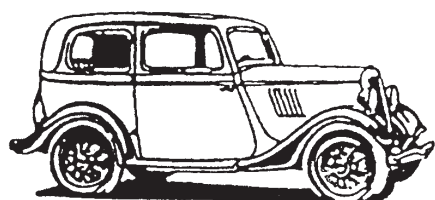
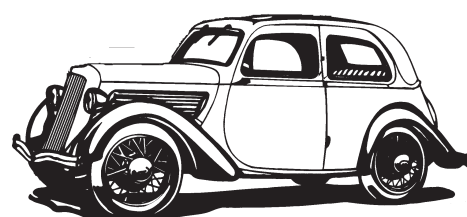


# TRANSVERSE TORQUE



**Issue 183  
March - April  
2010**



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# Editorial

Regrettably, I have to start this issue with an apology for the late arrival of the last issue. Despite pressing the regular contributors to submit their copy over the Christmas period, the best laid plans went to pot in Leeds, where they must have had exceptionally heavy snow and ice, as it took two and a half weeks to publish, print and distribute the magazine! And then, having read through my copy, I noticed that the photograph on the back cover showed only one Model "CX" on the New Zealand assembly line; the remainder being V8s - contrary to my caption - whoops! I was subsequently picked up on that point by John Blower, a V8 friend of member, Ken Grainger and, of course, Nigel Stennett-Cox.

Roddy Murray found a DVD on Canadian ebay titled 'Ford Cars England'. It dates from 1937 and includes five original Ford promotional films about Dagenham, the Model A, Models "Y" and "C"/"CX" and the V8s. It is good to see some reasonable quality Ford films, having experienced only thrice copied tapes! Roddy passed the DVD to Ian MacDonald, who had it copied for the Club archive. Titles include 'Ford Cars England', 'Cavalcade of Ford' (with good clips of our cars), 'Precision and Balance', 'Holiday Time' and 'Measure for Measure'. Thanks guys. If anyone wants a copy, I will have a copy made and ask for the cost of the reproduction and postage, plus a small contribution to Club funds.

I am still trying to get to the bottom of the different legal requirements for the motor car and the van in the 1930s. What is the reason for the P, C, and PC suffixes after the factory-reconditioned engine numbers? It would seem that, for taxation purposes, a larger capacity (bore) engine was acceptable within the standard tax band, i.e., a commercial engine could be bored out to a greater oversize than for a passenger vehicle without attracting a higher road tax. I am told by Les Ives that the commercial vans carried a second paper disc in their windscreen with a large C on it, but where is this requirement stated? Les also sent me a copy of his summons for travelling at a speed exceeding 30 m.p.h. in his van in 1960. It referred to a breach of the Road Traffic Act of 1930. In the First Schedule to that act, at paragraph 2, it states, "Goods vehicles, that is to say vehicles constructed or adapted for use for the conveyance of goods or burden of any description:- (1) When not drawing a trailer:- (a) Motor cars, if all wheels are fitted with pneumatic tyres ..... Speed limit 30 m.p.h." So, I have at least authenticated the speed limit differences between the van and the car.



*From the 1969 Autocar: "The Escort bonnet is lower than the Pop's headlamps, which means that it is possible to see the Escort's front wings from the driving seat - an advantage the driver of the Pop with its tall radiator did not enjoy."*

The TF 5009 registration photographed on the back of the left-hand-drive short rad in the last issue's Editorial originated in Tenerife, in the Canary Islands, in 1933. Our thanks to Thomas in Denmark, prompted by Michael Deichman., for the correct answer. Thanks also to Wendy Grace for her brave attempt. Even better, Lars Budtz, also from Denmark, found a superb photograph of the car on the Internet, complete with chassis number (Y13458) and its date of first registration in Spain (23 September 1933) - see back cover. Well done Lars. Having learnt the chassis number, I see we had it listed on the register of survivors all along!

Pat Jennings saw an article for sale on ebay entitled "Henry's Old Pop". It was written by Ronald Barker and published in the 23<sup>rd</sup> January 1969 'Autocar' magazine. He successfully bid for it and kindly sent me a photocopy. The three page article compares the Model "Y" with the then new Ford Escort. There is nothing startling to report on the Model "Y" write-up, other than, perhaps, the introduction. It started with a quote from Henry Ford's book, 'My Life and Work': "Along about April 1, 1913, we first tried the experiment of an assembly line. We tried it on assembling the flywheel magneto ..... I believe that this was the first moving line ever installed. The idea came in a general way from the overhead trolley that the Chicago packers used in dressing beef." So give a thought now and then, you Ford fans, to the beefy packers of Chicago, toiling away to make both ends meat (sic) under those overhead trolleys; and to the spare and almost gaunt figure of the young Henry Ford, industrial visionary, his mind trans forming the gory carcasses into shining crankcases ...."

The main reason for mentioning this article is that the Model "Y" illustrated in the arti-

cle was DYF 68, a black, May 1937 Fordor (Y187324). We know its chassis number because it now belongs to David Hall from Hatfield, near Doncaster. Now it is under restoration, but in 1969 it was in pristine condition in the ownership of Bill (W.J.B.) Thomas, who managed the Victory Motor Company in Cheltenham, Gloucestershire. Bill had bought the car the previous year from an octogenarian, who had decided the time had come to surrender his licence after 30 years and over 100,000 miles shared with the Model "Y".

Just to show that your Club Officers practice what our Secretary preaches, on a very cold winter's day in January, I drove Kerry 30 miles down to the New Forest to ferry a member of staff, who was retiring from my daughter's workplace, to Bournemouth airport, from where he was given a helicopter jolly around the Forest. I drove back through Salisbury to home on my 6 volt headlamps, which were more than adequate for the task (12 volt pundits please note!)

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Please submit copy for issue 184 of Transverse Torque before Friday, 30<sup>th</sup> April 2010.

## Chairman's chatter

I hope by the time you are reading this it has stopped snowing, the temperature is above freezing and that you haven't suffered any burst pipes in your home. Even more importantly, I hope you had either drained off your water in your 'real vehicles', or had enough antifreeze in your 'moderns'. We had a record low temperature near us, -17°C. I seem to have done a lot of walking instead of driving lately as up my way it seems to have its own severe arctic microclimate.

*Kerry, doing her stuff with a retiree from Avon Tyrrell in the New Forest in January. I had taken one layer of clothing off at that stage – it was damned cold al fresco!*

Mike Capps sent me the summary of the book, 'Fordlandia', by Greg Grandin (£14.99), which appeared in the Daily Express in January. It is the rather tragic story of Henry Ford's attempt to produce his own rubber in the rainforest of Brazil from 1927 to 1945, "Ford's rubber-cultivating scheme soon expanded into a mission to export the conservative values of small-town America to tropical Brazil, complete with square-dancing, cafeteria-style dining and enforced abstention from alcohol. He called this place Fordlandia." ..... Mr Ford's scheme was doomed to failure."

I have since bought the book for the Register library and have started reading it.

Frank Gowing, from Horsham, Sussex, has kindly donated two booklets to the library; "The Ford 8 and 10 Van, Anglia and Prefect Service Manual", published by Scientific Magazines Publishing Co. Pty. Limited in Australia, and the "Road Tests & Articles on sit up and beg Fords 1937 -59", which is one of the Transport Source Books series and which, despite its title, also covers our cars from 1932. Thanks Frank. Both are new additions.

The enjoyment of this issue of Transverse Torque is overshadowed by the death of Wolfram Düster, the world's expert on the Ford Eifel and whose recently published book on the marque we reviewed in issue 180 of 'Transverse Torque'. His obituary appears elsewhere in this issue.

On a brighter note, this year, The Morris Register celebrates its 50<sup>th</sup> anniversary. I mention it only because we do have very similar vehicles and Harry Edwards, their Historian, contributes to our magazine when Y&C items of interest come his way. We wish their Register a successful year and a further 50 at least!

I was alerted to a website advertising greetings cards with drawings of classic cars on the front by Dermot Gallagher. The one depicting a Model "Y" is well drawn and worth a look. The cards, with envelopes, cost £3.00 each, including postage. The website is <http://stores.ebay.co.uk/Classic-Car-Art-Drawings>

Ivor Bryant still has had no volunteers from the Y&C fraternity to show their cars at the Bristol Classic Car Show at Shepton Mallet on the Saturday and Sunday of the early May bank holiday. Come on you West Country members, show a leg!

Finally, **the A.G.M. is upon us.** This year, the committee deliberately programmed the event so as not to coincide with the National Drive It Day, in which many of you like to take part with your local clubs. So, please use the previous **Sunday, 18<sup>th</sup> April** as a 'warmer in the bank' and bring your car along to Willoughby to blow the winter cobwebs away. If you choose not to drive your old car to Willoughby, please come and enjoy the day in your 'modern'.

Sam Roberts.

### Cover photographs

**Front cover:-** The Geelong-built body-shell (number 19-S240) on the imported Dagenham-built chassis (Y27161) of the cream 1933 short rad Model "Y" sedan on the market in Adelaide, South Australia. Now in the custody of Ross Chiswell (son or son-in-law of the original owner).

**Back cover:-** This is the superb photograph of the car, the back-end of which was illustrated in last issue's Editorial, TF 5009. Thanks to diligent searching in Denmark the photograph shows the February 1933 Tudor short rad (Y13458) in its full maroon and black glory in Tenerife.

However, in adversity there is always a chance to make money and so, it was from the shortage of common salt, the question of what's an item worth against its value now comes into force. Up here in Cheshire, in addition to the 'Jam Butty Mines', we have most of the salt mines. Rock salt at £30 a ton for the roads, the curse for our older cars, was in short supply, so a company which produces table salt and had a fifteen year-old mountain of a bi-product from this process; which until now no one had wanted – not even the chip shops, offered to sell it to supplement the lack of rock salt and help out the local authorities. They are selling it for £60 a ton and say "it is a different, more refined, product", but all I say is, isn't it another case of market forces affecting prices? - a bit like our cars' prices.

We had an excellent committee meeting in February, we had to change our usual meeting place due to the frost bursting the pipes in our usual venue and causing water damage. I am assured that all will be well to return to Willoughby Village Hall for the AGM. I can assure you that the Register finances are in good shape, membership is steady, with most members now opting to pay their subscriptions by standing order. Some new spares items were available and other new projects were in progress. A comprehensive review of complimentary copies of Transverse Torque had been carried out, substantially reducing the postage costs. An interactive website, this year's events, the thorny question of 'customisers' and events for 2011 were discussed; details will appear in the appropriate section within this issue. It was pointed out by our esteemed secretary that 2011 is the Centenary of Ford in Britain.

## Secretary's ramblings

**Brrrrrr.** By the time you read this we should hopefully be just getting into springtime and emerging from the worst winter I can recall for over 25 years. We have had a deal of snow and freezing temperatures for far too long. Of course the snow was nowhere as deep as when I was a lad! I can recall some cold early motoring back in the late 1950s. No heaters in those days....remember the tiny electric windscreen defroster about 9 inches long ... a tiny element which just (only just) cleared a small section of windscreen..... remember warming the spark plugs in the oven and fitting them quickly ....those were (NOT) the days! Spare a thought for lorry drivers back then. Mind you I know of several Model "Y" owners with a period heater fitted ...soft southerners no doubt.

**The Federation of Historic Vehicle Clubs** newsletter (FBHVC – [www.fbhvc.co.uk](http://www.fbhvc.co.uk)) warns of the dangers of some modern antifreeze solutions, which can attack gaskets and seals in old/classic cars. These are the solutions which do not contain silicate ethylene glycol formulations – usually red in colour. Apparently the blue ones, e.g. Bluecol and Blue Star, are safer for our cars and can be used all year round to inhibit rust forming in the cooling system. Our Y&C Models may have fewer vulnerable components than some other classics ..... I suggest you read the full report on the FBHVC website.

**Your Committee** has been busy too with our February venue changed as the regular meeting hall was flooded due to frost damage. Our Club finances are in good shape, with some economies made to magazine circulation, and the spares stocks are at acceptable levels ready for your orders. A group of Club officers are trialling an interac-

As most of you are aware, this is my last 'Chairman's chatter', unless you know better. I have indicated to the Register Committee that I do not wish to stand for re-election as Chairman of the Register, I also had the same intention last year, but as I am not attending this year's AGM, I will be unable change my mind.

I would like to thank all the Register members for their support over the last four years, to the many who volunteered their services in support of Register activities, to the committee for the outstanding amount of work they carried out and, of course, the spouses, without whose support the Register would not be as strong.

Finally, thanks to my good friend, Bob Wilky; he is the backbone of the Register. We have worked together for the last twenty odd years, but it has been a privilege to work with him over the last four years. We have had great fun, some hairy moments, some difficult times and have drunk many a bottle of wine when solving Register problems. One of the greatest achievements during my term of office was the introduction of the Old Ford Rally; this was down to Bob's persistence and drive, well done Bob.

I look forward to working with the committee and seeing members of the Register at events throughout the coming years. Good luck and good wishes for the AGM; think of me slumming it in the Far East - on the 24<sup>th</sup> April I will be in Taiwan.

**Peter Ketchell, Chairman.**

tive section to add to our website and will report their findings at the AGM in April. Club events and tours were planned.

**On AGM matters,** enclosed with your magazine you should find an official AGM notice and a nomination sheet for the meeting on Sunday April 18<sup>th</sup> at Willoughby Village Hall (CV23 8BH). Please read this. We are obliged to give all members due notice of the AGM and an opportunity to nominate members to your Committee. This is more than an official communication – it is a genuine opportunity for you to involve your self in Club work. All Committee members stand down at the AGM, although some may be prepared to stand again. Please consider what you can offer.

