazine and we ask you all to complete this and return it as directed. Please do your bit for posterity.

Any comments on any of the above items to Bob Wilkinson, please.



1937 Tudor Model 'Y' (Y189720). Black. Engine has been rebuilt with new white metaling. The car is complete and in reasonable condition but needs a total restoration. Has been dry-stored for a number of years. £1000 o.n.o.
Robert Pavitt 12 Bluemans, North Weald, Epping, Essex.

1933 short rad Tudor Model 'Y' (Y31410). Black with red leather seating. Totally restored with no expense spared. Flasher direction signals fitted through original sidelights. £5000 or take an un-restored vehicle as part payment.
Cyril Loder Tel: 01258 453400 (Blandford, Dorset)

June 1936 Model 'Y' Tudor, Y143040, black with 10 hp (1172cc) engine. Complete, tidy and un-restored. £2400 o.n.o.
Stephen Smalec Tel:- 01522 788914 (Aubourn, Lincolnshire)

1936 Tudor Model 'Y', green/black, Y134456. Original registration and buff log book. Excellent condition. Used by Madonna in film 'Shanghai Surprise'. Bad health forces sale after 6 years ownership. Reduced to £3800 o.n.o.
Krishnakant Patel. Tel: 0208 249 1178 (Eltham, S.E. London)

May 1933 short rad Fordor Model 'Y'. Asnières assembled; L.H.D. In need of restoration but appears to be in good order (see photograph). Car located in Roquevaire, France. 1800 euros
Jean-Paul Julien. Tel: 0033 4 42 04 10 05 e-mail: jean-pauljulien12@wanadoo.fr

Pair Model 'C' front wings (new hand-made) £120.00;
One offside-rear Model 'C' wing (new hand-made) £40.00. New, old stock, Sykes Pickavant spring spreading tool - £60.00
Mike Meadows. Tel: 01473 624650 or 07944 784745 (mobile) (Ipswich, Suffolk)

Parts for Sale: Good 8 and 10hp engines and gearbox (engines have new parts fitted as necessary), 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
New set of boxed +40 pistons for early gear-driven cam shaft 10 hp engine:- £70.
Model 'C' or 'Y' rear bumper. Chrome in fair condition; not bent or damaged:- £30.
Commercial replacement dipped front bumper for 'Y' (no groove along centre):- £30.
Pair of engine splash guards – could be 'Y' or 'C':- £20
Dave Bond Tel: 07967 921212 (Brandon, Co. Durham)

Wanted.

Original white faced working ammeter for 1934 long rad Model 'Y' (De Luxe Fordor)
Dave Bond Tel: 07967 921212 (Brandon, Co. Durham)

Model 'C' handbrake. Ford Model 'CX' dashboard clock. Set of front grille chromes (chevrons) for Model 'CX'. Front and rear 'CX' bumpers (two grooves).
Mike Meadows. Tel: 01473 624650 or 07944 784745 (mobile) (Ipswich, Suffolk)

For Sale



The complete but un-restored 1937 Tudor Model 'Y' for sale in Epping.



The eminently restorable L.H.D. short rad for sale in France.

Footman James – bad news!

Following my upbeat and glowing report on Footman James in my last Editorial, Derek Smith telephoned from Yorkshire to say that he had been charged £96.00 for his Model 'Y' insurance premium renewal. I immediately e-mailed Footman James hoping to establish that a mistake had been made. Unfortunately, no; there has been an horrendous hike in premiums as the following reply explains:-

" Thank you for your email in relation to the increase in premiums.

Regrettably, these changes became effective from March of this year, the difficulty we have is that we operate a large number of schemes where there are minimum premiums, Y & C included. Unfortunately, like all businesses we included, have to look at not only the profitability of the schemes but also the cost factor or the economics of producing documents in addition to the insurers wanting, what they feel to be reasonable premiums.

We are also now regulated by the FSA Financial Services Authority and that has also brought additional costs to our business thus the reason that from September of last year we have introduced a £15 charge to all Mid Term Alterations, which is something we have been able to avoid until then, after 21 years.

I have noted your concerns. However, at the same time we have increased the level of value you can insure up to, which is £11,000 sum insured, for the minimum premium of £96.00. This means that you can either have 1 vehicle to the value of or a number of vehicles up to the value of, which will attract the same minimum of £96.00."

