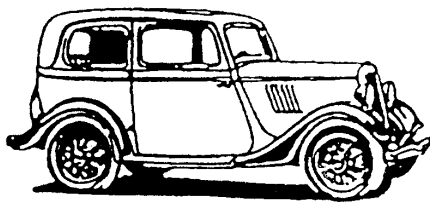
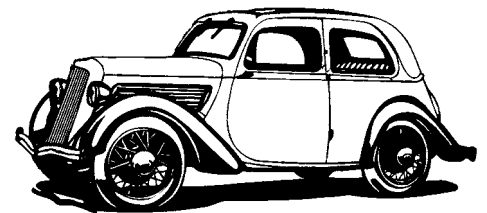


TRANSVERSE TORQUE



Issue 188
January - February 2011



Register Officers

Chairman

Rod Janes, 94 Berkeley Crescent, Dartford, Kent DA1 1NH
Tel: 01322 229656 e.mail: rodjanes.94@tiscali.co.uk

Vice-Chairman

Brian Godfrey, 57 Aldershot Road, FLeet, Hants GU51 3NW
Tel: 01252 616296 e.mail: briangodfrey@ntlworld.com

Secretary

Bob Wilkinson, Rose House, 9 Brambleside,
Thrapston, Northants NN14 4PY
Tel: 01832 734463 e.mail: bobwilkinson49@hotmail.co.uk

Assistant Secretary

Peter Purdy, Manor House Farm, Thoroton, Nottingham NG13 9DS
Tel: 01949 851293 e.mail: allpurdys@hotmail.com

Treasurer

Bruce Allan, 37 Meadow Park, Cabus, Garstang,
Lancs PR3 1TA
e.mail: bruce.allan@yahoo.co.uk

Membership Officer

Mike Malyon, 8 Bron Haul, Dyserth, Denbighshire LL18 6LE
Tel: 01745 571423 e.mail: mikemalyon@hotmail.co.uk

Spares Officer

Peter Ketchell, 2 Manor Road, Westminster Park,
Chester CH4 7QW
Tel: 01244 676856 e.mail: peterketchell@yahoo.co.uk

Spares Administrator

Colin Rowe, 4 Croxdale Close, Brampton Park, Northants NN2 8UL
Tel: 07944 825045 e.mail: colinatfordyandc@aol.com

Regalia Officer

John Argent, 35 Brookmans Ave., Brookmans Park,
Hatfield, Herts AL9 7QH
Tel: 01707 662049 e.mail: j_argent@sky.com

Editor & Archivist

Sam Roberts, 16 Croye Close, Andover,
Hants SP10 3AF.
Tel: 01264 365662 e.mail: sam@samroberts.plus.com

Technical Advisor

Geoff Dee, 27 Ladycroft, Cubbington, Leamington Spa,
Warwicks CV32 7NH
Tel: 01926 334780(7-9pm) e.mail: GJDee@hotmail.com

Website Manager

Roy Hocking - see Regional Contact 08 for details

Co-opted member:

Jim Sharpe, Galleywood, Essex. Tel:01245 351546
e.mail: jajm.sharpe@virgin.net

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www.fordyandcmodelregister.co.uk**