Planning for the **Old Ford Rally** is well under way. All 2009 entrants should have received an application form to exhibit at the 2010 show at Gaydon (July 25<sup>th</sup>). If you missed the 2009 show, or you have not had a form, please contact me for a special Y&C Register concessionary form, which can be used to enter any pre-1982 Ford. We had 350 vehicles there last year and we are aiming for 500 this time....don't miss what is probably the biggest Ford show of the year. I have already had volunteers for marshalling, etc., so, if you would like to offer your services for a while on the day, ...just let me know.

See you at the AGM and other events this coming summer.

**Bob Wilkinson, Secretary.**

### Bob's joke corner.

Sometimes true stories are the funniest. Here are a few from newspapers around the world. Read these....

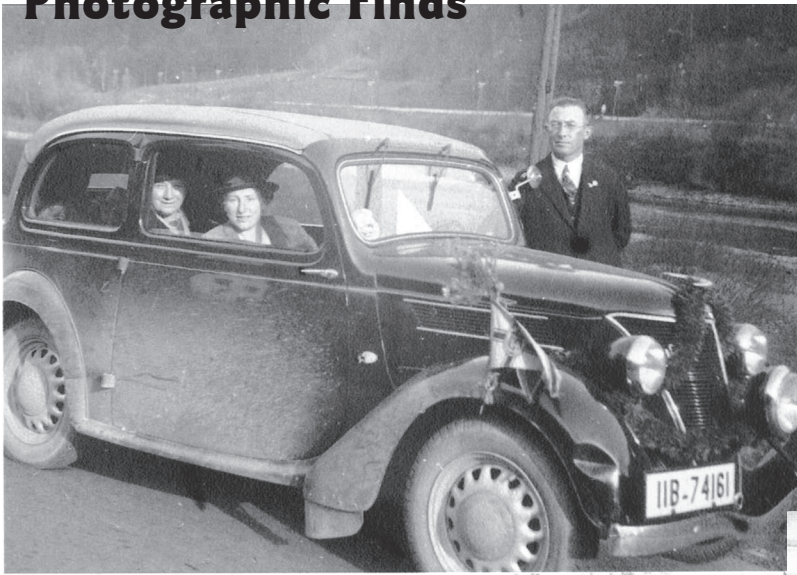
1. A man walked into a Louisiana bank, put a \$20 bill on the counter and asked for change. When the clerk opened the cash drawer, the man pulled a gun and asked for all the cash in the register, which the clerk promptly provided. The man took the cash from the clerk and fled, leaving the \$20 bill on the counter. The total amount of cash he got from the drawer...\$15.

2. Seems an Australian guy wanted some beer pretty badly. He decided that he'd just throw a brick through a liquor store window, grab some booze and run. So he lifted the brick and heaved it over his head at the window. The brick bounced back and hit the would-be thief on the head, knocking him unconscious. The liquor store window was made of Plexiglas and the whole event was caught on videotape.

3. As a female shopper exited a London post office, a man grabbed her purse and ran. The clerk called 999 immediately and the

Continued at foot of page 6

## Photographic Finds

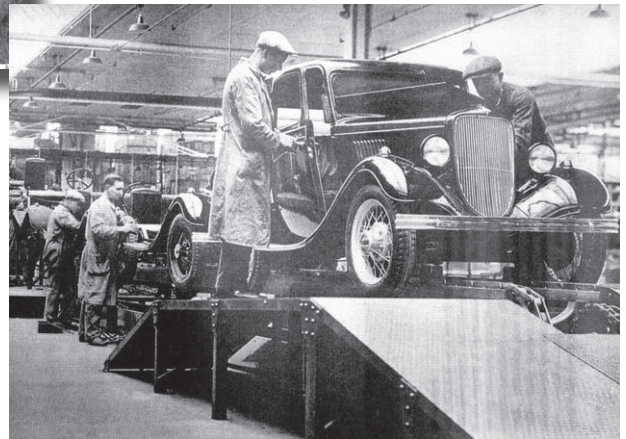


*Jim Miles sent in this photograph of a late 1937 Eijfel Cabrio-limousine (it has bonnet side clips), which appears to have just completed a DDAC rally successfully. Note the wreath over the bonnet, the DDAC flag on the nearside wing (which has suffered a dent) and what seems to be the entry number on the windscreen. The large fog/search light on the front would have helped overnight!!*

*A rare photograph of the Köln production line, taken in 1933. At this stage Ford A.G. of Germany was still importing Knocked Down Dagenham-built short rad Model "Y"s for assembly in the Cologne plant."*



*An Eijfel van (Leiferwagen), probably bodied by Papler coach-works in Cologne. Note the uncharacteristic small headlamps.*



*Another Jim Miles find, this time a photograph of a tram conductress selling tickets at a tram stop in East Berlin not too long after the end of WWII. Note the building shells and the Eijfel limousine in the background."*

woman was able to give police a detailed description of the snatcher. Within minutes, the police apprehended the snatcher. They put him in the car and drove back to the post office. The thief was then taken out of the car and told to stand there for a positive ID, to which he replied, "Yes, officer, that's her. That's the lady I stole the purse from."

4. When a man attempted to siphon petrol from a motor home parked on a Wellington, N.Z. street, he got much more than he bargained for. Police arrived at the scene to find a very sick man curled up next to a motor home near spilled sewage.

A police spokesman said that the man admitted to trying to steal petrol, but he plugged his siphon hose into the motor home's sewage tank by mistake. The owner of the vehicle declined to press charges saying that it was the best laugh he'd ever had.

Send your favourite laugh lines for all to share.

Bob Wilkinson.

**FORD Y & C MODEL REGISTER  
ANNUAL GENERAL MEETING.  
2.00PM. SUNDAY 18<sup>th</sup> APRIL 2010.**

WILLOUGHBY VILLAGE HALL. Nr. Daventry. CV23 8BH.

See notice enclosed with this magazine.

## Your Club Needs You.....

As we approach another AGM and season, my thoughts turn to the development and running of the Club into future years. A key element is the team elected by members and given this responsibility. Our Club is fortunate in having an active group of Committee members, but you will have noticed that some have been around for many years and are not getting any younger. Many will have been in post for longer than most members have been with the Club. Whilst this gives continuity to planning, it is not the best way to manage a developing club team for the future. Stability can also become inhibiting to necessary change.

**WE NEED NEW FACES TO BECOME INVOLVED IN CLUB MATTERS.** Have you considered putting yourself forward for club work? Have you wondered what a particular club role involves? It would be healthy for our Club to have at least one or two new faces each year and I would like all members to consider what they can offer. **We can all make excuses that ....I do not have time....did your present Committee find that they had nothing to do so volunteered? I think not....they were all busy people anyway, but were not prepared to walk away and let others do all the work.**

It may be that you could offer some help with the Spares Group. We are constantly seeking the location of small workshops to undertake re-manufacturing of small parts. Look at the spares list in this issue. You will find around 130 items all of which have been sourced FOR YOU by a small team of volunteers. Sourcing these machine shops, etc. is becoming more difficult as employment patterns change. Maybe you know of such a workshop that you could visit with a view to getting club parts made.

Maybe you would like to find out more whilst thinking about becoming involved in either Committee work or with the spares group. If so, please give me a call.

Don't leave it too long otherwise we may all have disappeared!

Bob Wilkinson, Secretary.

## Obituary – Wolfram Düster

It is with regret that we heard the news that Wolfram Düster died peacefully in hospital in Krefeld on February 18th, 2010 aged 87, having been born on April 24th, 1922. Wolfram was witness to the 1931 opening festivities of the Cologne-Niehl Ford plant as a nine year old boy sitting on the back seat of a Model A.

He gained his first driving licence in May 1939, his first car being a Ford Eifel limousine. Regrettably, his full enjoyment of the car was curtailed during World War II. Thilo Moerke, of the Cologne-based "Alt-Ford-Freunde" classic car club, who informed us of the sad news, tells us that Wolfram joined the club back in 1977. His favourite cars were the Ford Eifel, the V8 and the hunchback Taunus models.

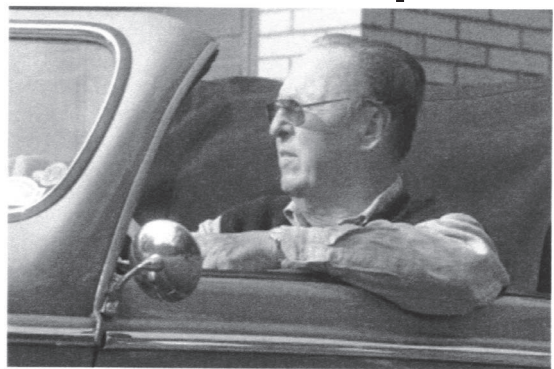
Wolfram will be remembered as a true classic car enthusiast and was widely regarded as the world's Ford Eifel expert. After much coaxing and offers of assistance, we were all delighted that he finally published his Eifel book last year. It would have been a tragedy if his in-depth knowledge of the marque had gone with him to the grave. "Ford Eifel Personen-kraftwagen, Baujahre 1935 – 1939" will be Wolfram's lasting legacy to the old Ford movement.

The condolences of the members of the Ford Y&C Model register were sent to his son, Klaus, and his grandson, Hannes. In reply, Klaus said:-

*"Thank you very much for your condolences on my father's passing away. I accompanied him in his last hour and it was good to see him to die quiet and peaceful. Thank you once more for all you did to put his book into practice - he was very proud about the results.*

*P.S. Until two weeks ago my father and I worked at digitising the Eifel-register for the last time. We finished the year 1936. I will try to round this work off."*

**Sam Roberts**



*Wolfram Düster in his later years, in his Ford Eifel cabriolet.*

## For Sale

Model "Y" pick-up (ex-van), November 1936 (Y163590). Cream and black (see photograph). Engine rebuilt, including new pistons; new tyres and tubes; new king pins, steering joints, brake shoes and wings. Needs completing. Selling due to ill health. £3850 or very near offer.

**Alan Dennehy.**

**Tel: 01905 23602 (Worcester)**



Model "Y" Van rolling chassis, no back end, the remainder in pieces. Reasonable offers accepted.

**John Griffiths: Tel: 01244 534562 (Ewloe, Flintshire)**

Model "CX" Tourer, V5 paperwork, total restoration required, car in pieces. Reasonable offers accepted.

**John Griffiths: Tel: 01244 534562 (Ewloe, Flintshire).**

New 10 hp engine - £1750. Reconditioned 10 hp engine (twin water inlets) - £1300. Reconditioned 8 hp engine - £1250 (all engines have hardened valve seats for unleaded fuel). New Model "C" windscreen - glass only - £50. Reconditioned E 93A gearbox - £250. Track rod ends - (state type required) - £17.50 each. 10 hp starter motor - £85. Clutch disc - £20. Reconditioned fuel pump - £25. Distributor and carburettors - ask for details. 6 volt bulbs 36/36 watt (headlights) - £3.00 each. MRN keys (state MRN number required) - £4.00 each.

**Tim Brandon. Tel: 01449 711837 (Stonham Aspal, Suffolk)**

## Wanted

Model "Y", preferably a long rad, not rotten but in good restorable order. I will make an immediate decision. Pay and collect.

**Gerald Jenkinson Tel: 01785 714895 (Dunston Heath, Staffordshire)**

Nearside rear wing for a long rad Model "Y".

**Geoff Dee. Tel:01926 334780 (evenings) (Leamington Spa, Warwickshire)**

## Continental

by Jim Miles

Last December, I accompanied Doctor Ford on a 'mini-break' to Holland, delivering Club spare parts to Rob and Ans Bolland, whose home is near The Hague (Den Haag). The parts in question were a drag link and track rod and ends for Rob's January 1936 long rad Model "Y", plus a pair of steel running boards for new member Arie Kraayeveld's 1934 Intermediate "Y" Tudor, which Rob is helping to restore. Arie's interesting car was imported from the U.K. after being garaged for many years. The previous owner in the 1950s/60s had added improvements, such as deadlocks fitted to the front end of the bonnet, which I had never seen before. Another novel feature was the use of a post-Intermediate replacement front wing, on which the headlamp fixing holes were blanked off and fresh holes made for the Intermediate head and side lights. *[In explanation, the Intermediate "Y" had separate head and side lights. We.f. June 1934, the head and side lights were combined. Because of the legal requirement to have a light close to the outside of the vehicle, from June 1934 the headlamps were relocated in production nearer the edge of the wings. Ed.]*

We were also lucky enough to meet up with Janny Oosterveer and to see her smart maroon and black Tudor long rad, back on the road after the engine failure on their trip to Stanford Hall in 2007 to celebrate the 75<sup>th</sup> anniversary of the launch of the Model "Y".

## Transverse Torque – again, with apologies!

As I mentioned in the last issue, the cost of publishing and distributing the magazine has risen from 68% to 75% of the Club's income from members' subscriptions. This is due mainly to constantly increasing postal charges. We have recently been told that postal charges are to go up again this April. As I am sure you will appreciate, the Club tries to generate income primarily to manufacture and procure no-longer-available spares for our cars and not to publish magazines!

To reduce our postage costs, I have looked at the complimentary copies we send to other 8 & 10 h.p. sidevalve clubs, automobile institutions and the 'glossy' classic car magazines and have reduced that number significantly. Clubs that contribute to our magazine and who send us complimentary copies have been asked whether they would be content to receive our magazine as an email attachment – thus saving both printing and postage costs. I have received favourable responses.

In the last issue, I asked you, the members, whether you hoard back copies of 'Transverse Torque', or would those of you with email access be content to receive the magazine as a .pdf attachment. To read a .pdf attachment, you require the Adobe Reader program, which is a free download. So far, six members, including two overseas, have requested emailed copies. It would be appreciated if that number was to increase. Please think about it and email me if you would be happy to receive 'Transverse Torque' as an email attachment.