I suggest that you shop around for a cheaper option, but suspect that all companies are faced with the same problems. Please let me know if a cheaper source of comprehensive insurance is available with the same perks, i.e. unlimited mileage, UK and European cover, including breakdown and rescue, and as many vehicles as you wish up to the value of £11000 on one policy.

Sam Roberts

Around the regions

Region 5 (East Sussex & Kent)

The Ardingly Show went well with nice sunny weather. We had a visit from Jim and Joan Sharpe all the way from Chelmsford, quite a trek in a Model 'Y', good effort. Chris and Carol Jarvis' Model 'Y', Peter Richardson's Model 'Y', John Hammel's Model A, our Model 'C' and several friends from the Sidevalve Club filled out our Club Stand.

The Hooe Show had its customary hot weather. Carol Jarvis won third prize for 'Lady and Vehicle', but was robbed as we thought it should have been first! This is only a small village show, but always a pleasure to attend with a great variety of cars on show.

I went to the Eastbourne Air Show, which is the CSMA organised cavalcade of classic cars along the seafront and we got to park in the centre of town - very handy. The granddaughter of the owner of the Model 'CX' in the Brooklands museum contacted me there and said she would pass on the history and photos of the car in due course. It was a great air show and nice weather.

We are off to Battlesbridge Ford Show on Sunday and looking forward to it as we haven't been before. The show season is about done and we hope you all enjoyed it as much as we did.

All the best, Mary and John Keenan.

Region 10 -Essex

Jim Sharpe sent in a CD of photographs which he took at the Stock Flower Festival in June. Two members, David Gustard and Jim were present in their Tudor Model 'Y's, which were produced almost exactly one year apart in June 1935 and June 1936 respectively.

In the last issue the advertisements for the Jensen bodied Model 'Y' and the Morris 8 tourers were illustrated. Coincidentally, at the Stock gathering, Harry Edwards' Jensen bodied Morris 8 was snapped by Jim.

Region 12 - Leicestershire, Northamptonshire and Cam- bridgeshire

Roger and Jo Hanslip (well, Jo really) reports on the Wisbech and District Road Run:- "The weekend started with Jim and Joan Sharpe bringing their Model 'Y' on a trailer on the Saturday evening. We were joined by friends and neighbours, who had been coerced into being navigators, and had a barbecue and a very enjoyable evening.

The next morning, bright and early, or maybe not so bright, bob Wilkinson and Pete Ketchell arrived. Bob was 'booked' to drive Roger's Model A Sedan. Noel Page had arranged for Pete to drive his Model 'Y', as he thought he might like to drive the car he used to own. So, at 8.30 on Sunday morning, 3 Model 'Y's, 2 Model As and a Model B left Hungate Road heading towards Wisbech. At 9.30 the run towards Peterborough commenced.

Roger said, "Jo, you take the lead as you are the one with the speedo!" You would think that being co-organiser for this event for the Y&C club, I would be familiar with the route – being that this is the 13th of its kind! Having negotiated most of the tricky bits, I fell at the last hurdle – and



Lady and Vehicle competition at Hooe. Carol is the suave one in front of BRR.



Harry Edward's Morris 8 Jensen Tourer



David Gustard's 1935 Tudor Model 'Y' lines up alongside a Bullnose Morris. Regrettably the lines and photograph of the Model 'Y' are spoilt by a ghastly display board.



The Hanslip party prepare to move. Model 'Y's from left:- Noel Page's 1936 Tudor (driven by Peter Ketchell); Roger Hanslip's 1934 Fordor (driven by Jo) and Jim and Joan Sharpe's 1936 Tudor.



Jo Hanslip and her friend, Diane Tebbs (foreground), the two Miss Marples look-alikes, having been hijacked by the biker!

found myself and navigator being hijacked by an aged rocker on his Triumph bike.

"I'm lost", I said. "Follow me", he said. I did and found myself in the middle of a residential area of Peterborough with no sign of the motorcyclist or the ensuing entourage. Picture the scene; two Miss Marple look-alikes in an equally ancient car, asking a white van man where we were. ("Out of their tree", I hear you say!) . He relaxed a little when I told him we were on a vintage car run and not something out of a time warp and gave us directions to our intended destination.

We arrived to find the rest of our party hastily making tracks to the loo, Roger waving as we passed him and looking very unconcerned (I wonder if he paid the chap to kidnap us. Only joking – its more likely to be Bob Wilky!)