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Regional Contacts

- | | |
|---|--|
| <p>01/02 Devon/Cornwall
Somerset/Avon/Wilts/Glos
Ivor Bryant
The Cottage, The Street,
Alveston, Bristol BS35 3SX
Tel: 01454 411028
ivor_bryant@msn.com</p> <p>03 Dorset/Hants/I of W/
Channel Isles
Colin White
49 Grange Road
St. Leonards, Ringwood
Hant BH24 2QE
Tel: 01202 873620</p> <p>04 Surrey/West Sussex
Dave Minnett
20 Princes Ave,
Carshalton Beeches
Surrey SM5 4NZ
Tel: 020 8661 2480
Thev8telegraph@aol.com</p> <p>05 East Sussex/Kent
John Keenan
41 Ghyllside Ave, Hastings
E.Sussex TN34 2QB
Tel: 01424 424323
elvabeach@btinternet.com</p> <p>06 South Wales/Hereford
Mike Samuel
"The Willows" Stoney Road
Garndiffaith, Pontypool
Gwent NP4 8PY
Tel: 01495 772418</p> <p>08 Oxon/Berks/Bucks
Roy Hocking
69 Aylesbury Road
Bierton, Aylesbury,
Bucks HP22 5BT
rhock@btinternet.com
Tel: 01296 427706</p> <p>09 Beds/Herts
John Argent
35 Brookmans Avenue
Brookmans Park, Hatfield
Herts AL9 7QH
Tel: 01707 662049</p> <p>10 Essex
Dave Gustard
44 Park Dale
Danbury, Chelmsford
Essex CM3 4EH
Tel: 01245 222921</p> <p>11 Worcs/Staffs/W. Mids/Warks
Geoff Salminen
2 North Pathway, Carless
Ave. Harborne,
Birmingham B17 9EJ
Tel: 0121 427 2189
e.mail:gsal_minem@talktalk.net</p> <p>12 Leics/Northants/Cambs
Vacant - can you help?</p> <p>13 Norfolk/Suffolk
Roger Hanslip
165 Hungate Road,
Emmeth
Nr Wisbech, PE14 8EQ
Tel: 01945 430325
jo.hanslip@btopenworld.com</p> | <p>14 N. Wales/Cheshire/Lancs
Merseyside/Manchester
Peter Ketchell
2 Manor Road, Westminster
Park, Chester CH4 7QW
Tel: 01244 676856</p> <p>15 Notts/Derby/Lincs/S. Yorks
Ken Sleight
The Forge Cottage
Owston, Askern,
Doncaster DN6 9JF
Tel: 01302 337483
kenneth.sleight@btinternet.com</p> <p>16 North, West & East Yorks
Barry Diggie
16 Croftlands, Idle
Bradford BD10 8RW
Tel: 01274 614729
barry.diggie@btinternet.com</p> <p>17 IoM/Cumbria/Durham/Tyne
& Wear/N'umberlnd/Clvnd
Andrew Black
66 Lindisfarne Lane, Morpeth,
Northumberland NE61 2UL
Tel: 01670 511113
wagtail139@btinternet.com</p> <p>18 Scotland
Drew Barr
30 Weavers Crescent
Kirkcaldy KY2 5LN
Tel: 01592 269266
barr195@btinternet.com</p> <p>19 Ireland
Laura Fitzgerald
24 Charlesland Grove
Greystones, Co. Wicklow, Eire
00 353 872 923931
laura_fitz@hotmail.com</p> <p>20 London/Middx
Jim Miles
11 Gordon Road,
Wanstead, London E11 2RA
Tel: 07901 561866
(afternoons only)</p> |
|---|--|

Overseas

- Australia
Bill Ballard
24 Rowan Ave, Boronia
Victoria 3155, Australia
Tel: 00 61 3 9762 9974
sfbill1@bigpond.com
- Denmark
Michael Deichmann
By-Lyngen 4
Blistrup, DK-3230 Graested
Denmark
Tel: 00 45 2227 8651
michael@deichmann.org
- U.S.A
Robert P (Bob) Anderson
228 West Russell St,
Barrington,
Illinois 60010, USA
Tel: (001) 847 381 0052
Bander8899@aol.com

When telephoning UK from overseas
replace first 0 in UK number with +44

Editorial

The Classic Car Show at the NEC, once again, has successfully passed into history. We are extremely grateful to the two Geoffs, Salminen and Dee, who gave up their long weekend (set up on Thursday evening) to organise and run the Club stand. Thanks also go to Neil Bray, Ian Hawley and Doug Hickson (and Betty) for providing their cars and for doing their bit to help the Geoffs. Bob Wilkinson and I gave support on the Friday and Saturday respectively, Bob persuading Karl Grossman to join the Club with his Tudor Model "Y" and I helping with the exchange of a Model "Y" from Liam Tomlinson to a delighted Arthur Roberts.

band of organisers, please put your name forward to Bob Wilkinson, the Secretary.

Bob is also spreading his wisdom to the Model A Club of GB, which has been in a bit of a pickle administratively of late. He has been co-opted onto their committee and is introducing the committee meetings and A.G.M. format that we have successfully employed for many years. He is also introducing the same Regional Contact network that we have. We wish the Model A club a successful re-launch.

I am delighted to welcome Laura Fitzgerald as the Regional Contact for Ireland. Laura is the granddaughter of the late Jim Fitzgerald and niece of John Fitzgerald, each of whom has owned the family Model "Y" 'Baby' Ford over the years and has held the post of Regional Contact for Ireland. Laura recalls helping her grandfather to organise and run various rallies in the early 1990s, including Powerscourt, and is keen to help our Irish contingent. The 'Baby' Ford is in Wolverhampton temporarily, receiving some TLC from one

of her other uncles, member Pat Fitzgerald. The plan is to show it at Powerscourt, just outside Dublin, in August with another uncle and co-owner, Declan.