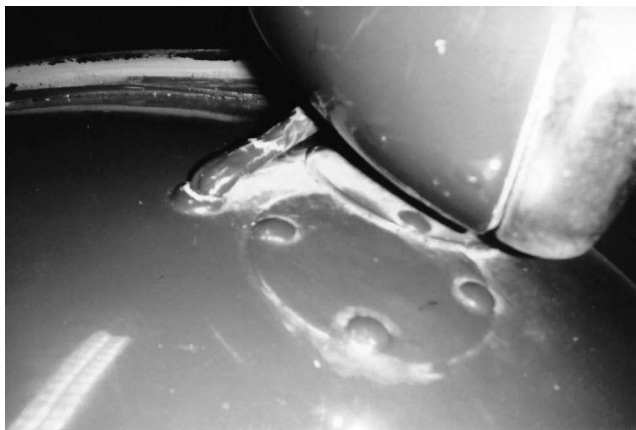
**Sam Roberts. (sam@samroberts.plus.com)**



# Capers



*Dr. Ford (aka Graham Miles) slinks off leaving Martin and Rob Bolland kicking tyres in Rob's garage. Arie's Intermediate "Y" is in the foreground and Rob's Tudor in the background.*



*The patched post-June 1934 front wing, now wearing side lights and the earlier, closer together headlamps*

diator badge was minus the '8HP' as found on Dagenham-assembled short rads of that vintage. This is because the French fiscal system rated the British 8 h.p. engine as 6CV ('cheval vapour' – literally 'horse power'). The exterior locking door handle is on the right hand side (off-side

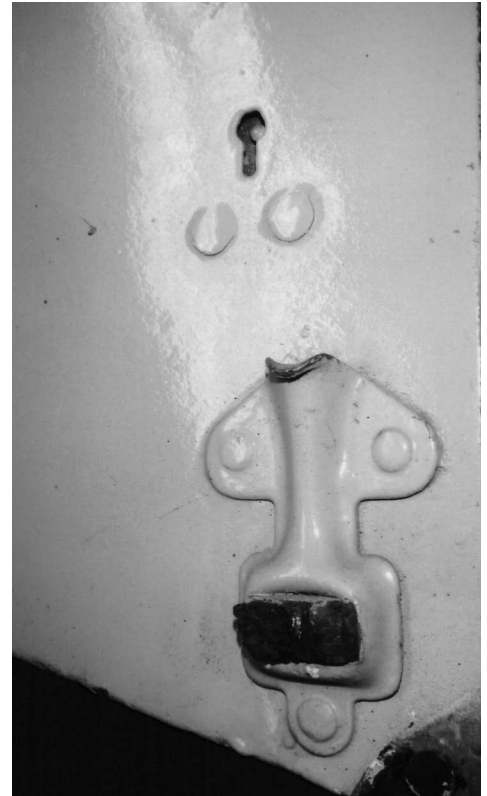
on French roads). All the dash knobs are in place apart from one loose one marked AIR. I would suggest that this is the choke. All four tyres were flat and perished and the windscreen lamination has come apart, turning the glass a dark brown.

We advised Givanni, through his translator, Alain Herman, that, in our opinion, the best thing that he could do to keep

the car original is to fit new tyres and wind-

screen glass and to wipe the bodywork lightly with a clear light oil to bring out the colour and halt future corrosion.

I think engine repairs were started many years ago, but, over time, the cylinder head, valves, manifold and carburettor, etc., were lost. However



*One of the deadlocks on the front of Arie's bonnet sides. An unusual anti-theft device!*

these parts can be supplied by the Register.

The rear number plate really catches your eye. It was made by the firm, ODA, and features a built-in rear light and digits picked out in clear glass reflectors.

When I buy an old car, it's usually a basket case, or in a tea-chest! This car is different. It is totally original and straight and the best we've seen. We welcome Givanni and his Model "Y" to the Y&C Register.

Early next morning, we said our goodbyes to Rob and Ans and sped across the lowlands of Holland and Belgium to France and the small town of Lens, which is south-west of Lille, to deliver a narrow block cylinder head to a new member, Frenchman Givanni Mastroiani. His car, which has spent most of its life slumbering in the proverbial barn, is truly outstanding showing 86,734 kilometres on the Jaeger speedometer/odometer. The car is a 1933 French-assembled Tudor short rad Model "Y". The brass plate on the bulkhead gave the chassis (Motor) number Y9723 and the Ford (Asnières) plant assembly number 1723. It has a green body with black wings and a cream coach line and bonnet louvre edges. The body is free from corrosion apart from minor surface tarnish here and there. The running boards are perfect and the rear ends of the front wings have no rust at all – the same applies to the front of the rear wings. The carpets are complete and unworn, as are the cloth seat covers. An interesting point was that the Ford ra-



*The unusual, but effective, rear number plate on Givanni's Asnières-assembled short rad. The digits and letters are picked out by reflective glass. The plate was made by ODA.*

# News of new members

Prepared by Mike Malyon 26th February 2010

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Register the following 8 new members, all being owners, or owners to be of Model "Y"s:-

- Tony Arturi A0301 Netley Abbey, Hampshire.
- Larry Carey C1901 Oola, Co. Limerick.
- Gerald Jenkinson J1101 Dunston Heath, Staffordshire.
- Alan Russell R1801 Bathgate, West Lothian.
- Paul Spray S1501 Darley Dale, Derbyshire.
- Richard Sworder S1201 Brington, Cambridgeshire.
- Gary Whittle W0201 Knowle, Bristol.
- Kenneth Wright W0401 Rake, West Sussex.

**Tony Arturi** - we would like to extend a warm welcome to Tony, who has joined the Club, having bought his Model "Y" from ex member, John Semark. Tony's dark blue and black, 2-door long rad, BEV 575 (Y58219), was first registered 30<sup>th</sup> April 1934. We hope you enjoy many hours of motoring in and around Hampshire.

**Larry Carey** has re-joined the Club after an absence of membership of over twenty years. He has had his black, 2-door 1937 Model "Y", 1 CI (Y174812), Briggs no. 165/60257 for twenty five years. It was first registered in the UK as DAU 932. The car is under a restoration needing a respray and the trim replacing. Welcome back into the fold, Larry and thanks for re-joining.

**Gerald Jenkinson** - we would like to extend a warm welcome to Gerald. At the moment, Gerald, is looking for a Model "Y" and has advertised in this issue and on the website. We hope you will soon be successful with finding a car. The Club is here to assist in any way we can. Thanks for joining the Club and we hope you will soon have good news for us.

**Alan Russell** has purchased AXK 677, Briggs no. 165/5480, a 2-door, 1934 Model "Y". To quote, Alan "everything needs to be done" to his car. He is carrying out an extensive restoration and we wish you well with this challenge. Fortunately, Alan is in 'the trade' and he has already made contact with the Club for information and parts. As he is aware, the Club is here to help in any way we can. Thanks for joining and welcome to the Club. We look forward to hearing of your progress with the restoration.

**Paul Spray** - we would like to welcome Paul to the Club. He has a 2-door, black and cream Model "Y", EVX 820 (Y187257), which has been in his family since 1975, when it was bought by his great uncle, who subsequently passed the car to Paul's father, Tim (an ex member of the Club). Tim is now helping Paul, with the current restoration. Paul has an incentive to get the car back on the road as he is hoping to have his it ready in time for his wedding later this year. Good luck with the restoration and we also wish you all the best for your forthcoming marriage. Please, keep us informed of your progress (specifically with the car!) and thanks for joining the Club.

**Richard Sworder** - Dick has joined the Club. He owns EGT 736 (Y193737) a 1937, 2-door, black Model "Y". He is only the second owner. It is interesting how Dick got the car. The previous owner, Mr Potter, had the car from new. He used to call into Dick's garage every week for petrol. Dick, said "if you ever decide to sell, let me know". In 1966, Mr Potter decided to sell and Dick acquired the car. Dick feels now is the right time to do a complete restoration. It looks like you are going to be very busy. Your car was probably one of the last Model "Y"s to go on the road as it was

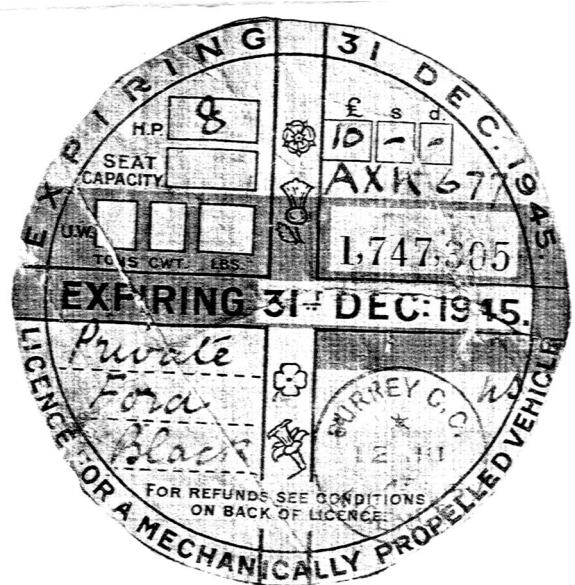
first registered after production of the Model "Y" had ceased. We hope all goes with the restoration and welcome to the Club.

**Gary Whittle** is now the proud owner of CBY 920 (Y171399), Briggs no. 167/15086, a 2-door, green Model "Y". It needs some restoration and a bit of TLC (don't we all!). It used to belong to ex-member, Alan Davy. Gary is the fifth owner. Good luck with the project and please keep us informed of your progress. Thanks for joining Gary and welcome to the Club. We hope to see you and Vicky at some of our future events, in which you both have shown an interest.

**Kenneth Wright** is now the proud, owner of a Fordor Model "Y", EG 475 (Y17396), Briggs no. 136/412, which he bought off member Chris Smallman. It is on the road. We hope you enjoy motoring in and around West Sussex. Kenny is also in the process of restoring another Model "Y", LJ 7253, which he has owned for many years. Kenny, we welcome you to the Club and thanks for joining. We look forward to hearing of your progress with LJ 7253 and hope the restoration goes well.

Hopefully, you will find this contribution to "Transverse Torque" informative and, as always, the Club extends a warm welcome to all the new members. The Editor will be pleased to receive any news and photographs of your vehicles, especially as the Club archive does not have photographs of any of the above cars, less Alan Russell's

**Mike Malyon, Membership Officer.**



*The tax disc which came with Alan Russell's Tudor Model "Y", inferring that 1945 was the last time that the car was taxed and on the road. This is difficult to believe as a Continuation Log Book was issued in 1975."*

## Members' correspondence

### 'Easy Start'.

In issue 173, Ron Kendall's EasyStart component was described. As Ron stated, "I have developed a 6v unit to help with cold starting in winter. I call it a 6 volt Easy Start. It works by using a 6v, 4ah rechargeable sealed battery that switches into the car ignition every time the engine is started and whilst it is on tick-over. It makes starting the engine easier because, when the engine is cold and the battery is turning the engine over, it is possibly only giving the coil for the ignition 3 or 4 volts, resulting in a weak spark, depending on the state of the battery. But, with this unit connected, the auxiliary battery in the 'Easy Start' unit will feed the coil with full power, creating a strong spark whilst the main battery turns the engine over. When

to be the best investment in the "Y" that I have ever made. Since then it has, without fail, in sub-arctic or rain-forest like conditions, always started on the button. The handle is now a rusting relic and the EasyStart forgotten in the toolbox, such is its reliability. As I effortlessly went on a frozen winter's run yesterday, it occurred to me that perhaps I had a duty to enlighten other Club members on the benefits of this device - hence this letter."



slowly. I've rebuilt the front axle with new bearing's and brakes, the back axle with new bearings, seals and brakes; checked the gear box, rebuild the steering box and column. I have painted it all and it is ready to fit. Hopefully, the next time I'm home, I'll make a start on the body. [Ian is serving in the Royal Fleet Auxiliary - Ed.]

If any reader has photographs of the cream Model "Y"s, copies would be gratefully received for the archive.

### Alpines' progress.

Gary Clarke, in Nottingham, took over ownership of his father Brian's Alpine in 2005. There are positive rumblings from that direction indicating a possible return to road-worthiness. As a starter, I sent Gary some photographs of Roger Booth's Alpine, which is nearing completion in Dorset, including the one that appeared in the last issue of the magazine. Gary replied, "I enjoyed the picture of Roger Booth's Alpine in the garage in Swanage. The condition of the car looks very similar to ours when spotted half buried in garden of house in Croydon in late 70s. It would be nice to see photos during and after completion. Unfortunately our Alpine is in the garage surrounded by our son's furniture as waiting awaiting a house completion. Hopefully we will be able to get to it soon." We look forward to seeing Gary's Alpine back on the road. It is the only known surviving Alpine that still wears its leather straps over the bonnet.

### Ford tools and tax disc.

Don Smith, from Wrexham, sent in a couple of photographs to add to the archive. The first was of an adjustable spanner (monkey wrench), which was not mentioned in our Ford Tools article in issue 181. This is 8 inches long when closed and is embossed



Part of the display of 200 plus cream Model "Y"s on the promenade at Blackpool in September 1934 taken from the DVD

the engine starts and is running at about 800 revolutions per minute (fast tick-over) the Easy Start unit will switch the ignition back to the main power source."

David Kent purchased an Easy Start battery unit from Ron and reports, "For 50 years, from 1957, I struggled with "Y" starting characteristics. As a callow youth my blistered palms and the polished starting handle bore witness to the reluctance of the engine to fire unless, and perhaps on a good day, the battery was relatively new and in tip-top condition. Even then, reliable starting was quite beyond my experience and I would regularly be forced to abandon the "Y" and transfer to my equally temperamental "Cyclemaster" in order to reach my workplace.

In August 2008, I fitted one of Ron Kendall's Easy Start units. This has turned out

**The Ford Model Y & C Register**

### Cream Model "Y"s

As a publicity gimmick, in September 1934, a batch of some 200 cream Model "Y"s, with vermilion wheels, radiator grilles and coachlines was produced at Dagenham, specifically for Ford dealers around the country to drive to the Ford Dealers' Convention in Blackpool. Three of these cars are known to have survived, one owned by Ian MacDonald in Stornaway on the Isle of Lewis in the Western Isles of Scotland. Ian found a DVD with some photographs of the cars parading in Blackpool and sent in a copy as photographs of the cars are few and far between.. He said:- "It would be great to find more photo's of the cream Model Y's and it is a pity that these are blurred. The restoration of my car is coming on



Tax disc holder provided by White Bros., the post-war Taunton main Ford dealer. Note the later Ford logo script.

on the handle with the Ford logo followed by DAGENHAM and TS&S (Thomas Smith and Sons, Ltd.).