There were lots of people on the roadside waving us on our way. Some were determined to make a day of it and had set up their garden chairs on the pavement. There were children under umbrellas all waving and were absolutely delighted when the horns beeped. It really was a fantastic atmosphere with over 190 vehicles booked in. The weather could have been kinder, although it only rained on our return journey and poured down when we left our cars to go to the pub for lunch. It cleared up immediately we got into the pub, of course!

It would have been nice if more members could have made it. We really had a very good day, despite it taking over two hours to even get our lunch – but that is another story! I'll organise a picnic next year. I know that Jim, Joan, Pete and Bob all enjoyed themselves and perhaps they will persuade more of you to come along next year. I promise I won't take the lead next time!

Jo Hanslip.

NORTHERN SIDELIGHTS - Barry Diggle

CNN had been given her service in preparation for Newby Hall the week before that event. All that was required was a check of oil and water the day before, and it was off to meet up with Alan Ogden *en route*. Disaster! The oil on the dipstick would have gone well in a mayonnaise and tuna sandwich and removal of spark plug number three revealed a watery mess around the valve head. Removal of the oil drain plug brought forth a torrent of coolant followed by some rather sick-looking lubricant. No Newby for CNN!

A telephone call to Alan alerted him to the fact that he must now look out for an Austin and not a Model 'Y'! The episode was quickly designated, 'A Can of Worms - The Sequel - Just When You Thought...' For the newer members, CNN was previously owned by Sam Roberts.

However, the day at Newby went well. The Austin, no stranger to Newby Hall, performed admirably and caused Alan, who is not given to hyperbole, to mutter the words, "She has a good turn of speed". There were long delays in getting on to the rally field with many cars obviously suffering vaporisation problems in the hot weather and falling by the wayside - none of them "ours" I hasten to add.

MODEL 'Y' 1936 TUDOR, EPA 917, RESTORATION 1983 - 2005:

Part 2 by Nigel Stroud

Having completed the restoration of the mechanicals, the floor boards seemed the next logical step and luckily I still had all the originals to use as templates. 5/8" thick plywood isn't made any more so, unless you can find some old stock, its down to using planks of wood planed down. I used oak because she was worth it! The thread size for the threaded inserts is also obsolete (12-24 UNC?) although, thankfully, the screws are available from the Club.

With the suspension on and engine and gearbox installed, I was really getting some encouragement now that the old girl was nearing completion, but I could now no longer avoid the unenviable task of renovating and installing 4-off wind-up windows! I had new glass cut for the 2 front windows, as they were broken, and set to refurbishing the mechanisms, trying not to forget which way round the glass went in! With the windows finally installed, it was getting quite claustrophobic working inside the car and I was glad I had done the floor and dash beforehand.

It had been my intention that, when (or rather if) I ever got to this stage, I would send the car back to 'Tim the Trim' to finish off the roof covering, soft trim panels, carpets and headlining. Partly because it would then all match the excellent standard of the seats and partly because this work just looked too daunting for an amateur to tackle. To my dismay I discovered he was about to retire! Well that did it; I decided that I had spent enough £££'s on the car by now and, as I now had the time, there was no excuse not to have a go myself.

The roof was the first job and that threw me, as I had this basic kit of over-length sticks, with no idea how they joined together, other than some very rotten remnants I had of the originals. Luckily, Jim Sharpe from the Club was able to send me some pictures of his kit, which he was about to install himself, and couple of very useful articles from previous Club magazines. Although this was a great help, there wasn't enough material on my roof frame to incorporate the original type of joint, so I had to devise my own. An old friend, who owns a fabrication business, supplied me with some lengths of steel strip, kinked enough to give me the required shape. I ordered some roof topping material and at the same time a headlining kit from Paul Beck.

With the roof fitted, it really was getting claustrophobic inside the car and there was all that trim to do! Headlining next. Unfortunately, my stick positions did not match those of the hangers on lining kit, which I suppose is not surprising, although it later turned out that that the kit was in fact for a car fitted with a sun roof! Paul Beck duly re-funded the cost of the kit and we decided that the extra material I had ordered was enough to make myself a bespoke headlining. Now I was really into tailoring, let alone trimming!



It is always satisfying to fit the headlining (once you obtain the right headlining kit!)

An Industrial sewing machine was purchased off e-bay for the princely sum of £27.00 and away we went! (It actually isn't that difficult once you have learnt to sew in a straight line). Fitting the lining also was fairly straight forward, once you appreciated that it is the installation of the trim panels which serve to tension the headlining. Therefore, an even, gentle tension all around, whilst tacking the lining up, and avoiding any tacks from eventually being visible, is all that is required. It does pay however to be reasonably agile, have good knees and a strong neck!