Doug Hickson having his way with Eileen behind Bessie's back! Geoff Salminen stares into the distance, whilst a punter steals a Y&C mug off the table, and, on the right, Geoff Dee chats with Liam Tomlinson.



John Argent models the new Club baseball cap – see the Regalia list in the centrefold.

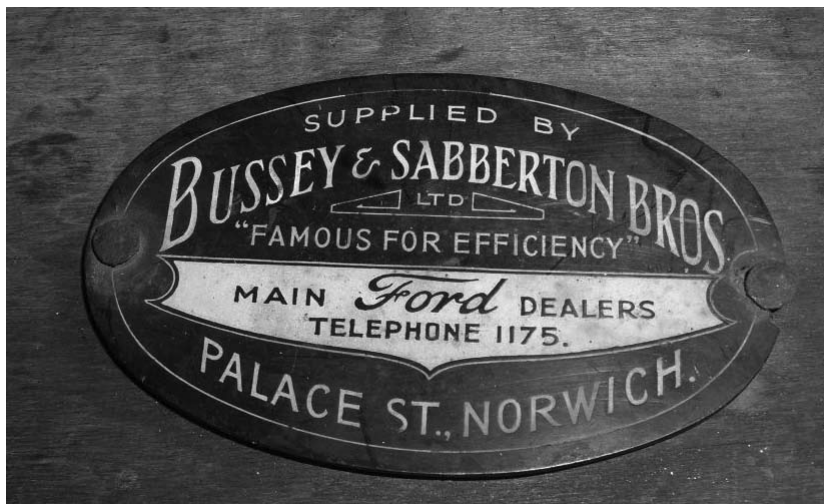
John Argent, our Regalia Officer, has asked me to let you know that we now have baseball caps with the Club logo available at £10 each. Please see the full list of items in the centrefold of this magazine. The full range of Regalia items will be on display and sale at the A.G.M. in April (hopefully noted in your diaries).

Whilst on the A.G.M., I hope that some of you are seriously thinking in terms of joining the committee and helping us run the Club and its activities. As you will read later, Jeff Dee is standing down as Technical Adviser and the present Editor is well past his 'best before' date. We do need to continually introduce fresh blood and ideas into the Club and we know there are a number of suitable applicants within the membership who could offer their services so, to apply to join the happy

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We are grateful to member, Tony Etheridge, our tyre supplier (see Useful Contacts), for sending in the 1939 booklet of 'Repair Charges "Popular" and "De Luxe" Models' for inclusion in the archive. We now hold the Repair Charges booklets for 1933, 1935, 1937 and 1939. It is interesting to note that inflation was rife in the 1930s also. For example, to 'Recondition Entire Brake System in 1933 cost £1 5s; in 1939, £1 9s. 'Recondition Rear Axle Assembly' in 1933 was £2 7s 6d and in 1939, £2 15s. All other charges seem to have risen by the same percentage over the six years.

Russell Storey sent in a photograph of another Ford dealer dashboard badge; this time from our old friends Bussey & Sabberton Bros. Ltd., of Norwich, whose history was written up in issue 171 of Transverse Torque. Russell found the badge nailed to the top of the toolbox of his Model "Y", NV 9350, a Northamptonshire registered car.



The Bussey & Sabberton Bros. Ltd. dealer badge nailed to the tool box on Russell Storey's Model "Y".

As I explained to him, I have my doubts as to the provenance of the badge, a). Because it is crudely nailed to the toolbox, rather than being neatly screwed on to the dashboard or bulkhead, and b). because Northamptonshire is more than a few miles from Norwich. It could, however, be that the car was traded in part exchange through Bussey & Sabberton, who then sold it on.

I bought a copy of the 'Early Years of Ford in Britain' DVD advertised on the flyer enclosed with the last issue of Transverse Torque, only to find that we already have a copy of it in the Y&C archive! If anyone would like a copy of these early 1930's Ford films (Models "Y", "C", "CX" and V8), please send me a cheque for £14.00, made payable to Ford Y&C Model Register Ltd. and I will post the surplus copy to you.

I received two classic car books, requested from the family as Christmas presents, which will be incorporated into the Register library.

The first is 'Classic British Cars' by Ian Ward in which is the beautiful photograph on the front cover of this issue of Transverse Torque (as well as some good photographs of my Model "Y" Kerry). Interestingly, apart from the Model "Y", the only other Ford considered worthy of inclusion in the book is the 1962 Ford Lotus Cortina. The second book is 'Art Deco and British Car Design' by Barrie Down, who ignores completely the fact that the Model "Y" was the first mass-produced streamlined British car, which inspired the body-styling of the Morris Eight, the Austin Ruby, the Singer Nine, etc.