The second photograph was of another Ford main dealer tax disc holder – this time White Bros. of Taunton. As can be seen in the photograph, the Ford logo is in the later, post 1967 script, designed by Robert E. Zokas, Ford's corporate design manager from 1965 to 1968. The Taunton main Ford dealer during the production of our cars was Somerset Motors (1927) Ltd. Don reports that his licence holder has a card insert with fitting instructions and stating that it is a 'Nustikon' licence holder made by F.J. Davis Ltd., Romeyn Road London S.W.16.

## Essex registrations

Non-member, Colin Spong, kindly sent me some Ford Motor Company photographs of the pre-production Model "Y", EV 5689, Briggs Bodies Ltd. war-time mock-ups and some of early short rads, all Essex (EV) registered. He said he was going to pay a visit to the Essex Records Office, so I asked him to check out the first owners of the EV cars. He replied in January as follows:-

"I went to the Essex Records office in Chelmsford today and looked through the "EV" series once again. The Model "Y" in the photograph, EV 7675, was registered to Ford Motor Company on 15 Sept 1932. There were four cars registered to Ford on that day, EV 7674 - EV 7677, but the Essex records do not indicate type, horse power or engine size; so we don't know if they were Model "Y", Model B or V8. However, they are all shown as "Saloon".

The next registration on the same day was EV 7678 a Saloon registered to Percival Perry of Stock, Essex. Was this a Model "Y"?"

Regrettably, I don't know the answer to that question, but my guess is that it was a Model 18 V8.

## Model identification.

Nigel Stennett-Cox emailed the following:- "The article by Arthur Redfern was lovely, and these reminiscences must be recorded whenever possible whilst we can.

I would like, if I may, to add a little to his description of the Ford model numbering system at the time he was there at Fords. In the designation of, say, the E93A, I would suggest that the 9, not the 9 and 3 denoted 1939 year of introduction, with the 3 referring to use of the 10hp engine. Vehicles with the 8hp unit at around this time [c.1938 to 1953] received the digit 4 in the model designation.

This period was one of the few where Ford of Britain used consistent, and therefore decipherable model designations with the E standing for England, consistent with the Americans, then and now, hardly ever using the term "Britain". The second digit referred to the year of introduction, the next to the engine used, and the final one indicating car or commercial. An A here denoted the American term, "Automobile".

## Models "C" and "CX" differences

Because one of you raised doubts about the different slope to the Model "CX" rear body panel, I asked our expert on these cars, Yvon Precieux, to comment. He replied, "The December article and your comments are correct. There is a difference between the rear panelling of the "C" and "CX". There are also variances in the front mudguards and the rear shields for the rear mudguards; also, the bonnet to screen, seating and carpets. There may also be some slight width enlargement 1/4"-1/2" on the "CX" body shell."

## 20 years ago March/April 1990

There was plenty of variety in this issue, starting with Dave Durrant's letter suggesting that air filters were necessary on our cars and described a DIY method of construction and attachment. As he stated, "Having used a Ford E83W van extensively over the last 20 years – and for



EV 7675, registered to the Ford Motor Company on 15<sup>th</sup> September 1932 at the Essex registration office. It probably had an engine/chassis number under Y1000. Our thanks to Colin Spong.

several years as my only vehicle – plus some other Fords of similar vintage, it became apparent to me that engine life could be extended by, among other things, fitting an air cleaner. An air cleaner kit used to be

available as an accessory for the 'E93A' type of engine. This consisted of an oil-bath air cleaner, two steady bars (bolted to the cylinder head), a short length of rubber connecting hose and a carburettor adaptor made of cast alloy. These are exceedingly scarce, even at autojumbles, so I have made up two adaptors, basically from scrap, the first in 1976 for my wife's E493A and, more recently, for the "Y". Neither has given any trouble." If any member is interested in Dave's design, I am happy to forward his drawings and construction procedure. Coincidentally, Dave's Model "Y" is the subject of 'Members' Cars' in this issue.

There was also a nostalgic letter from John Seymour, whose father owned a grey 1935 Model "C", registration VY 6495. John, who was a member of the P4 Rover Drivers' Guild, wrote in with some of his memories, after meeting Bob Wilkinson at the York Historical Vehicle Rally:

"The car was the first car my father owned as a family man. He bought it

## – Issue 63,

in 1951 from a garage in Darton, which later became K.B. Garages. I think the price was around £40 - £50, which was a lot of money in those days.

Among my memories are the following:

1. The 'Old ford' as she became known, would never start when parked facing up-hill. Father replaced the petrol pump, pipe, cleaned the tank, fitted a reconditioned carburettor, etc., etc., but, in the five years he owned it, this problem was never solved.

2. After a family day out at Hornsea, at the top of the hill before Market Weighton, the nearside king pin sheared and the wheel became detached, landing us in the ditch! A mechanic came out from the garage at the bottom of the hill and, after winding wire several times, he replaced the wheel on the stub axle using wire as a king pin. He followed us down the hill to the garage where Father and he worked 'til about midnight replacing the king pins (those were the days when mechanics were on regular nights!). We arrived home at 1.30 a.m. and I thought I was ever so grown up!

3. On another return trip from Filey, we were about 2 miles from home, in Barnsley, when all the lights went out. Father tied a torch to the driver's door handle and 'felt' his way home; street lights being nothing to what they are now in Burton Road and Old Mill Lane, Barnsley! We were followed up Old Mill Lane by a policeman and, when we finally got to the waste land where the car was parked, he wound down his window and asked if all was well and bade us a friendly "Goodnight".

4. Father took the car to Taits of Hemswoth to get the crown wheel and pinion 'done' just prior to our annual holiday at 'Mrs Jones' in Filey. We drove to Filey, but the noise from the back axle was horrendous when we arrived. On checking, Father found no sign of oil at all. Apparently it had never been filled. Mrs Jones' son happened to work at the Ford agent's in Filey, so the car was taken to the garage to have the back axle checked and filled. At the end of the week, we set off home, but, before we got there, the noise was terrible. After we finally got home, Father stripped the back axle down yet again, found no oil

and all parts 'blue with heat'. All was re-assembled, back axle topped up and it ran perfectly with no problem! What car today would cover 180 miles without oil in the back axle?"

Bob Wilkinson announced the pending introduction of DVLC's new policy on retaining original registration marks, which was expected to come into effect in mid-1990. As Bob explained, "In future it will not be necessary to prove that the vehicle is of historical interest – always a matter for some debate. DVLC will only require proof that the registration mark is authentic for that particular vehicle and that that vehicle is genuinely what is claimed. This will require total integrity from Clubs such as ours if we are not to jeopardise this policy." He then went on to say, "If you require a letter from me supporting your application, please send as much evidence (copies of old log books, tax discs, insurance documents, MoTs, etc.) as is available and a recent photograph of your car. I will then, on behalf of the Club, authenticate the details to support your application."

As we now know the procedure was not diligently applied by some clubs and the rules have since been tightened to include a visual inspection by a Club official. There is also a DVLC list of clubs approved to verify the details, which includes the Ford Y&C Model Register.

Coincidentally, in the February 1990 mail-shot to all members was the first edition of the 'List of Known Surviving Vehicles', which has since proved an invaluable tool for verifying dates of manufacture against chassis, Briggs body and registration numbers. This listing has grown considerably over the years, the last issue being the 14<sup>th</sup> edition, which was posted out to members in February 2009. It is one of the most comprehensive registers of any classic car club.

In the Chairman's Newsletter, I see that, in 1990, I was celebrating ten years since the restoration of my Tudor Model "Y, CNN 125 (now owned by Barry Diggle). She had clocked up 30,000 miles in that time! I also referred to the Sunday Times, which ran a Classic Car price guide over four weeks in January/February. It described the Model "Y" as "an interesting piece of social archaeology", which is one way of looking at it! It then quoted a value of

£4000 for a Model "Y" saloon in Condition 1 – concours condition (concours condition was explained as "worth exhibiting at Concours d'Elegance, where a car is polished and burnished and can win prizes for looking, in some cases, better than it did when it was new"). The quoted value for Condition 2, with which I felt more at home with CNN, was £2750 - "Sturdy and usable – average for its age and likely mileage, expected to be rusty and may need some work to make it thoroughly reliable." The value quoted for condition 3 was £1000 – "Complete but shabby – probably in need of restoration, but capable of being made a runner without great effort." Unfortunately, the model "C" was not listed. Without sticking my neck out, I would suggest that today's values have added £1000 to each of the conditions values. Mind you, as I said in issue 63, "in the end, the car is worth what somebody is prepared to pay for it!"

Our cars had appeared on television on a couple of occasions, both in episodes of Poirot. Jim Miles and Dave Minnett's Model "Y"s had appeared in "Poirot and the Lost Mine" and, two weeks later Peter Ketchell's Model "Y" (now owned by Noel Page) was in a super police car chase around the Lake District.

Apart from writing up the story of the Model "C", which I won't repeat, I wrote the first of three "Tales of Bert Hopkins", who was then in his early 70s. These tales, which I shall recount in issues of Transverse Torque in the near future, give us an idea of life in a Ford dealership for a young man in the 1930s.

Finally, although none of the seven new members announced in issue 63 is still in membership, one, John Hart, owned ENO 344 and had put it in the care of the Fullbridge Carriage Company in Maldon, Essex for a complete restoration. Regrettably, the final cost was three times the original estimate given to John and he was unable to pay. The, by now, superbly restored car was taken in by Fullbridge, who sold it on in 1995. It is now owned by Jack Clarke, who regularly, proudly shows it at the Enfield Pageant and other shows local to north London. We also saw it at the Old Ford Rally at Gaydon in July.

## Treasures from the deep.

When David and Rachel Adami purchased their cottage in a Dorset village, it came complete with a lake (of sorts) that had been formed when clay had been extracted to make bricks. Abandoned in the early 1900s, it had later in life become the village 'tip'. An elderly neighbour said that a Model T had been pushed into the swamp by the local baker many years ago and indicated the approximate position.

Old car enthusiast David spent a whole weekend (much to his wife's delight!) locating 'a metal object' in the black slime and winched out (eventually) what turned out to be the well rotted remnants of a Model "Y". The front and rear axles were the only reclaimable parts - they now require a good home!

*The wreck is winched out of the lake, revealing the remnants of a Model "Y"*



*The front axle with little to reclaim.*



## Spares report

### AGM

Probably the most important date in the Register year is fast approaching. This year's AGM will be held on **April 18<sup>th</sup>** at the usual venue, **Willoughby Village Hall**.

As last year, there will be no Club parts on sale for members to buy on the day at the AGM. We will be giving members the opportunity to pre order any parts they want, within reason, and we will bring them to the AGM for collection. The advantage of pre-ordering is that you save **10% on normal Club prices and avoid paying the handling charge**.

Although we will not have Club part stalls on the day, members are welcome to bring along their own items or equipment for sale, just let us know in good time and we will set up a table for you.

Those of you that come to the AGM will know how the pre-order system works but, if you haven't joined us in the past, let me explain.

If you want parts to be taken to the AGM submit the normal order form to Colin Rowe, this must be annotated "**FOR COLLECTION AT THE AGM**". Without this comment he'll assume you want the parts sent prior to the meeting and charge you in the normal way.

**Please note that this year tyres will not be available on pre-order, or brought to the AGM.**

To ensure the parts are ready for collection at Willoughby your order must be with Colin no later than **Friday April 9<sup>th</sup>**. Orders received after this date will be processed in the normal way with parts being sent to you and incur a handling charge. Those of you collecting parts on the day should contact Colin when you arrive at the meeting.

I have decided to stand down as Spares Officer at the AGM, making way for

**The Ford Model Y & C Register**

new, hopefully younger, blood to take on the job. I am sure there are several qualified members who will be able to take up the reins and contribute to the parts side of the Club. The person taking on the job will have a very enthusiastic, active and experienced Parts Committee to work with them on current and future projects.

I look forward to seeing you at Willoughby on April 18<sup>th</sup>.

## Parts Report

### Parts for Sale List

Horn push surrounds have been added to the Parts for Sale list in this Issue, these are available for both Short Rad and Long Rad vehicles. You may also notice that front and rear shackles are now priced and sold only in pairs. In the time I have been involved in part sales we have never sold an individual shackle. I guess the reason for this is that if one shackle is worn or broken then other must be on its way out. By changing just one brings the phrase "penny wise and pound foolish" to mind.

### Parts Order Form

At the Parts Committee meeting in February we discussed changes to the Parts Order Form. The suggested changes concerned the payment methods and details required on the current order form. I know some members, and I am one of them, are reluctant to quote credit/debit card details in full unless there is some form of security in the document. These points will be raised at the AGM for general discussion by all members present.

### Parts Pricing

One or two members have been talking to me recently about the price of new and used parts for our cars. It's only natural that people compare our prices to other sources and choose the most economical and best for the job in hand.

If you do this comparison make sure you add things like VAT and postage as nearly all other suppliers just quote the base cost. What appears to be cheaper ends up being more expensive in the long run. Prices quoted in our Magazine are what you pay; there is no VAT or postage added.

**Jim Sharpe, Spares Officer**

# Suggestion for fitting running board rubber.

The first part is to cut a cardboard template of the raised area of the rubber - this will help in getting a good fit against the chassis.

Place the template on top of the rubber with the straight edge in line with the pattern mark and cut the chassis line edge. Turn your template over and repeat on the second rubber. Check you are cutting a left and right.