The excellent work done by Nigel fabricating the rear window

The trim panels were next and, again, I was fortunate to still have the originals to use as patterns, although the thinner strips were a bit distorted, so a bit of guesswork was required. The worst bit was the rear window surround. All I had was a small broken length of covered wooden strip to use as a guide. The original thin wooden lath would have been steamed in order to form the window shape, which posed a bit of a problem. B&Q came to the rescue with some plastic strip of the same thickness, but twice the width, which, when heated with a heat gun bent beautifully. So this was band-sawn into two equal strips and, once bent to shape, the two halves of the frame were joined with a metal strip at the bottom only, and left slightly too long to adjust the final fit. Because I had this wonderful sewing machine, I decided to sew on the material around the plastic strip rather than glue it, which I suspect was the original method. Door and side panels were next which, although fiddley, presented no real problem, and at last I could fit the door handles and window winders I had re-chromed years before!



Possibly the last carpet from Geoff Foss of Family Repair as they are too expensive to make commercially.

surround using his ebay sewing machine.

Time to think about the carpet, of which I still had a rather rotten original. Although small, it is quite a complex piece and, after much deliberation, I decided to buy a new one from Geoff Foss. As luck would have it, he already had a green one already made up, which was particularly fortunate as, with the headlining kits, they are not proving to be economically viable for these companies to continue making them.

With the seats fitted that was the interior finished, even down to fitting the re-

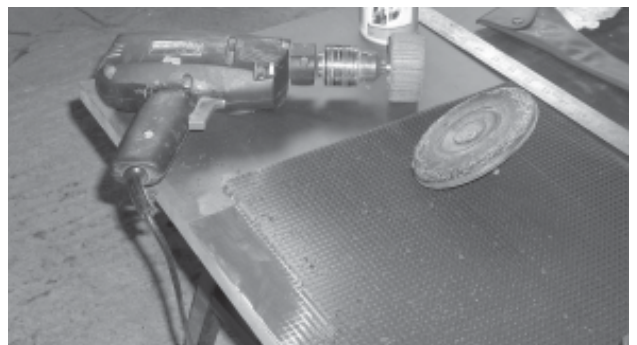
stored original interior light (*interior light never fitted in production – Ed.*). The last piece of 'soft' trim work was to glue on the running board material, on which nearly a day had been spent sanding off the pyramids where required, as per original. I used RTV on the flat surface, so the rubber could be floated into position. After a couple of days to allow it to set, I use original Araldite to glue down the sides, using a routed out piece of wood and every 'G' clamp I own to hold it in place and to try and re-produce a nice line over the lower edge swaging.

Wheels next, and although they were newly painted black when I purchased the car, they now looked decidedly scabby and those lovely new tyres now had perished sidewalls! So more expense. Having got them shot blasted, I decided to paint them myself and that they should be vineyard green, as black looked pretty boring! There was considerable pitting in places, so I used some 2-pack hi-build primer, which managed to lessen the severity of the pits, but unless you are prepared to keep sanding (5 spoked wheels!?) between coats then perfection is not possible.

So with new tyres fitted and the car finally on the ground it was off to the local garage for an MoT. With the test booked at 2.00pm I duly set off at 1:45, only to conk out at the first bend with a blocked main jet! So simple are these cars that I was able to remove the float chamber and clean the jets and still got to the garage on time, where it passed first time! Although the emissions test is not a requirement for a historic vehicle, they did it out of interest and it would have passed!

Seeing the mileometer move again from its previous 774490 was quite something and I have now clocked up an exhilarating 20 miles! At the time of writing, it is now being prepared to go to the Club's AGM some 40 miles away..... but still, we are members of the AA!

My thanks to the Ford Y&C Model Register for their terrific efforts in helping us to preserve these cars. I would hate to add up the cost and hours spent on this car, but feel that, if we can, we should make some sacrifices in order that these old cars can be enjoyed and appreciated by others in years to come.



Sanding off the pyramids on the running board rubber, as supplied.



The finished job – 22 years from start to finish – well done Nigel. 10/10 for perseverance!

Spares report by Jim Sharpe

Steering Boxes

We are finally getting somewhere with providing members with steering boxes that will put a smile on the MoT examiner's face, for the right reasons.