Having told everyone that the second edition of my book on the Model "Y", with additional chapters on the Model "C" and variants, should be published in 2011, I have been let down by my publisher, who says that he has not scheduled it for 2011 and that the extra chapters will take a significant number of man-hours, which require funding. He is applying to the Michael

your log books to be entered into the archive for posterity. We are but temporary custodians of these old ladies and future owners may well want to know the history of their possessions. Here, within the Y&C Register, we are slowly building up the full known history of each of the surviving vehicles. If you have not contacted me with the details of your car, please do so.

I must apologise for giving the impression that the article on winter maintenance by the late Jeff Cole, which I re-published in the last issue, was 'over the top'. Tim Brandon, one of our leading technical experts on our cars, slapped my wrist and praised the guidance given by Jeff. For example, it is important that you free the distributor in the cylinder head on an annual basis as they do get stuck if left (as I know to my cost from my previous Model "Y"). If you are not running the car over the winter, it is sensible to put it up on blocks to stop distortion of the tyres, etc. I eat humble pie!

Jeff Cole's daughter, Lyn Carlin, dropped off a box-full of the remnants of Jeff's motoring hobby. Apart from some documentation relating to his Model "Y", which has been sent on to the new owner in Holland, there were blank VE.70 cards, which I had not seen before, (see next page) and a pristine Motor Fuel Ration Book of petrol coupons. All good grist for the archive.

One day, during the winter spell in November, I drove through a mile of beautiful, hoar-frosted trees en route to a game of squash in Winchester. After the game, I put the battery on charge and, the next morning, filled the radiator with warm water and drove my Kerry out to the site to get some super photographs for the magazine. The frost had disappeared! Hopefully, some of you managed to take some photographs of our cars in the snow and are itching to forward them to me for publication – yes?

Spring spreaders. At the November committee meeting, the subject of spring spreaders and their availability to members was raised. These heavy lumps of metal are not easy to send from one part of the country to another, so it was decided to maintain a register of spreaders held by members and their location. By doing this, members in need may travel only the shortest distance to borrow one. To compile the register, would those of you in the UK, who possess a spring spreader and are willing to lend it, please give your name to our Secretary, Bob Wilkinson (contact details on inside front cover).

Technical Adviser. At the same committee meet-

Sedgwick Trust for financial assistance. I have my fingers crossed!

It is with regret that I learned from Heather Trumper, the Editor of the Ford 8 & 10 Enthusiasts' Club on the South Island of New Zealand that the Club President, David Lunam, passed away on 1st December. A cavalcade of small sidevalves was present at his funeral. On your behalf, I sent the condolences of the members of the Y&C Register. These were included in Heather's tribute to David.

You will see in 'Members' Correspondence' that a number of you are coming forward with details of your cars and, where you have them, copies of



The late David Lunam, who died in December. He was the President of the Ford 8 & 10 Enthusiasts' Club, based in Christchurch on the south island of New Zealand.

VE.70
**PRINTED
MATTER**

Stamp
must be
affixed

The Local Taxation Officer,

Council,

HPW/52-6203/4/69

To be sent to the last Council shown in the Registration Book

I have transferred to the person named, the Registered Motor Vehicle mentioned below:—

Registration Mark _____ Make _____
Class (e.g., Private, Goods, Cycle) _____
Date of Transfer _____
Name and Address of person to whom vehicle transferred:

NOTE.—Failure to notify change of ownership renders the owner liable to the penalty prescribed in section 17(3) of the Vehicles (Excise) Act, 1962.

Strike out the words not applicable

I have transferred the Registration Book to the above named.
I have transferred the licence current until _____ 19____
to the above named.
I have surrendered the licence expiring _____ 19____
to the Taxation Office for refund.

Signature _____
Address _____
Date _____ 19____

The front and reverse of the obsolete VE.70, change of vehicle ownership card.

ing, Geoff Dee, for personal reasons, stated that he will be standing down as Technical Adviser at the A.G.M. in April. Here is an opportunity for some fresh blood on the committee. The job is not an onerous one. Obviously the ability to communicate through emails is necessary as well as some experience in restoring one of our cars. There is plenty of help available if the Adviser is stumped by a question from a member. Please give this job some consideration.

I can't close this editorial without firstly, thanking those kind members who sent Christmas cards to Paula and me and, secondly, without wishing you all, your families and the Ford Y&C Model register a happy and successful 2011.

Sam Roberts

The closing date for copy for issue 189 of the magazine is Friday, 25th February 2011. Please send in your snippets, stories and photographs.