The next step is to smooth out the raised area for the running board edge. Mark off clearly the edge to be smoothed out, clamp the rubber to a flat surface to keep it under control. The best tool we found was an angle grinder with a flat flap wheel, they don't clog and are very efficient - take it slowly, remove just enough to lose the pattern.

When the rubbers are ready, trial fit - check the front and rear lengths and cut as required using a good contact adhesive and fit using half round strip along the lower and front edges clamping the rubber into place.

**Geoff Dee, Technical Adviser.**

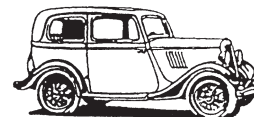


*Removing the pyramids with the grinder and flap wheel.*



*The finished job*

# Northern Sidelights.



**Region 16 (most of Yorkshire)**  
by Barry Diggle

It seemed that Spring was on its way on Saturday and so it was time to venture into the garage and at least attempt some work on the old cars. CNN started on the third pull and was driven onto the driveway, and the Austin hauled out of the corner for little bit of gentle re-commissioning after a year's idleness. This year marks the fortieth anniversary of my ownership of that Longbridge product! A couple of hours lying on my side removing and cleaning brake drums, greasing, etc. in sub-zero temperatures was quite enough! To think that even ten years ago I would have thought little of doing same on a winter's evening after a full day's wage-earning!! Oh, dear!! (By the way, it was back to snow-shovelling the next day!)

May I make a plea to all Region 16 members to let me have some details of on-going work on their Fords. Over the years I have had news of restorations being undertaken, cars being bought, but, unfortunately I never seem to get any follow up of progress, or otherwise, being made. Just an odd few notes and maybe a picture or two would be really useful for inclusion in the magazine.

The snow reminded me of a little episode in c1960 when my father took me into town for a haircut in our vineyard green Model "Y" and an unexpected snowfall caused some traffic chaos on the steep hills leading out of Bradford. After a torturous crawl home, the said Model "Y" came to an abrupt halt at the bottom of our street, not twenty yards from home, caused by dampness in the distributor cap. It was taken off, brought home, and dried out in front of the coal fire, replaced and all was well. (I'm not sure if all that was followed by a mug of Ovaltine!!!!)

## Events 2010

<b>18 April</b>	<b>Annual General Meeting Willoughby Village Hall</b>	<b>Bob Wilkinson 01832 734463</b>
25 April	National Drive It Day	
1 – 2 May	Bristol Classic Car Show (see below) Shepton Mallet showground	Ivor Bryant 01454 411028
29-31 May	Enfield Pageant of Motoring Enfield, Middlesex	Jim Miles 07901 561866
12 – 19 June	Club tour of West Country 'Take the Silver Mile to the West'	Graham Miles 07889 844949
3 July	Yeadon Carnival West Yorkshire	Barry Diggle 01274 614729
11 July	Caerwys Classic Car Show Mold, Flintshire, North Wales	Clive Harrison 01745 571185
<b>25 July</b>	<b>Old Ford Rally Heritage Centre, Gaydon</b>	<b>Bob Wilkinson 01832 734463</b>
14 August	Kirkstall Classic Car Show Leeds, West Yorkshire (see below)	Barry Diggle 01274 614729
22 August	33 <sup>rd</sup> Powerscourt Estate Picnic Run Powerscourt, Co. Dublin, Ireland	John Fitzgerald 00353(0)53948 1414
12 Sept	13 <sup>th</sup> Otley Vintage Transport Extravaganza, West Yorkshire.	Barry Diggle 01274 614729
17 – 20 Sept	North Norfolk Railway 1940s Weekend. (Sunday main day) - see details after 2009 report.	Jo Hanslip 01945 430325
<b>26 Sept</b>	<b>"Fords in Paradise". Gathering of Sidevalves at private collection (near Reading) Numbers limited.</b>	<b>Apply Mike Cobell 01594 834321</b>

See advertisement.

7 November	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
12 - 14 Nov	International Classic Car show NEC, Birmingham	Geoff Salminen 0121 427 2189

## Events 2011

6 February	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
25 – 27 March	13 <sup>th</sup> Ford Sidevalve National Rally Castlemaine, Victoria, Australia	Contact Sam Roberts 01264 365662
10 April	<b>Annual General Meeting Willoughby Village Hall</b>	<b>Bob Wilkinson 01832 734463</b>

### The Footman James Bristol Classic Car show 1<sup>st</sup>/2<sup>nd</sup> May 2010 West of England Show Ground – Shepton Mallett, Somerset.

Ivor Bryant regularly organises this event as a combined Y&C Model Register/Sidevalve Owners' Club stand. It has been held in February in the past, but seems to have moved to the preferable weekend of the early May Bank Holiday. Ivor needs your support. Those within spitting distance of Shepton Mallett please contact Ivor and offer your car to go on the stand. Let's have some pre-war examples on display.

### Club tour of West Country, "Take the Silver Mile to the West" 12 – 19 June 2010

The week's tour is to be based round four Travelodge hotel hubs. After meeting up on Saturday or Sunday, 12th/13th June in Ilminster, Somerset, we shall have two days based on Okehampton on the edge of Dartmoor and, staying in Devon, two days in Barnstaple, on the beautiful north coast. We spend the final two days back in Somerset near Glastonbury in the shadow of the Tor and close to the Somerset Levels. Members can arrive either on the 12th, or as late as the 13th at Ilminster. At Glastonbury you can stay an extra night if you wish, or just do weekends. Let Graham Miles know if you are joining us, email: [graham@familymiles.com](mailto:graham@familymiles.com) or tel: 07889 844949. Because of the Travelodge booking procedure, it is better if you book your own accommodation. Booking refer-



ences for the Travelodge Hotels are: June 12/13<sup>th</sup>, Ilminster, TA19 9PT, Tel: 0871 984 6229 - June 14/15<sup>th</sup>, Okehampton, Sourton Cross, EX20 4LY, Tel: 0871 984 6048 - June 16/17<sup>th</sup>, Barnstaple, EX31 3RZ, Tel: 0871 984 6345 - June 18/19<sup>th</sup>, Glastonbury, BA6 9XE, Tel: 0871 984 6339. Travelodge rates are between £40 and £60 per night.

**Kirkstall Classic Car Show, nr. Leeds  
Saturday 14<sup>th</sup> August 2010**

Almost 100 classic and vintage car enthusiasts came along in 2009 and enjoyed a good day out amongst fellow owners in the grounds of Kirkstall Abbey, on the A65 just a couple of miles from Leeds city centre. We raised £1050 for St. Gemma's Hospice in Leeds. You will enjoy your time in these historic grounds, where you will find the large abbey, an interesting museum, visitors centre and coffee shop, etc. We hope to have catering on-site this year to save crossing the busy main road for refreshments. Although there is no entry fee, please send whatever you feel you can afford with your details (name and address) and the details of your car (make, model, year, registration) and a s.a.e. to Steve Waldenberg, 39 Winding Way, Leeds, LS17 7RG. Please make cheques payable to "Kirkstall Classic Rally". Steve will send you an entry card to gain entry to the grounds.

**or for a pdf of the entry form contact:  
steve@cpsairedale.co.uk**

## International news

### India

Only in India would you find a really colourful Model "Y". Dhananjay Ghodke, from Pune (Poona to the British Raj), about 100 miles from Mumbai (Bombay that was) found the Y&C Register on the Internet and emailed the details of his car with half a dozen photographs. The car has been meticulously restored to the taste of the restorer. It is plum red above cream on the body tub and with plum red wings, radiator grille and valances. The running boards have engine turned stainless steel foot-plates. The interior trim and upholstery is in a bright red and white combination. .

Dhananjay gave the date of manufacture as 1931. The only number that defined its date of manufacture was its Briggs body number, 166/5160. As I explained to him:-

*"This is the number that should be on a small brass tag on the metal cross-member in front of the passenger seat. Let me explain: Ford did not make the bodies for their cars. These were made by Briggs Bodies Ltd., a company co-located with the Ford Motor Company on the banks of the River Thames in Dagenham, Essex, England. The number 166 tells me that your car has a long radiator (post-October 1933) four-door (Fordor) body with a sliding roof. The number 5160 tells me that it was the 5160th body of that design to be built.*

*From my records, I can tell you that your car was assembled by the Ford Motor Company in late August 1934. Other pointers to that date include the combined head/side lamps; they were combined from June 1934, the wiring from the headlamp through the front wings; this was discontinued in October 1934. The 'piano' hinged bonnet; this was changed to a chromed strip hinge in November 1934.*

*All Fordor Model "Y"s built in 1934 were of the De Luxe specification. The photographs of your car show some of the De Luxe characteristics; for example, the chromed wind-*

IN ASSOCIATION WITH THE FORD MODEL A CLUB OF GREAT  
BRITAIN AND BY KIND PERMISSION OF JOHN MOULD  
YOU AND YOUR VINTAGE VEHICLE  
ARE INVITED TO THE

**PARADISE**  
COLLECTION  
THE PRIVATE MUSEUM OF  
**J Mould**

**ON SUNDAY SEPTEMBER 26TH 2010**  
On the outskirts of Reading, Berkshire



**ENTRY IS STRICTLY BY  
TICKET & NUMBERS ARE  
LIMITED SO PLEASE BOOK  
EARLY TO AVOID  
DISSAPPOINTMENT.**  
We are looking to have an  
eclectic mix of genuine  
vintage vehicles from  
various Ford sidevalve clubs.  
If you are interested in  
attending with your vehicle  
can you please e mail  
mike.cobell@btinternet.com  
Or send a sae to  
Mike Cobell,  
10-14 Newland St,  
Coleford,  
Gloucestershire. GL16 8AN

*screen surround, the two holes above the windscreen for twin windscreen wipers, the holes in the body in front of the front doors where the direction indicators would have been attached. Other 'extras' would have included a clock in the rear view mirror, an internal sun visor above the windscreen on the driver's side, a spare wheel cover, a luggage rack and stainless steel headlamps.*

*There is one number that I would very much like to know and that is the original*



*Dhananjay Ghodke's Model "Y" in Pune, India. It is a bright plum colour over cream. A Fordor manufactured in August 1934 makes it originally a De Luxe model. Certain De Luxe characteristics have survived,*

*engine number, which we refer to as the chassis number. As the chassis proceeded down the production line, various components were added. When the engine was dropped in, the engine number was hand-stamped on the top of the chassis side-member, opposite the starter motor. I attach a photograph of a similar number, so that you can recognise it when you*



*The bright red and white interior, showing a certain amount of Indian panache!*

scrape down to bare metal to find it. Your original engine/chassis number should read something like Y77500.

The letter Y indicates a 933c.c. engine rated in England as 8 (fiscal) horse power [its actual brake horse power was nearer 23 h.p.]. The engine you have fitted at the moment (C231040) is the larger, more powerful 10 h.p. (32 b.h.p.) engine of 1172 c.c. capacity, probably built in 1938. The letter 'C' is the symbol for 10 h.p."



*Bert Solheim (left) and Ola Hegseth pose with various prepared body panels from Bert's Tudor Model "Y" decorating the walls of his workshop.*

### Norway



*Leif Saethre's standard left hand drive Model "Y" 5 cwt. van with the spare wheel being carried on the off-side door. Note the long mud-flaps on the rear of the front wings. This van has a front bumper which had been dispensed with in production*

We are grateful to Terje Saethre, a member of the Early Ford V8 Club of Norway, who sent in two photographs of his father Leif's 1935 Model "Y" van, which he owned from ca. 1946 to 1956.

Also in Norway, I received photographs of member, Bernt Solheim's June 1936 Tudor Model "Y", which is undergoing a major refurbishment, aided and encouraged by Ola Hegseth, the Chairman of the Early Ford V8 club of Norway, with whom we have a close liaison. I presume that his left-hand-drive car was assembled in Copenhagen. Did you find the tell-tale Ford Motor Company oval plaque above the toolbox, Bert?

### Spain.

Flying the Y&C flag high in Catalonia in northern Spain is our very own Luis Cascante. Luis has been very busy recently re-searching and writing erudite articles for the exceptionally high quality quarterly magazine of the Clàssic Motor Club del Bages, the largest classic car club in Spain, with some 3200 members.. The magazine is called 'info Clàssic'. In the Autumn 2009 edition, not only has he written a four-page illustrated synopsis of the history of the Model "Y", but he has also completed a seven page technical article on carburetion and carburetors of different designs. I note that the heading to this article is suffixed by the figure 1, suggesting that there is a part 2 to follow. Luis kindly sent me, not only a copy of the magazine, but a translation of the Model "Y" article from Catalan into English. He also hints that he will be writing the history of the Model "Y" in Spain for the spring issue. We may plagiarise that for Transverse Torque (with Luis' permission of course!). Well done Luis.

### Denmark.

In the December issue of Sidevalve News, Yvon Precieux reported on a Model "CX" tourer (known locally in Scandinavia as a Ford Junior De Luxe), which had been assembled in the Ford Copenhagen plant in April 1936 and bought by the Danish authorities to assist in their Air Defence measures (3 years before the outbreak of world War II). The car has been restored and is now owned by one Bernhard Wirl in northern Bavaria, Germany. In addition to the usual oval Ford Motor Company, Copenhagen assembly plaque on the bulkhead, there was another plaque (pictured) from Odense. I asked our Danish expert, Michael Deichmann, for his explanation of the plaque and to comment on the story of the car. He replied:-

"Maybe the Danish army and government were anxious about what was going on down south of the border. And even though there was some pacifism in the thirties, causing



*The restored Copenhagen-assembled Ford Junior De Luxe phaeton (Model "CX" tourer), C39192, now residing in Bavaria, Germany.*



*The informative dealer's plaque from Odense, on the island of Fyn, a/s Fehr&Co.*

UK, France and also Denmark to be unprepared for German rearmament, and hence WWII, we did have some military, including a fleet and an air force.