Currently we have four on test, results so far are encouraging in terms of functionality and durability. The most recent box was fitted in early August and has covered some 200 miles. Given more time and mileage, the work done on this box will form the basis for a batch that will be available to members in limited numbers.

The boxes, subject to testing, will be offered on an exchange basis only. A price will be set when the testing programme is complete and we are satisfied with the assemblies.

Although no orders can be taken at the moment, we need to gauge the demand for exchange steering boxes so please let me or Graham know if you are interested.

Exhausts Systems – Model 'Y'

We are now out of stock of exhaust systems for Model 'Y', from the number we have sold there can't be many 'Y's on the road without one of our stainless steel systems fitted.

What we had, were purchased in bulk many moons ago and the price reflected that. Since then we have been able to provide members with exhausts at inflation proof prices. Unfortunately our stock is exhausted (no pun intended) and so is the 1990's price.

The other concern we have as a Club is finding a supplier who is prepared to manufacture stainless steel systems in the limited numbers we want and at a price affordable to members.

We will continue to search out a supplier, but the good news is, if you have one of our systems already fitted, it should last for many more years. Mine will certainly see me out.

Ignition Kits

Back in January we offered a kit of ignition components at a special price, but only for a limited period. This was obviously appreciated by the members as we shipped out many more than we expected.

In view of this, we are going to add an ignition kit, comprising plugs, points, rotor arm, condenser and plug leads for an all inclusive price of £30, to the parts list in the next magazine, Issue 157. These kits are available now should you want one, just send me an order requesting "Ignition Kit".

Front Bumpers

We are currently out of stock of front bumpers. We will let you know the situation in the next Magazine.

General Comment

One of the great things about our cars is their simplicity, so easy to work on and fix. Two spanners, pair of pliers, plug spanner, a screwdriver and anything is possible.

We all know how easy it is to take the car apart and replace/service bits supplied by the Register parts people. Nothing is that complicated, but there are hazards, even in what appears to be the simplest job. Front wheel bearing replacement and adjustment for example, too tight and the bearing may seize, possibly shearing the stub axle. Inadequate or poorly wired electrics, and you have the possibility of a fire. Not just possibilities but fact, it has happened.

If you are unsure about any job, however small, as a member of the Register you have the services of a technical guru. Geoff Dee's number is in the front of the Magazine. Help is just a 'phone call away.

Sir Patrick Hennessy - A Biography

By Sam Roberts

In chapter 1, we traced the story of Patrick Hennessy from his birthplace in Co. Cork, to commissioned service in the First World War and then onto the start of a career with the Ford Motor Company. Starting in the foundry of the tractor plant at Henry Ford & Son Ltd., Patrick Hennessy worked his way into tractor production, where he showed his managerial skills by fulfilling a large tractor order for Russia against all odds. This brought him to the attention of Sir Percival Perry, the new Chairman of the Ford Motor Company in England, and Charles Sorensen, Henry Ford's right hand man in Dearborn, U.S.A. Perry persuaded Hennessy to join the new team at Dagenham to implement 'The 1928 Plan' for Ford in Europe.

Chapter 2 - Hennessy makes his name.

In the early thirties, the English Ford Motor Company had some very lean years. It was borrowing money and had difficulty paying its suppliers. No one outside really knew how bad the situation was. The Company would pay one supplier, and then another, keeping the secret successfully. One of the problems with Dagenham was that they had put too many funds into heavy investments: coke ovens, blast furnace, foundry and power-house. These were "white elephants" in those days of small production. Charles Sorensen had however insisted on these items. It would have been far better for Dagenham to have built their own body plant rather than a blast furnace.

For a long while they had not been able to blow the blast furnace; not that there had been any need to start the furnace. As Hennessy stated, "We couldn't use the pig iron". Pig iron from India was flooding the market and it was cheaper than Dagenham-produced pig iron. Sorensen, however, was insistent. He came over determined to start up the Dagenham blast furnace. There was a "great battle". Sorensen said, "Get on the market, sell the pig iron if you cannot use it all." A furious argument took place among Perry and H.S. Cooper on one side and Sorensen on the other. Hennessy was called in. Sorensen asked Hennessy what he thought. Hennessy replied that pig iron was coming in from India at such a cheap price that Dagenham could not meet this price and could not sell its pig iron. But Sorensen still would not listen. "I think I can do it", he retorted. "Get cracking."