Cover photographs

Front cover.

Colin Rowe alerted me to the recent Abbeydale Press publication of the book "Classic British Cars" by Ian Ward (ISBN 978-1-86147-281-6). It is a largish 'coffee table'-sized book and has four pages devoted to the Model "Y", two to Geoff Salminen's 1937 Tudor and two to my 'Kerry' sports tourer. The photographer was Mirco Decet, who you may recall from my editorial in issue 178, visited both Geoff and me at the beginning of 2009 to photograph our cars. Geoff's car appears on the front cover of this issue in the February snow of last year.

Back cover.

George Pierce, complete with Santa Claus hat, and with daughter Susan as his co-pilot, take part in the 49th Orcutt Christmas Parade near his home town of Santa Maria in California on the 1st December. It is good to see the Y&C Register badge being displayed on his mid-July 1933 short rad – well done George.

Norfolk Poem

We set off to Norfolk
To borrow a car
Pete said from Chester
It was just too far

My Y's available,
Said Noel Page
It's too far to travel
When you reach your age

A day trip to Norwich
Jo planned a trip by boat
But alas and alack
We never got to float

Our Exhaust was lost
It really didn't matter
As it went down the road
With a ping and a clatter

We returned to the spot
We looked left and right
The traffic was bad
There was no pipe in sight

We walked up and down
First this way then that
At last it was found
All crinkled and flat

Our journey continued
We were quite loud
As we approached
We turned heads in the crowd



Some firms that could help
Or so it was said
Unkindly they replied
With a shake of their head

We went off to Kwik fit
On the far side of town
We found it at last
On the second time round

The chap we approached
Said he thought he just might
An old piece he found
That looked about right

Chairman's Chatter



He's under the car
And down in a flash
Then Pete with smile
Paid him some cash



So quietly back for some beer
And some food
And a poem to write
While I'm still in the mood



The car is quiet
Hope he won't be bitter
But you can't get better
Than a Kwik fit fitter.

Jean Ketchell

I would like to start by wishing all members and their families a Very Happy 2011, which is a very big year for all owners of Ford cars of every era as it marks a century of the Ford Motor Company in Great Britain.

With the other Ford Owners' Clubs around the country, we should do everything possible to acquaint the great British Public with the fact. For my part, I am hoping that the local Ford dealership will have at least one of my cars in their showroom for a short period and I believe other members are planning similar actions. From the reaction I received when I spoke to the local dealership, Ford don't seem to be very aware of the significance of this year, so it's up to us to educate them!

On a personal note I would like to apologise for my inactivity over the last third of 2010. I wasn't able to attend any shows or the last committee meeting due to ill health. The fact is I have been virtually house bound since August due to a long standing and incurable ailment. Luckily the Register is in good hands and the committee have maintained the high standards in administration and organisation that have made it so successful for so many years. Hopefully with a new drug regime, 2011 should see some improvement and allow me back on the scene.

The highlight of our year has to be the Old Ford Rally in July and I know that Bob and his team are already hard at work in the planning and organisation. In this special year we should concentrate on getting as many of the general public through the gates on the day in order to build on the success of the previous two years. That is where every member can do their bit by informing local press and placing flyers in the local libraries, etc. For my part I hope to get involved in the publicity for the big day. This, I believe, can become one of the major shows in the Classic Motoring Calendar for many years to come.

Finally, I would once again like to thank the Committee and all members and their families for the hard work and support they have given to the Register throughout 2010 and look forward to a happy and successful 2011.

Rod Janes, Chairman

Secretary's Ramblings.

Firstly, may I wish all members and their families all the best for 2011. 2010 went out with freezing cold temperatures and heavy snow for most of the UK. Winter came very early and with a bite. I guess some of you managed to get some winter photographs of your old Ford. The last time I recall such heavy snow, in the winter of 1962-3, I was using an Austin 7 as my everyday car (it had followed ownership of a 1946 Prefect and a Ford 'Pop' would follow). I recall trying to keep the inside of the windscreen clear of ice by using one of those pathetic little electric demister strips. No heaters fitted then! One advantage our "Y"s and "C"s have is being able to cut through snow with our thin tyres. Let's hope for a good summer in 2011.

The year closed with our Club being prominent in the classic car scene. The FBHVC AGM, at which I raised discussion on the transfer of cherished registrations, was well reported in the classic press. Some positive feedback has followed, along with the news that DVLA officials have agreed to meet with the FBHVC and car club delegates in February. Rest assured your Club will be represented to pursue our interest in registration matters. If you have any particular points to raise please contact me as soon as possible.