The second plaque on the car is interesting, because it was put on by a/s Fehr & Co., which was, I think since the early 1920's, a major Ford dealer on the island of Fionia (Fyn). There is a picture of their premises in Odense on page 90 of the silver anniversary book of the Danish Ford Motor Company A/S, a copy of which is held in the Club's archive. In 2002 it had branch offices in several cities around Fionia, but suddenly, in September of that year, Ford Motor Company cancelled their contracts with several Ford dealers around the country - one of them being Fehr & Co. So this plaque (and car) represents a little piece of history of the city of Odense.

Looking closer at the plaque, it strikes me that this is not just a generic plaque but one used specifically for the Ford Junior. The stamped numbers are the weight of the vehicle (700 Kg) and a repeat of the engine number (C39192). In the middle of the upper edge is the dealer's logo in Odense (they may not have had branches

elsewhere in 1936) and the telephone number, 101, with the comment that they have 3 lines! So we are dealing with a big enterprise here.

Below the numbers we get a short guidance on lubrication:-

*"For lubrication we recommend:-*

**The Engine:**

*Summer, Gargoyl MobilOil "AF",  
Winter, Gargoyl MobilOil Arctic (!!!)*

**Gearbox & Differential:**

*Summer, Gargoyl MobilOil "C".  
Winter, Gargoyl MobilOil "CF"*

**Chassis Lubrication:**

*Gargoyl MobilOil MobilGrease  
From the Vacuum Oil Company."*

Well, the guidance is probably right and Gargoyl must be what we know as Mobil Oil today, but I doubt whether Mobil can help you with different grades of oil quoted.

was new in February 1937, so I can apply for the same number. A friend has a contact in Poland so, with license plates, I can just drive it down there.

**New Zealand Ignition keys**

Jo Latimer emailed:- "5 years ago I purchased a 1937 Ford CX Deluxe off Trade Me (a New Zealand version of ebay). It was intended to be a project while my baby was sleeping, and of course, 5 years on, is still sitting in the garage. It is in really good condition and my husband has managed to crank it over. However, the key supplied with it is not the right key and won't turn the ignition or the outside lock. I was advised to get the 3 digit number off the ignition, but mine only has one digit and that's a 7. Can you tell me how I could possibly get another key for my car so it can again grace the roads with its presence?"

I replied:- "The ignition switch should have three engravings on it: the letters MRN, the Ford logo and a number, which you say is 7. If this is the case, then you require key MRN 7. Here in the UK, any respectable locksmith is able to cut MRN keys, as his computer-driven cutting machine has the MRN profiles recorded in its database. I would have thought that there would be a locksmith in Wellington with the right machinery. If you cannot have the keys cut in Wellington, I can have a couple cut here for you and send them out."

Further questions identified the car as a June 1936 Fordor Model "CX" (C43760), which Thelma Semadeni of the North Island 8 & 10 Enthusiasts' Club, recognised as having belonged to Cletus O'Brian who lived in Sandhingham in Auckland. He has since died and his son advertised the car for sale. Cletus joined their Club in 1986.

**Denmark again**

Michael Deichmann also sent in a progress report on his Eifel cabrio-limousine restoration:-

"Most of my attention over the last couple of years has been on my Model T, which some of you saw "in the flesh" at the AGM last year. Towards the end of summer my Eifel engine was finally ready at the workshop with new cylinder liners, which had been bored up to 20 thou oversize (OS). I was not able to get standard (STD) size pistons.

The T-parts having been stowed away and the workbench cleared, I placed the 1172 cc block up-side-down ready to put the pistons, con rods and crank back in place.

The rear body tub was taken to my friend, Leif, who offered to restore my inner wings, which were pretty rotten. My body was not very high on his priority list as he had to move all his stuff - he has many more cars than me. However, he called me the other day and said he had finished it so, this weekend, I arranged for it to be picked up. It is now sitting on top of the chassis ready to be mounted.

Financially, I now have three major expenditures ahead of me with the Eifel:- a new hood, a new interior and a paint job. However, none of this is required to get it MoT'ed, so I may assemble it to the point where it can be inspected such that I can get license plates on it. It will make it easier to drive the car to those who will be carrying out the work, especially the hood. I know what registration number it had when it



*Jo Latimer's eminently restorable June 1936 Model "CX", which has been waiting five years for her baby to sleep so that she could start the restoration project in Wellington, New Zealand!*

# Members' Cars

## – Dave Durrant's short rad

It was somewhat of a surprise to see mention of my previous Model 'Y' in the '20 years ago' article in issue 180 and, indeed, it is rather remiss of me to have been incommunicado for so long regarding my last Model 'Y' acquisition. But 20 years ago felt a bit recent and, on looking at my records, see that I bought it in 1984. It was indeed a very good little car, which served me well and reliably until an unspeakably incompetent woman, driving late and fast from the school run, sideswiped it in 1999. I think I sold the majority of the remains to Jack Smith of Grimsby.

The April 1933, Fordor short rad Model 'Y', NJ 1347 (Y22328), came in to my ownership in 1997. For 12 years or more it had previously been owned by Brian Baxter, who had done some work on it, but had decided not to continue. Now, at this stage, I must confess that I completed the rebuild in 2006 and have been enjoying 'Y' motoring since, without informing those who should be informed! As is visible from some of the photos, signs of use and deterioration are now becoming evident, particularly in the engine compartment. In fact, a test certificate and tax disc were first obtained in 1999, (whilst still in primer, and with no interior trim.) Completion took some time, mainly because my job had become extremely demanding, which interfered considerably. Also the inevitable maintenance requirements of half a dozen or so other old cars in the collection took its toll. Happily, I had the opportunity of early retirement in 2005, so I still have no excuse whatsoever for the lack of communication.

After I had trailed the vehicle home and given it a good inspection, it became apparent that despite much work having been done, deterioration had set in again and some rectification would be required. The seats had been re-upholstered, but the sub-jacent structure and springs were in poor condition and needed complete revision. It was evident that, not only would comfort be compromised, but they wouldn't last long either. The remainder of the interior trim required replacement. The tyres, although unworn, were severely perished and all needed renewal. The wheels were in good order, although one was from a later 'Y', with its different valve location. The scuttle vent was bolted closed and investigation revealed substantial and extensive corrosion beneath, loss of water drainage channeling and complete absence of hinge and opening mechanism. There were some old repair patches, some of which had been welded over unsound metal, leaving an awful partial 'double skin' in some areas. The



*Dave Durrant's very smart Fordor short rad, now painted an equivalent to Ford's Orient blue with black wings.*



*The rear view of Dave's short rad showing the Model "Y" luggage rack, the sunroof and chromed water outlets.*

doors were basically sound, but some of the window winding mechanisms were in particularly poor order, with areas of frank disintegration. The fabric of the roof had been replaced by a nicely fitting alloy panel and I must admit to thinking long and hard about replacing this, in view of experience with my E83W van, which I've owned for 40 years and which, for the last 20, has a broadly similar non-leaking aluminium panel. There were numerous old repairs to the mudguards, some welded, some brazed, some filled, plus some lead loading. The king-pins needed replacement. The engine and drive train seemed sound, and the rear axle was from a later 'Y', but more of the engine later. There was evidence of some high quality chassis repair and no further attention in this area was required.

Refurbishment was predominantly straightforward but, with certain exceptions, I found repairs to the scuttle difficult in the vent area and had to fabricate parts of the drainage channel, the hinge and opening mechanism. (I had by this time sold the substantive remains of the wrecked 'Y', unfortunately.) I incorporated additional drainage holes into this area as my previous Model 'Y' leaked in heavy rain (or washing), but I am not sure my modifications have made a significant improvement, but at least the area looks satisfactory and the vent works as it should. The windscreen aperture lower corners also needed attention to restore integrity. The windscreen hinge area was unsatisfactory - there was no long hinge present, just a long bent metal strip which allowed the screen to jump out readily if



*The excellent result of Sue Durrant's skills in refurbishing the seats, the trim and making the carpets.*



*The dash board has a mix of black-faced short rad and white-faced long rad instruments and an unusual layout of choke, dash light and starter knobs. Note the added oil pressure gauge and indicator switch either side of the original steering column and wheel.*

it was opened. I viewed this as potentially disconcerting on a bumpy road, so a new 'repro' screen and hinge was obtained from Dave Tebb. The black bodywork looked original and well weathered but, as work progressed, evidence of subjacent dark blue remained in a few areas, mainly doors, and it seemed that the vehicle had been given a thorough re-finish in the distant past. Very irritatingly, some of the glass had been previously scratched by the careless use of 'wet and dry' paper, and I have yet to remedy this. Early Ford dark blue is in my view a pleasing colour so the appropriate

shade (it equates virtually if not exactly to Vauxhall Orient Blue if I remember correctly) was made up. So I sprayed the body shell blue and the mudguards in black. Having removed the latter for repair, I got the impression they were much more awkward to work on, as compared to the later design, in that there was no flat lateral surface to hold satisfactorily to the bench. There was a lot more distortion than was superficially apparent, but the end result was satisfactory. I used 2-pack paint, not original of course, but having previously used various other paint types, including cellulose for various

jobs over the years, I know which I now prefer.

The reproduction Pytchley sunroof, as advertised through the club, was an irresistible if not unwise temptation. It transpired that the roof aperture was rather longer than the kit wanted to fill, so a little modification was required, and I was perhaps over-obsessional in replacing all the sunroof fasteners with brass or stainless steel items, in case intrusive dampness produced corrosion and consequent staining to interior fabric. It took a long time and was the only part of the job which induced me to question my rationale. Of course, I now avoid getting it wet if at all possible.....

External chrome was extremely poor due to corrosion and the bumpers pitted, so the latter are at present painted. The external door handles, also in poor condition cosmetically, some also structurally, needed replacement and I fitted repro Model A parts (Saturn Industries) which are a near but not precise match. The club supplied me with a repro 'Ford' grille badge of the correct shade, hubcaps and stainless steel wheel-nuts, amongst other things.

My wife Sue, who is at least as enthusiastic about old vehicles as I am, did a magnificent job of re-trimming the entire interior and re-covering the seats, over carefully selected foam layers instead of the worn and rusty springs and wires. Having used this method on various other car seats, including other small Fords, very good results can be obtained, albeit of course at the expense of some occult originality. She also made the carpets, which perhaps I don't keep as clean as I should.

The car came with a black faced speedometer (is that as it should be?), pale faced ammeter and fuel gauges, and an additional and empty switch hole towards the left, which I've filled with a dash light switch. The choke knob and cable were from an alien vehicle. In the absence of an original spare, I replaced it with a 103E part, which I had available, as the lesser of two evils. Examination of the ammeter showed it to work with no obvious potential deterioration of insulation at the terminals. Likewise the speedometer, which I found later was particularly accurate between 30 and 45 mph, as checked by GPS.

Having experienced the differences between 6 and 12 volt electrical systems in 'vertical' Fords I decided on 12 but wanted to retain the original dynamo. A little electronic box of tricks is available to accomplish this (from Dave Lindsley Magnetos), with only minor modification to the dynamo wiring being required. The only disadvantage of this system is that slightly higher revs than previously are needed to initiate charge.

New wiring was needed, so I obtained a new loom from Autosparks and fitted it, along with flashing indicators. These are operated via a mid-1930's Morris 8 switch and steering column stalk - a well made part which does not look out of place. At the front, indicators are scuttle mounted with 21w bulbs in period additional sidelamps, just above where the trafficators were previously sited. At the rear, I used the opportunities of regulations pertaining to older vehicles to use red indicators in the rear 'pork pie' ST38 lights, instead of stop lights, and retaining the single central stoplight which seems bright enough for following drivers to take notice. I did not feel enthusiastic about drilling and mounting lamps on the rear mudguards so brackets were made up from spare 'E93A' type engine radius rods, which could have been made for the job.

I decided to fit a luggage rack which I'd salvaged from an extremely decrepit and otherwise unsalvageable Model 'Y' in the 1970s. This necessitated a re-mount of the number plate, and the opportunity to use a little rear/number plate lamp of suitable vintage which I'd had for years.

The presence of a hydrostatic petrol gauge means one less minor complication in a 12 volt conversion - offset, of course, by getting the fuel gauge to work in the first place. New capillary tubing was obtained, and some replacement fluid, from Saturn Industries. I cleaned and repaired the gauge, which was fortunately complete. The tank unit was in poor condition and corroded but responded well to repair of the corrosion and restoration of the tubes. The ensemble worked satisfactorily, if not entirely accurately. I have not been able to get it to read 'full' when it should and the reading is temporarily affected by changes in ambient temperature, but does settle down and gives a satisfactory indication of the fuel level when low, which is the most important area. One irritation was that, after a couple of years, the fluid goes pale - presumably accelerated by exposure to sunlight - and evaporates slightly, leaving some residue in the sight tube. My scuttle vent is easily removable which enables me to remove the small cover over the tube, clean it with a pipe cleaner, and top it up from above with comparative ease. However the loss of colour is more difficult to rectify. Replacement of the fluid on an infrequent but regular basis seems the efficient option and my limited experiments with various dyes to restore colour have been unsuccessful. The fuel tank was free of leaks, but after cleaning it out as best I could, it seemed prudent to use an internal sealer - and it does reduce the chance of crud becoming detached and impeding fuel flow somewhere.