Hennessy realised that the only place to sell Dagenham's pig iron was the Great Colvilles Iron and Steel Company in Glasgow, where Dagenham could ship the pig iron from the docks direct to Glasgow. Everyone in Dagenham thought that the Great Colvilles Iron and Steel Company had a contract which would not permit them to buy from Dagenham. Hennessy went to investigate. He took the night train to Glasgow. When Sorensen gave an order, he meant it. Hennessy did not waste any time. He saw the key official of the Great Colvilles Iron and Steel Company, who was "as tough as the steel he made". "We talked and got nowhere." Eventually, Hennessy pinned him down: "Have you got a contract, which does not allow you to buy from the Ford Motor Company?" he asked the executive. "No" was

the reply. Hennessy now knew he had won his battle. The Dagenham people's assumption was false. "I had to cut the price, but we sold the pig iron." Sorensen was pleased as could be. Hennessy modestly describes the feat as "a jolly piece of luck. Everyone had said it couldn't be done, but I did it", so Hennessy won Sorensen's approval. Sorensen's view seemed vindicated; Hennessy proved Sorensen was right.

As for Sorensen, Hennessy says "I was never afraid of him". Sorensen liked to see people stick to their guns. He was a good person to back you. "If you won him over, Sorensen was a tremendous help." Sorensen interfered in every aspect of the business, but his interference was generally very helpful.

The first big task of Hennessy's as Purchasing Manager was to get buying costs down. "Sorensen and Wibel both thought I was doing an outstanding job and I was. I revolutionised buying in England for the whole industry." Hennessy set to, to work on getting purchase costs down so Ford could sell a £100 car. He had lots of help from the United States in this: A.M. Wibel, Bill Loughran, Joe Stanton, Charlie Carroll and Claude Nelles were "all a great deal of help". In cutting costs in buying, Hennessy did not "beat around the bush". He



Cast Iron Charlie' Sorensen on one of his many trans-Atlantic trips. Here he is photographed on board the S.S. Bremen on 22 July 1934.

developed, with American help, techniques of buying that were brand new for England. Previously, buying had been haphazard and the supplier - after bargaining - generally got his way. Now, Hennessy set to discovering costs of parts. "We set prices on particular parts. We figured out a wheel would cost a certain sum. Other parts were comparably priced. We explained to the supplier how he could make the wheel at a lower price. Using American supplied information, we told him how to get equipment and what kind of equipment to get, so as to make the costs lower. Before we gave a contract to a supplier, he had to show us his costs. With the cost breakdown, we could study the problem. We showed the supplier how to improve. Ford set the costs from careful study." Hennessy soon had the matter well in hand. "I could buy tyres at a lower price than the Americans. We could have sent tyres to U.S. to compete against U.S. suppliers, but this never happened. The U.S. tyre suppliers brought their prices down accordingly."

Ford of course watched competitors' costs, but there was nothing comparable to the type of cost studies Crusoe did in the post-war Ford Motor Company in Dearborn, for Ford in England already had lower costs (and lower prices) than its competition. "They were copying us", rather than vice versa. Ford England did not have to set its costs by competition. Hennessy's suggestions benefited Ford suppliers. Hennessy "started a man in the steering wheel business and the cost of steering wheels for Ford was reduced by one third. Likewise, a new man began in the shock absorber business and the company's costs were one half what they had previously been. We helped suppliers with tooling. We helped them with the design of the tooling. There was collaboration between Ford Limited, Dearborn and the outstanding buyers."

They were "a wonderful lot of fellows in Dearborn" who aided Hennessy in the purchasing field. They were a "marvellous help". Hennessy pointed out that in the purchasing and production fields, it was possible to follow Dearborn very closely. In selling, however, the techniques in each country must be different. Sales policy depends on "opinion", while buying is highly specialised field of endeavour. In selling, American methods were not very use-

ful, because they were not adaptable to the English scene.

Dearborn Sales Manager, J.R. Davis, for instance, had nothing to do with Ford England. His predecessors, Ryan and Cowling, it is true, had come over, but not Davis. Their trips however had been few and far between. On the other hand, Wibel and his staff were very up to date on happenings in England.

The first time Hennessy went to America, he was instructed to report to Sorensen at Gate 4. Sorensen took Hennessy to lunch with Henry Ford, where Hennessy sat between Henry and Edsel Ford. Sorensen introduced Hennessy to Henry Ford, who said, "I've known him since the days he was in production planning in Ireland". Hennessy says, "This was charming, but untrue." Henry Ford was very friendly to Hennessy and invited Hennessy to his country dances. It was his Irish ancestry, which Henry Ford shared, that was to make him a favourite with the Ford family; he was to become 'Uncle Pat' to Henry Ford II, Benson, Josephine ('Dody') and William Clay Ford, the children of Edsel.