In December, I was asked to lead a workshop on "Encouraging the Next Generation" at Gaydon's Expo day for club representatives. Those attending came up with various ideas to try during the coming season and I will include an article on this topic in the next issue. If you have tried any activities on this topic, please let me know (incidentally, I count anyone under 50 as the next generation). It is important that we have committed future drivers and owners to use our vehicles on which we spend so much time and effort.

Since our last issue, Roger Corti has taken over responsibility for overseeing the interactive forum aspect linked to our main Club website. We now have increased security in that only bonafide enquirers, members and invited guests, are able to interact through the site. It can be read by anyone, but access is restricted. Getting permission to access the site will involve being approved, with some short delays in processing. But these steps are necessary. A brief article from Roger, to whom we owe thanks for his work, is included in this issue.



Have you updated your Email address? Over the next week, please contact the Membership Officer, Mike Malyon, with your email address. Having the correct address is important as emailing can save the Club a good deal of money at a time when postal charges are increasing steeply.

I attended a meeting with other Ford clubs to plan for the 2011 Old Ford Rally. Our third rally coincides with the Centenary of Ford UK and the show will include special features in celebration. We are delighted that the Ford Motor Company will be bringing a number of vehicles from their Heritage Collection at Dagenham. This will form the basis for a display of cars from each decade of the century. More news in due course, but please note the date SUNDAY 24TH JULY. Y&C Register members will be able to obtain preferential tickets through me in due course. I will also be asking for volunteer marshals for specific roles for part of the day.

Once again a big thank you to Geoff Salminen and Geoff Dee for organising our Club stand at the NEC Classic Car Show. Over 90,000 people attended the show and our cars once again, along with our neighbouring Fords, attracted much attention. Your Committee will be meeting in early February, so if you have

any matters you wish to be considered, please let me know as soon as possible.

Keep warm and safe during the winter – particularly if you manage to get out and about in your old Ford.

Bob Wilkinson. Secretary.

Bob's joke corner

Golfers are a strange breed. Some examples to prove the point.....

1. A husband and wife are on the 9th green when suddenly she collapses from a heart attack! "Help me dear," she groans to her husband. The husband calls 999 on his mobile phone, talks for minute, picks up his putter and lines up his putt. His wife raises her head off the green and stares at him.

"I'm dying here and you're putting?"

"Don't worry dear," says the husband calmly, "they found a doctor on the second hole and he's coming to help you.

"Well, how long will it take for him to get here?" she asks feebly.

"No time at all," says her husband. "Everybody's already agreed to let him play through."

2. A reporter told Phil Mickelson, "You are spectacular, your name is synonymous with the game of golf. You really know your way around the course. What's your secret?" Mickelson replied, "The holes are numbered."

3. Police were called to an apartment and find a woman holding a bloody 5-iron standing over a lifeless man. The detective asks, "Ma'am, is that your husband?"

"Yes" says the woman. "Did you hit him with that golf club?"

"Yes, yes, I did." The woman begins to sob, drops the club, and puts her hands on her face.

"How many times did you hit him?"

"I don't know -- five, six, maybe seven times.....just put me down for a five."

Please send me your latest joke for us to share. Keep smiling!

Ford Tugs – England and Germany.

England.

There were many tasks which called for haulage over short distances at low speeds, or requiring frequent stops, such as moving trailers around in the docks, in railway yards, in large factories, on municipal duties such as refuse collection, etc., or for manoeuvring trailers in confined spaces. Until the 1930s these tasks had traditionally been carried out by horses, which were awkward to manoeuvre and expensive in stabling and feeding. Commercial lorries were too large for the tasks, as well as being very inefficient and expensive in fuel at low speeds with frequent stopping. A form of tractor was the solution and Scammell were quick off the mark in 1934, producing a three-wheeled 'Mechanical Horse' designed by Oliver North.

County Commercial Cars Ltd, based in Fleet, Hampshire, which specialised in the conversion of Dagenham-built Fordson trucks into heavy duty commercial vehicles, designed and built the Devonshire and Dorset three-wheeled van and tug respectively, using the 1934 long rad Model "Y" engine, bonnet and cab mounted on a heavy-duty chassis, probably manufactured by County Commercial Cars Ltd., with a special four-speed gear box. The maximum legal speed was 20 m.p.h. A representative Dorset tug was sent to Ford headquarters in Dearborn, they being the de-

sign authority for all Ford vehicles, for their assessment and approval, which was given in December 1934. It was agreed that it should be called the Fordtug (marketed as the Ford Tug during 1935 and then the Fordson Tug in 1936). Production commenced in Fleet, with the Model "Y" components being shipped down to County Commercial Cars Ltd. from Dagenham. The standard Tug had a two-wheeled trailer with an automatic coupler, which also operated the brakes on attachment. With the trailer, the turning circle of the Tug was 21 feet and without, only 16 feet. With its 8 h.p. (23 b.h.p.) engine, it could pull loads of up to 4 tons on normal surfaces.