I regret this Model 'Y' isn't old enough to have the epicyclic steering box, but does have the earlier type of steering wheel, horn knob, and column, which I think is a nice and a distin-

guishing feature. Free movement at the rim was excessive and I found that some of it was due to the drop arm being loose on the steering box. I seem to remember this joint on my previous 'Y' was splined (it certainly is on later 'uprights') but here it is a Woodruff key and taper. This of course means that, if the taper becomes slack, this small key is all that keeps the steering operative and transmits all the steering wheel torque. Failure at this point would be catastrophic and I do not like this element of design, so I keep a beady eye on it. Should the steering box give trouble in the future, I've had thoughts about grafting the early 'Y' column on the later type of steering box, which is a little lower geared, which I think may be advantageous, and which should only have 1" slack at the rim, if in good order. Having looked at the relevant parts, I suspect it is possible, although I can see certain problems which will need careful thought. Has anyone tried it? The standard 'box, as fitted, with everything else in good order, gives around 2 1/2 inches free play at the rim, which is acceptable under the regulations. My previous 'Y' had similar slack, and the steering was vague, sufficiently so that I made a Panhard rod out of a cut-down E493A track rod and some fabricated brackets, which improved it considerably. This part was well bent in the prang - I did take it off and I must have it somewhere - but I was extremely and pleasantly surprised to find the steering on this earlier 'Y' much more stable, such that I do not think any modification necessary. I am certain that all the other components - both front and rear - are comparable and in good order, including dampers, so I am at a loss to explain this. It feels, perhaps, that there is increased castor angle on my present 'Y'. Was this changed at any time in production?

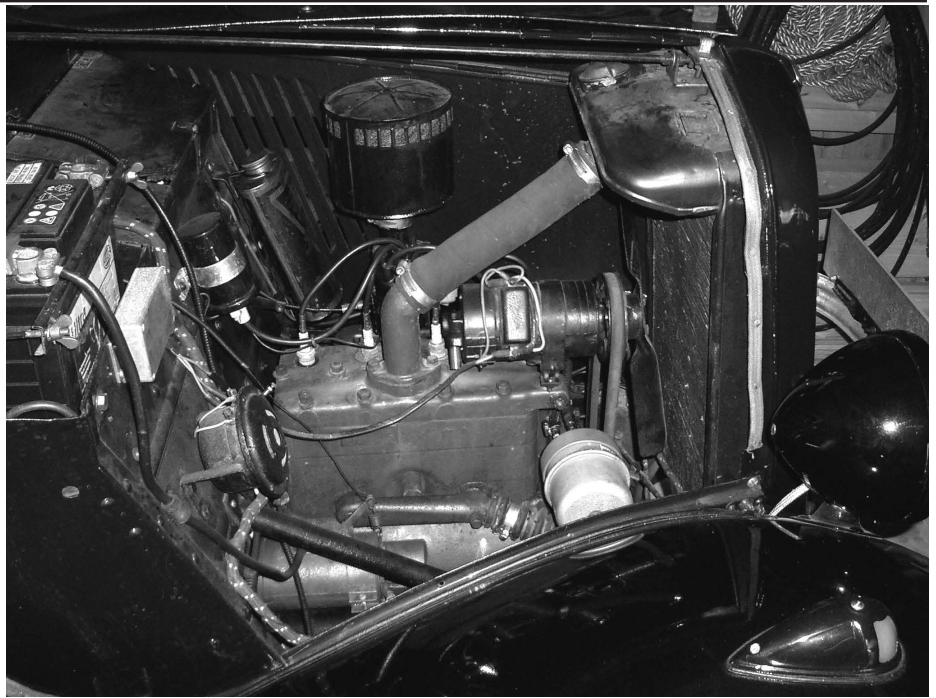
I was similarly pleased with the brakes, which had been re-lined before my ownership. The modern materials are often not too good in older unassisted systems, but whatever is fitted (its not the old asbestos fabric type linings) does the job well and I can get 60% or so on my Tapley on a good dry road surface, which I consider eminently satisfactory. Time will tell on lining life, as high friction can compromise longevity of components. The brakes are better than I remember on the previous 'Y', but, despite much attention and adjustment, the pedal is rather more 'springy'. Not, however, enough to be disconcerting or to raise any concern at MOT. An experienced engineer friend, who is familiar with the system and whose knowledge of these matters is encyclopaedic, tells me that it is possible to modify the mechanism and improve it, without fitting later parts, but I don't think I really need or want to do this. But I would prefer the later type of handbrake lever; this earlier type is significantly more awkward to use. Now, for a slight diversion, does anyone still use a thin application of pine resin on linings to

get a very temporary but marked increase in braking? I've never had to use this, but was taught it many years ago for augmenting Austin 7 brakes for MOT purposes. There is a dramatic but very temporary improvement but, when the effect wears off, which is rapid, the brakes are worse!

The dampers are of the round bodied type, of 'Luvax' appearance and, on inspection, devoid of a filler plug, although are adjustable. Being curious at these being non-hydraulic, with which I have more familiarity, I found that I could not readily dismantle one - I thought discretion the better part of valour as the casings looked rather corroded and fragile. As far as I can ascertain, they are basically friction dampers with adjustment being effected by increasing compression through an internal hard rubber or latex-type filling. Irrespective of my not being able to find out exactly what the operating mechanism was, they all work well enough.

The engine is of the twin water inlet type and starts readily, as indeed it should on 12 volts, and was said to have been re-ringed. I fitted an air cleaner (ex-late 1930s Austin 8 or 10), using an adapter, which I'd made for another sidevalve many years previously. I also fitted a bypass oil filter, as fitted on some later models. The engine works and pulls well, indeed far better than a 7Y that I drove recently, albeit with slight excess of mechanical noise when cold, which I think is probably mild piston slap. It soon largely disappears. There is some exhaust smoke when cold, but little when hot, and no excess blow-by from the crankcase. In general, this is all quite acceptable. I value the presence of an oil pressure gauge and so I fitted one. I soon noticed that pressure build up was a little sluggish and erratic, particularly when cold, and the gauge sometimes showed a downward kick, particularly on left hand bends. This became more pronounced and frankly disconcerting when the oil level was getting to nearer the low mark. I have come across this before on these engines and usually indicates disintegration or absence (often due to mal-assembly) of the thick gasket at the top of the oil pump shroud, sometimes but not always associated with sludge and partial obstruction of the screen. In the late 1960s, when I first used somewhat later sidevalve Fords, often in rather spirited fashion, I noticed how easy it was to induce loss of oil pressure on left hand bends when the oil level was somewhat low - indeed, it can be an early indication that a top up is required. All the small Ford engines of the 'Y' design and the 'E93A' type derivatives have this quirk, which is of course due to the oil pump and pick-up being on the extreme left side of the sump. It should not of course be significant in normal driving but, on this occasion, the tendency was marked and frankly disconcerting. So I removed the sump and found that indeed the

oil pump shroud had been fitted without its gasket. The pump screen was reasonably clear, but significant sludge was present in the sump. With matters rectified, a steady oil pressure is maintained, and speedier left bends do not have to be accompanied by distracting glances at the gauge. Pressure is perhaps not quite what I would like when idling hot, but otherwise acceptable at over 20 psi. In the absence of any other abnormal sounds or behaviour, I shall leave things as they are for the present. So far – around 1000 miles in the last 2 ½ years or so - the vehicle has been relatively trouble free, with only slight brake adjustment required. The only untoward items have been the failure of the brake light switch and a short spell of poor running and starting, which was due to inadequate electrical contact between the distributor body and cylinder head. All easily rectifiable and, although I like and expect reliability, such minor matters are not entirely unrealistic after a substantial rebuild and first time on the road for many years. I am, indeed, well pleased.



*The standard Model "Y" twin water inlets engine showing the additional air filter, a bypass oil filter and the Dave Lindsley Magnetos, 12 volt conversion box of tricks attached to the battery box.*

## Keeping track of 'Y's Down Under

By Bill Ballard

We had 32 Model "Y"s extant in Australia when I last wrote in this series (Issue 171). During the past two years, there have been no "new discoveries" but, like the proverbial phoenix, one vehicle that was considered to be "dead" (Y27495, a 1933 "Short rad" sedan) re-appeared on eBay a couple of times. The vendors on each occasion lived in Brisbane, Queensland and the first person posted pictures of the car in an apparently restorable condition (Photo 1). One must remember that this car had been burnt out in a bushfire some years previously. Before advertising it, the second person, Paul Campbell, contacted the Y&C Register, who put me on to him. I spent many hours corresponding with Paul, trying to convince him that we would do everything we could to assist him to restore his car. He had acquired it minus some important parts like the axles and engine, which were not impossible to replace, but might be quite expensive to acquire (particularly the axles, which might have had to come from New Zealand). I persuaded him not to "hot rod" it, but he "threw in the towel" and put its remains back on eBay. His pictures showed the bodyshell sitting on a "foreign" chassis, the original believed to have been scrapped by this time. As we normally take a vehicle's identity from its chassis, I now consider this car "beyond redemption" and have struck it off.

A car that was exported to New Zealand several years ago has now returned, with its owner, to Queensland where it originated. It is the splendid blue and black 1934 "Long rad" sports roadster (Y83548) belonging to Gavin Welch. When Gavin lived on Bribie Island, north of Brisbane, he participated on a number of runs with the Ford 8 & 10 Sidevalve Club of Queensland ("FEATS") (Photo 2), but now that he and the car have moved up the coast (to Rockhampton, I'm told), it has not been seen so often.

So we now have 33 Model "Y"s on the books in Australia.

Just one Model "Y" has changed hands in the past two years. Greg Rice in Bendigo, Victoria is believed to have sold his 1934 orient blue and black sedan (Y83414) to a dealer in Sydney, who subsequently re-advertised it on eBay. It has now been acquired by Jim Cooper of Winnellie, near Darwin in the Northern Territory, who has given it a very good home (Photo 3). Jim has an extensive collection of Ford V8s, mainly roadsters, coupes and utilities, and tells me that the Model "Y" is his only sedan and his only four cylinder car!

Currently there is another Model "Y" sedan on the market, the cream 1933 short rad sedan in Adelaide, South Australia, which has been in the same family from new. Now

in the custody of Ross Chiswell (son or son-in-law of the original owner), it had been completely stripped down and work has commenced on its restoration. Ross got as far as having the wheels fully-restored and painted cream; rebuilding the engine, gear-box and front and rear axles and sandblasting and undercoating the bodywork (see front cover) before he decided to put it on the market at the end of 2009. Ross told me this car has chassis number Y27161 and body number 19-S240.

Interestingly, this puts Ross's car on the production line at Dagenham immediately behind the car (Y27160) that Wayne Robertson is using as the donor for his phaeton project. Unfortunately, pressure of work has meant Wayne hasn't made any progress on either this project or his sister's 1934 sedan (Y83470) in the past two years.

Other restoration projects that have stalled (hopefully, only temporarily) are Terry Keene's extremely rare 1934 coupe (Y47202) and Richard Flashman's 1937 ex-U.K. sedan (Y186654), "Bucephalus".

After a break of three years, working in Karratha, some 1,500kms north of his home in Perth, Western Australia, Derek Wilson has returned and got stuck into his very rare red and cream long rad "Y" roadster (Y48703), which is not far off completion. At the end of 2009, he had installed

the overhauled engine and gearbox, set the brakes, adjusted the clutch and installed new shock absorbers. His next job was to have a go at the wiring loom.

Another roadster, the green and black 1933 "Standard" specimen that was formerly owned by Bernie Bridle and is now owned by Ken and Karen Codling in Sydney, New South Wales, has received major attention to its rear body tub and has been resprayed all over in olive green (Photo 4). It was one of three Model "Y"s to attend the National Sidevalve Rally in Nambour, Queensland in May/June 2009, equalling the record set at the 2003 National Rally in Nuriootpa, South Australia. The other two participants were cars that were imported into Australia second-hand, namely Jenny Bone's ex-U.K. 1934 Short rad Tudor (Y36169, the youngest in existence) (Photo 5) and Rod Cripps' ex-New Zealand, electric blue and black, 1936 Long rad Tudor (Y121438) (Photo 6). As related in Issue 179 (Jul-Aug 2009), the Codlings were to walk off with prizes for "Best convertible" and "Best Pre-war car" at his event, and Rod won "Best Male" in the period dress competition.

Apart from these three cars, and Gavin's roadster (mentioned earlier), the only other Model "Y" I've seen or heard of on the road in the past two years has been Bernie Bridle's dark blue 1934 Long rad sedan (Y48233), but even then it has only made one or two forays from his garage. On 1<sup>st</sup> March 2008 he drove it to Geelong and placed it on display in the Ford Discovery Centre for a month with other cars belonging to members of the F.O.R.D Club of Australia Inc. ("F.O.R.D.C.A."). He collected it on 5<sup>th</sup> April (Photo 7). Its latest foray was on 27<sup>th</sup> December 2009, when he brought it to The Australian Y & C Syndicate's annual Christmas meet, held jointly with F.O.R.D.C.A. at Wilson Botanical Park, Berwick, Victoria.

Regretfully, no other active Model "Y"s come to mind in this part of the world and it's come to the stage where the Australian public really are surprised to see such a car at a show or on a car club run – many have never heard of the Model "Y" before!

Bill Ballard

*Photo 4: The Codlings' newly-restored 1933 roadster at Wappa Dam Reserve, near Nambour in Queensland, during the National Sidevalve Rally in May 2009.*



*Photo 1: Y27495 as advertised by the first Brisbane vendor in May 2008. As can be seen, it still had its original chassis and axles at this stage, but the axles were to be acquired by Y&C Syndicate members for their Model "Y" projects*



*Photo 2: Gavin Welch's lovely blue and black 1934 roadster is admired by members of FEATS on a club run in 2008. (Photo: Ray Ferrin).*



*Photo 3: Y83414 safely ensconced in Jim Cooper's private Ford museum near Darwin Northern Territory. (Photo: Jim Cooper).*



*All three Model Ys that attended the 2009 National Sidevalve Rally are seen parked with other pre-war cars at the Combined Coastal Car Clubs' ground at Cooroy, north of Nambour, Queensland on 30<sup>th</sup> May 2009. Rod Cripps' Tudor is nearest the camera. (Photo: John Rimon)."*



*Photo 5: Jenny Bone's late short rad Tudor leans at a precarious angle at the parking ground (you couldn't really call it a car park!) at the Eumundi Markets in Queensland, during the 2009 National Sidevalve Rally.*



# Reminiscences of my Early life in Ford

A.E. (ARTHUR) REDFERN JANUARY 1944 TO FEBRUARY 1948 – Part 2

*In issue 182, we left the young Arthur (14½ years old) in the Parts Department at the Ford Motor Company in Dagenham:-*

In the summer of 1944, the foreman told me that I had to report to the Personnel department. He told me he did not know why so I was naturally concerned. With six months maturity under my belt, I don't think I had the raw courage that I had when I initially complained about the job shortly after I had started work. However, my apprehension turned to being both pleased and also, I suppose, with a certain amount of puzzlement because I was told that I was to join the Personnel department as their Office Boy. When I asked about the Trade School and an apprenticeship in the factory, I was told that in due course that would be reviewed. Eventually, I decided a suit and office work was more to my liking.