However, Hennessy "never talked business with Henry Ford, always other things." He did, however, talk business with Edsel Ford, for whom he held the highest regard. "He was the finest of all, outstanding, gentle, cultured, thoughtful, wonderful. He was our father." Perry, of course, always wrote to Edsel Ford. It was Edsel Ford who gave full support to the production of the Model 'Y'. "Edsel Ford was not the type who would say, 'You have to sell a V-8.' He would have given us what we want." Whereas, Sorensen would say "build factories, put in machinery, etc.", it was Edsel who gave moral support. "Perry would always talk to Edsel Ford. Edsel wasn't stupid about anything. He had good common sense and he understood motor cars." Edsel Ford acted so quietly and gracefully. "There wasn't any turmoil: no shouting and banging tables as there was with everyone else." Sorensen could make quite a lot of noise. He would swing the axe and "we had to duck to avoid the axe". Edsel Ford on the other hand was charming, human and gentle.

The big achievement of the thirties was the £100 Model 'Y' saloon, which was accomplished mainly by the reductions that Hennessy had made in buying costs. It was introduced in October 1935. It was a great success and was by far the cheapest car on the market. In 1935 the Model 'Y' held 22% share of the 8 hp market in Great Britain. The £100 model increased that share to 41% in 1936.

In the thirties, all designs of Ford cars had to be Dearborn approved. Dearborn did the designing and Ford Limited was "not supposed to do any designing on new cars." Sorensen held to this point very strongly. However, in 1937, "we designed two cars, which became the Anglia and the Prefect". Hennessy worked over at "Briggs Bodies with a stylist from



his achievement of the one and only £100 saloon car was widely publicised. It was Patrick Hennessy's cost-cutting measures and supplier management which achieved this and which revolutionised the British motor industry.

America called Roberts (Ralph Roberts from Briggs, Dearborn). We made mock-ups of the new cars." They were basically the same car, although one was a two-door and the other a four-door. The trick had been to make two cars out of one. "When the English directors saw these cars they were delighted, but we weren't supposed to design such cars." Naturally, Ford England could not go ahead with production on cars that Henry Ford and Sorensen had not seen, especially as the cars had been designed in England and violated all the rules. The prospects were that whoever went over to Dearborn to get them approved would be fired. Perry, however, decided on Hennessy, who had been in the United States already for two months. Hennessy agreed to return to Dearborn.

He arrived in Dearborn and Sorensen said, "What the hell are you doing here; I thought you had gone home." Hennessy had to tell him about the cars. Sorensen blew up and told Hennessy go back home. Hennessy did not go; he borrowed a company car and went up to the north of Michigan for a week and then returned to seek out

Sorensen again. Sorensen, in a better mood, invited him to a world series baseball game, and Hennessy asked him once again to examine the cars, arguing that they supplied definite needs in the English market. Sorensen exploded again, but finally simmered down and agreed to see the two models. However, after looking them over, he snapped, "Take an axe and chop them up. You're fired." Then he

added, with a grin, "Now we can go to the ball game." After that, like a man who has protested loudly but has finally taken a bitter dose of medicine and is glad to have it over with, he was very affable. Detroit won the game and the series and he was in even better humour.

The next day, after lunch, Hennessy found himself with Sorensen and Edsel Ford. Sorensen's amiable mood still held. Hennessy was determined to make a plunge for his objective and said, "Mr. Ford, have you some time?" "I always have time for you, Pat," was the response. Hennessy explained that he wanted Edsel to look at some cars and led him to the mock-ups. He was "keyed up to do a wonderful selling job," but, to his amazement, Sorensen took the ball from him and began praising the English vehicles. "Aren't they two nice jobs?" he demanded and repeated to Edsel all the arguments Hennessy had used the day before. He was summoned to see Henry Ford himself, "the only man of whom I was ever frightened; he was so unpredictable." Henry's reaction was quite unexpected. "Do you like children, Hennessy?" he asked. "Yes, Mr. Ford, I have two of them," replied Hennessy. "Good," said Henry Ford. "Let's go and play baseball!" And so they did, with the children at the schoolhouse on the green of Dearborn village. [Actually, Hennessy had three children, a girl and two boys. He was obviously referring to the two boys.] The cars were approved by Henry and in 1937 were manufactured at Dagenham. While they were no more than modifications to the Popular and De Luxe, they were the first notable contributions of English Ford engineers to automobile design. They marked an exception and not a reversal of policy. English activity in car design was still "sternly forbidden" recalled Hennessy later. At the same time, the British felt an advance had been made and it was to affect future practice.