Regrettably, the Tug was not a commercial success.

The Scammell proved to be better and more popular having entered the market a good year ahead of the Tug. Although 121 Tug bodies were made by Briggs Bodies Ltd. (Briggs body numbers 168/1 to 168/121), only 111 Tugs were manufactured in Fleet, that being the number that was ordered by customers.

Germany.

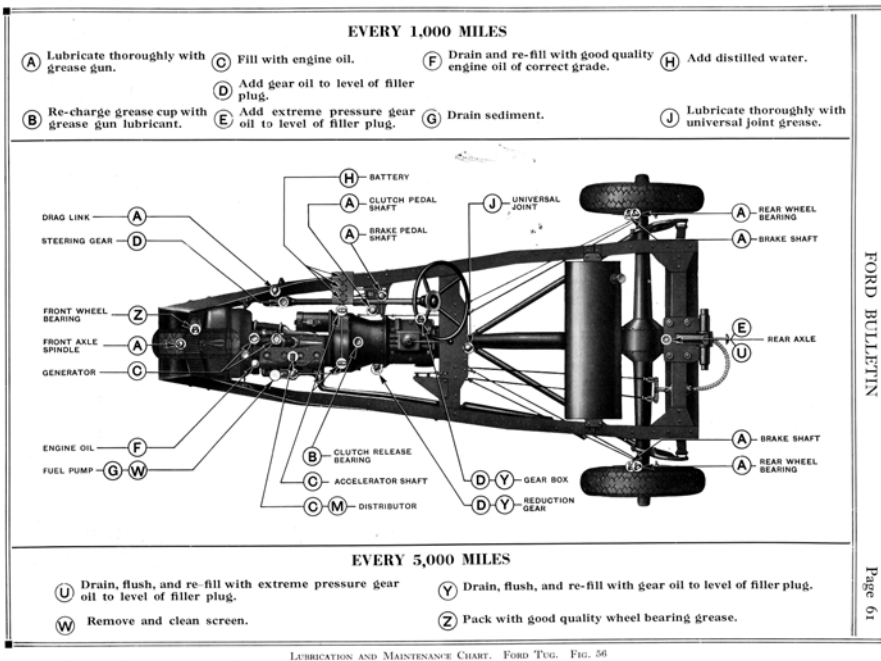
It was not until the outbreak of war that Germany found the need for a light tractor or tug to carry out the tasks previously carried out by horses. The Beco axle, which was designed



"A Borough of Poole refuse collection Tug with its automatic coupler to a bespoke trailer."

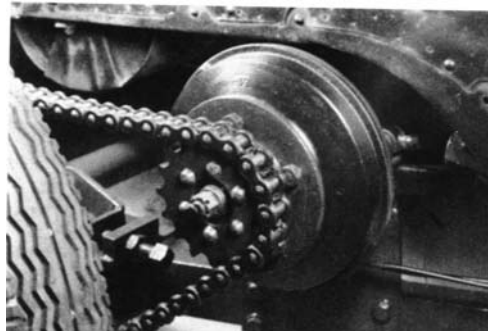
Regional Contact – Region 19, Ireland. John Fitzgerald.

After many years holding the position of Region 19 Contact for Ireland, North and South, John Fitzgerald has decided to stand down following the sale of his Model “Y” and his need to concentrate on his own new business. John took over the task of Regional contact and the family Model “Y” from his father, the late Jim Fitzgerald, who played a major part in setting up and organising the annual Powerscourt Picnic Run and Rally on behalf of the Irish Veteran and Vintage Car Club (IVVCC), in which he was a Director. John continued the liaison with the IVVCC and, through him, the Ford Y&C Model Register became an affiliated club. The Y&C Register also played a major part in the 30th anniversary of the Fitzgeralds’ participation in the Powerscourt event in 2007, when 12 cars from the UK made a secret and surprise arrival. The Club was presented with the Jim Fitzgerald Perpetual Trophy for our efforts. John also masterminded the very successful tour of Ireland (south and north) in 2002. Those who took part will never forget the fantastic, rain-free, action-packed ten days. So we owe John a big ‘thank you’ for his contributions to the Club and wish him and Lillian every success in their wedding and executive car hire venture.



heavy-duty chassis with its standard Model “Y” 8 hp engine, reduction gear box and four-speed gear box.

by Ing. (Engineer) Heidemann, converted small cars into tractors by fitting this second axle to the chassis, to the rear of the back axle of the car. It was driven by reduction gear chains from cogs bolted onto the rear brake drums of the production axle. This became known as the ‘help-axle’. With the ‘help-axle’, cars like the Ford 34 b.h.p. Ford Eifel (Model “C” engine) could tow up to 5.5 tons. According to a 1940 report in ‘Auto, Motor und Sport’, the first Beco axle was designed for the Ford Eifel, while other versions for small Opels and Hanomags were on the drawing board.