I went home that evening and told my parents. I also told my mother that I had to wear a blue serge suit and a white stiff collar. My mother then had to take me out at the weekend to buy the necessary clothing. Apart from the cost of the clothing, I would think my mother was pleased; no longer would she have to fight my oil soaked boots every evening with Cherry Blossom's best and no more overalls to keep clean.

The Personnel Manager at the time was an old fashioned 'Hire and Fire' man, who wielded great authority. People in those days were not just in awe of him, his very presence actually frightened many, such was the discipline and the style of Ford

management at that time. Whilst the style of management was very much influenced by Ford of America, there was also a very strong band of management of ex-Trafford Park Managers who moved south when the Dagenham plant opened. As I look back now, I would call them the 'Manchester mafia'.

My entry into the office side of life in Ford was an eye opener and the experience gained held me in great stead all through my working life. This period also made me realise that my education was sadly lacking and I promptly started evening classes, or night school as we called it then. This

job. There were 11 staff employed in the male section of the department including the Manager and, if my memory serves me correctly, there were about 14,000 employees at Dagenham. There was also a small female Personnel section, but this section operated as an independent unit.

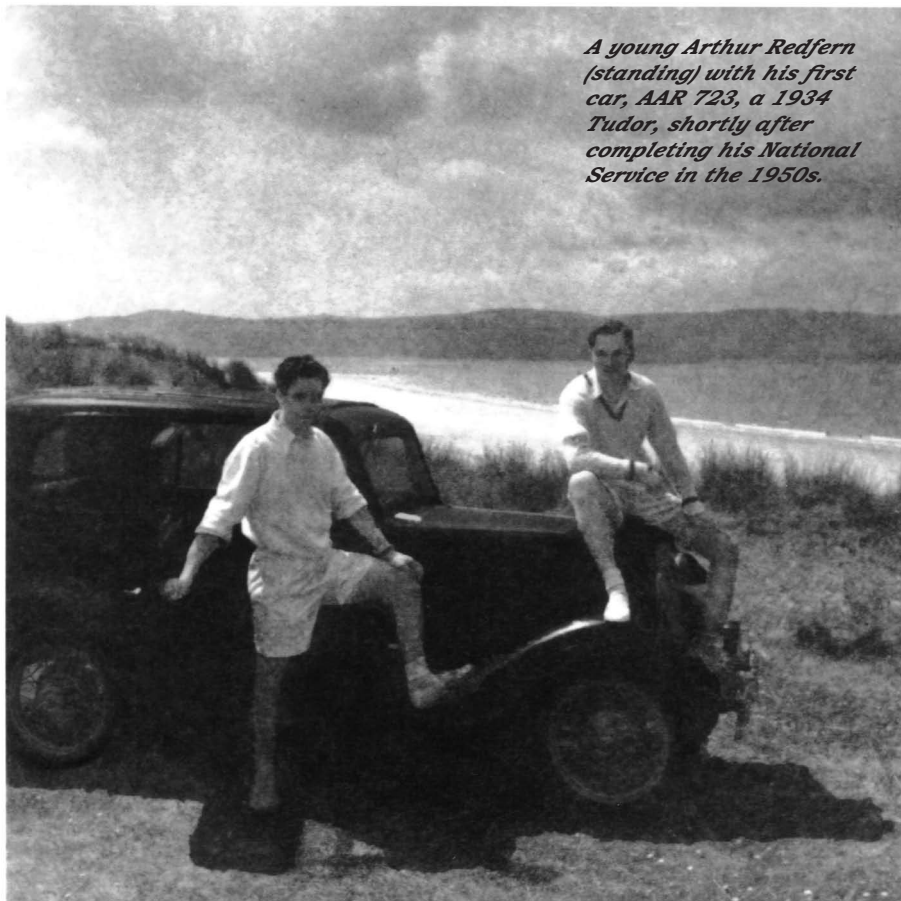
In the latter part of 1944 Ford workers decided to strike to force the Company to recognise their right to join a Union. It was the first strike since 1933. I do remember the strike very well because the telephone rang and, as it was a continuous ring, everyone knew it was from the Company Chairman, Sir Rowland Smith.

Normally there was no need to answer the phone because the Personnel Manager would automatically answer it. However, on this occasion he was out of his office and, as I looked around for more senior members to answer the continuous ringing 'phone, they all pointed to me. Fortunately for me, it was Sir Rowland's secretary and I accepted the message for the Manager to ring as soon as possible.

All the senior secretaries in those days were male which was a throw back to pre war days when there were very few women working at Dagenham, even in the offices and typing pools.

Shortly, after the telephone call from Sir

Rowland, a group of factory workers came into the office demanding to see the Manager. As I knew he wasn't in his office, I asked them if anyone else could help. In my naivety, I looked around the office for assistance, only to find everyone had gone to ground and I was the only one left in the whole department. It was obvious that they had all known what was developing and had vacated the offices to avoid a



*A young Arthur Redfern (standing) with his first car, AAR 723, a 1934 Tudor, shortly after completing his National Service in the 1950s.*

form of education though could never replace lost schooling, but it helped at the time.

During my time in Personnel, I learnt such a lot so quickly, there was always something happening; so much to do as an office boy and, whilst to a certain extent, I was at the beck and call of everyone in the department, I was certainly enjoying the

confrontation. The 'Union' men were not best pleased. They certainly did not want to talk to me!

Immediately after the strike, changes were made in the way Ford conducted its affairs with the work force. The Personnel department as such ceased to exist and a new division was created called the Labour Relations Division with a new management team. Also, a National Joint Negotiating Committee (NJNC) was formed of which over 20 Unions were represented. No longer did I have to go to the Factory Service Office to check if an applicant for a job had a known record of belonging to a Union. Ford's stance against any form of Trades Union recognition was well and truly over.

Gradually an air of change was beginning to drift through the factory and I remember quite well that after most of the Union versus Management problems had been resolved, one set of monthly minutes recorded whether the price of a mug of tea should be increased by 1/2d. Minutia had certainly entered the hitherto strong Ford management with a vengeance.

As it was becoming obvious that the end of the war was in sight, the Company's thoughts were turning to producing cars again. I suspect it was also these thoughts that prompted the Unions to act when they did.

Ford eventually returned to producing cars, vans, trucks and improving their tractor base and, although immediately after the war administration, systems and assembly operations were still geared to war production, they were at least making a start towards the opportunities of the immediate post-war period.

The first major event was a new Ford tractor which came off the assembly line in the spring of 1945 and by May a few cars were appearing on the assembly lines. Initially, this was the pre war styled Anglia to be followed a few months later by the Prefect. There was also brisk activity in building new engines and reconditioning old ones. It took many years to satisfy the demand for new cars. Many Ford Dealers did not want to be involved selling used cars and, as a result, used car selling sites sprouted up all over the place.

Apart from the 'Shake Out' in the foundry, the engine reconditioning line was the dirtiest job in the factory, particularly the stripping and cleaning section. It was also an excellent profit earner, which

I later learned about during a working spell in Cost Accounting after I had returned to the Company from completing my National Service. As I am sure many will remember, the old 8 and 10HP side valve engines only had a life span of about 40,000 miles as opposed to the 100,000 plus of a modern day engine.

As the post war expansion began, so also was the requirement for increased labour. Men started to drift away from the Ministries and war time occupational employment, so the hiring rate gradually increased. Demobilisation and reinstatement from the Forces also started and good jobs were to be had. Often though, it was sometimes quite difficult for old employees returning from the Forces, to actually be reinstated in their old jobs. This was mainly because they had either been commissioned or had held a high non-commissioned rank. In consequence, it was felt that their old job was inadequate by comparison to their military achievements. It has to be said, however, that many were prepared for this and were quite happy to accept the situation. Ford, of course, had to reinstate them and so, where possible, other jobs were found for them. The real heartache occurred when someone of commissioned rank, who had not been previously employed by Ford (indeed, some applicants had not been employed at all prior to the war) was being interviewed for possible employment. Depending on the job availability at the time of interview, Ford would invariably not employ them for certain unskilled jobs in the factory, even though the applicant was quite prepared to knuckle down for this and desperately wanted to be given the opportunity. The under Manager in the Personnel department (one of the Ford Manchester Mafia) at the time was quite intransigent in his assessment of the applicant. These occasions were hard to take, not only for the applicant, but also by me, an inexperienced office boy. The time when I was in the interviewing office and was privy to the conversations, I felt for them and even today as I write this, my feelings at the time remain the same.

During this period I often had to take skilled and potential management employees to be further interviewed by Senior Building and Departmental Managers in various parts of the factory. I am rather amused now when I reflect that occasionally I was asked whether Ford was a good company to work for, what were the working conditions like, etc. Considering I was only 15/16 years old, to be asked for my opinions made me feel very important.

On these long walks through the factory and some of them could take at least 30 minutes, particularly if it was to the Power House, I was often asked questions about the factory so I decided to "fact find". I suppose it helped some of the applicants with pre-interview nerves, though that was something I did not realise at the time. Some of the facts I used to trot out, which I still remember quite well are:

The factory was built according to Henry Ford's simple rule that all plants had to be built adjacent to a waterfront. The Dagenham site some 15 miles from London was, at the time, in one of the busiest shipping lanes in the world.

The jetty was 1/3<sup>rd</sup> of a mile long and over 50 ft wide. It was the largest private jetty and it was big enough, if the Thames had been deep enough at full tide, to house the two biggest liners of the day, The Queen Elizabeth and the Caronia.

If it was a nice day, I would take the applicants outside to walk alongside the jetty and one would often see the famous old Thames barges with their equally famous old red sails. Part of the jetty was double decked and it was here that vessels despatched their cargos of iron ore and raw materials. The unloader cranes on the jetty were nearly on level terms with Nelson's Column.

The power house pumped literally millions of gallons of water every day from the Thames which was used for cooling the turbines. The turbine blowers also supplied air to the blast furnace; and all surplus electricity, which was considerable, was sold to the National Grid.

Alongside the blast furnace was the gas producing coke ovens and gas holder. As with electricity, all surplus gas, again which was considerable, was sold to the nearby Beckton gas works. Other by-products such as tar, ammonia and benzyl were also sold.

The blast furnace was quite unique because it was the only one in the British Motor Industry and produced tons of molten metal every day for the foundry. It is well worth mentioning at this point that having its own foundry, blast furnace, coke ovens, power house and, indeed, the rolling mill, etc was a tremendously beneficial factor in enabling Ford to produce cars at a lower price than other motor manufacturers.

As I write and reflect on these memories, I consider myself to have been very lucky to have had such a job at the time of such

a transformation involving so many changes in the structure of the Company as it moved forward from war to peace. Nobody before or after me could have had the virtual freedom to wander around the factory as I was able to do, both when I was in the Parts department and then in Personnel. In fact I saw departments in the factory and manufacturing operations that thousands of employees never saw in a life time working there. I have to admit that much later in my working life at Ford, I was told that I was known as the boy in the blue serge suit who walked around the factory with a piece of paper in his hand. Of course too, I met many very senior managers from Sir Patrick Hennessy downwards (this was noted in a previous article by Sam Roberts) which was to hold me in good stead in later years after rejoining the Company after my spell in the Army.

I might also add that the foundry men in the 'Shake Out' also knew me because they always tried to send a few sparks in my direction as I walked close to their area to see the Foundry Superintendent.

In September 1945 Henry Ford resigned from the Presidency for the second time and his grandson, Henry Ford II, took over having been released from the Forces early. Henry Ford I would then have been 81 years old having taken over the reigns again after his son, Edsel, died in 1943.

Two years later in April 1947 Henry I died. His death eventually brought about many changes in the basic principles of life in Ford. For example, there was a greater relaxation in smoking rules; the Sports Club was given some freedom on Sundays and one of the most important changes was that alcohol was allowed in the Sports Club and a bar was built. At least this meant that visiting teams enjoyed playing at Ford's. At the time I was playing for Ford's Minors and later Ford's Juniors, a decision I really didn't have any control over because after I had joined the Personnel department the Manager instructed me to report for a trial, with the words that if you worked for Ford you also played for Ford!

Old outdated rules, which had stood for decades, were abolished and a new philosophy of management was introduced. Even alcohol was available in the Directors' luncheon room when entertaining guests – but not in any other dining room.

In 1947 the new Labour Relations Division had no need for an office boy as such and, as conscription for me was not too far away, I was transferred to Production Planning as a Junior Clerk. It was the first full year of peacetime production; clearly it was therefore an interesting department to be in and was yet another stage in my working knowledge of Ford operations. It was also managed by another member of the 'Manchester Mafia' !!

My mind, however, was really tuned in to joining the Army and, to be truthful, I could not wait to join up. Eventually I received my call up papers in February 1948. I did return to Ford after my Army Service and was with the Company for a total of 25 years, receiving experience and commercial training in very many departments. For 15 years I was in Sales Operations being responsible in various parts of the country as a representative, and then latterly as a District Representation Manager, before taking up an appointment and managing a Ford Main Dealer Group for the next 20 years.

In conclusion, even though I was born in Manchester and am proud of my Manchester roots, it did not prevent my agreement with the strong feeling in the factory at the time regarding the Manchester born management.



*Arthur's January 1936 Tudor "CX", C31723, photographed outside Bramhall Hall, near Stockport."*