The 8 hp 7Y Ford which was designed by Roberts of Briggs Bodies Ltd. and Patrick Hennessy and which entered production in September 1937.

Hennessy continued to drive the cost of components down, despite inflation. "We think this is good, ... But we are still continuing our efforts", he wrote to A.M. Wibel, the American purchasing manager in Dearborn. Sir Percival Perry thought Hennessy's work much more than good and, in January 1939, promoted him to General Manager. A.R. Smith and H.S. Cooper

became Directors of the firm (later they were called Managing Directors). The trio of Hennessy, Smith and Cooper, under Perry, became the ruling junta at Dagenham. Hennessy had moved with his family from Upminster to Great Warley in 1938.

The onset of the Second World War in September 1939 and the subsequent evacuation from Dunkirk in 1940, meant that industry in Britain and the British Commonwealth had to rise to the rearmament challenge. On 10th May 1940, Hennessy reported that "our total production is perhaps the highest ever ... Our foundry, for the first time, is at full capacity and this applies to other parts of the factory also." Well before Dunkirk, Churchill had appointed the Canadian-born, dynamic Lord Beaverbrook as Minister of Aircraft Production (a new ministry). Seeking a much greater volume of aircraft production, Beaverbrook was looking for assistants and Hennessy's name was recommended to deal with materials. When first approached, Hennessy declined the appointment. He told Beaverbrook, "You already have A.R. Smith (Ford's Production Manager, who was running the Ford Merlin engine shadow factory). It is quite impossible for me to leave my business." But Perry recommended that he take the position and Hennessy entered the Air Ministry, initially in Harrogate and then on Beaverbrook's staff in London, thus bringing Ford into the very heart of the "Battle of Britain", which started on 12th August 1940.

Aircraft and more aircraft were the immediate need of Britain. As Hennessy said later, "Without them, you'd have the Germans eating breakfast with us." A miracle of production was needed and Beaverbrook brought "all the fire and energy - I've never known anyone in England or



America who could match him in energy. He never slept, or let anyone else sleep. You'd work until 2 a.m. and be at it again at seven." If there were bottlenecks, Beaverbrook at once pounced on them and eliminated them. He and Hennessy "used to fight like tigers," but the results they and their associates achieved were superlative. Beaverbrook called Hennessy in as a member of the Minister's Council. Production rose from 782 aircraft by mid-August to 1228 by the end of September. As Hennessy remarked, "Towards the end we were not running out of aeroplanes, we

were running out of pilots." He was also one of the key supporters of the de Havilland DH 98 Mosquito, conceived as a high-speed bomber of wood construction without defensive armament, which relied on its speed alone to evade intercepting fighters. The radical programme was in constant danger of being cancelled, but Hennessy's support ensured that the Mosquito would become one of the most outstanding and versatile aircraft of the war.

For his efforts under Beaverbrook in the Air Ministry, Patrick Hennessy was knighted in 1941. Lord Beaverbrook recalls, "For that victorious result, [The Battle of Britain] it is impossible to give too high praise to Sir Patrick Hennessy."



Sir Patrick Hennessy outside Buckingham Palace in 1941 after receiving his knighthood. Accompanying him are Lady Dorothy and their son, Tony, and, with cine-camera, Rowland Smith, who was later also to receive his knighthood for war services.

FRIENDS OF THE REGISTER - MEMBERSHIP.

May I remind members that we offer a 'Friends of The Register' scheme. This is open to the following non-owners of 'Y' and 'C' Models:

- (i) Former members who have sold their car but want to keep in touch with the Club.
- (ii) Anyone who may be looking to buy a 'Y' or 'C' Model
- (iii) Classic motoring enthusiasts.

Benefits of Membership: All benefits as Full Membership (incl. magazine) except
 (a) not allowed to buy Club spares
 (b) no voting rights at Club AGM.

Subscription: £16.00 per year. Contact: Bob Wilkinson.

You may wish to consider this option if you sell your Model 'Y' or 'C'.

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