The Beco axle in parallel with the back axle of the Eifel, clearly showing the small cog bolted to the brake drum, forming the ‘help-axle’, and the reduction gear chain driving the larger cog on the Beco axle.

To install the ‘help-axle’, only the rear wings had to be modified, while the



help-axle could be bolted on the drums of the original axle. Further, a r.p.m. regulator had to be installed to keep the engine running in such a way that it gave an optimal torque. (Ford Eifel @ 2250 rpm)

An Eifel Zugmaschine with its gear reduction ‘help-axle’ and reworked rear wings to accommodate the wider rear wheels’ track. Note that the car also has producer gas cylinders at the rear and wartime, shielded headlamps. The triangle above the windscreen indicates that the car is towing a trailer.



John Fitzgerald and the family ‘Baby’ Ford in 2002 outside the community hall in BallinacCarthy, the birthplace of Henry Ford’s father.

For sale

Fordor Model "Y", March 1936, a "barn find" which has sat in a barn for at least 20 years. The barn has leaked more recently, so some rust damage. A bottom up restoration required – hence only £300.

Paul Newport. Tel: 07971 648123

E-mail:

p.a.newport@googlemail.com

'Transverse Torque' club magazines, approx 100 from 1988 to 2007 - free of charge.

Mr D. Smith 01978 820517 (Wrexham, Clwyd) Email

jeannettesmith@hotmail.co.uk

8 h.p. and 10 h.p. engines, reconditioned with hardened valve seats to run on unleaded fuel - various prices. New Model "C" windscreen, glass only - £50. Track rod ends (state type required) - £17.50 each. 10 hp starter motor, reconditioned - £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 (posted).

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

Wanted

Model "Y" (longrad) in good "on road" condition. Contact with details and asking price.

John Jilbert. Tel:- 01936 761913 (Penzance, Cornwall)

Ford 10hp engine or +40 over-size pistons. Model "Y" four inside door handles, plus window winders. Rear valance - panel to support spare wheel.

Gerald Jenkinson. Tel:- 01785 714895 (Staffordshire).

Copies of 'The Ford Times' (British) to complete annual volumes. Copies required are:- December 1932, February 1933, February, September, December 1936, May/June 1945.

Also any from the Model A period (1928-1931).

Colin Spong Tel: 01708-765239 Email: V12colin@talktalk.net

A day in the life of ...

It started with an invitation to the Hendy Group centenary reception and lunch at Goodwood House in West Sussex, to be held on Tuesday, 9th November 2010. The invitation arose from my write up on the history of the Hendy Group Ford dealership in issue 186 of Transverse Torque. Having accepted the invitation, I was contacted by Sarah Hendy about a week before the dinner and asked to bring along my Model "Y", as they wanted to display a car from each decade of the Hendy Group centenary in front of Goodwood House and they didn't have a Model "Y" to complete the line-up. Could I possibly have the Model "Y" there by 10 a.m. so that the guests can look over the cars before the lunch?

Totally unrelated, a few days later, I received an email from Bob Wilkinson telling me that the registration, 1 TJO, had been spotted on a Ferrari. Those of you with good memories may recall that, in 2008, a member in Reading offered his Model "Y" free to anyone who would bring it up to MoT standard and let him have the 1 TJO registration, which had been temporarily allocated to the car. He wanted to sell the 1 TJO number in order to pay for chemotherapy for his wife's bowel cancer. Unfortunately, his wife died before he could pay for the treatment. He had, however, given the car to a classic car restoration company called Simply Classics, based in Patching, just off the A27 west of Worthing, who had repaired the car sufficiently to pass the MoT and had released the registration.

Now, Patching is not too far from my long-standing friends in Bury, on the A29, with whom I planned to stay the Monday night before heading for Goodwood on the Tuesday morning. So, with my Y&C archivist's hat on, I drove down to West Sussex on the Monday morning. A band of rain was ahead of me all the way from Andover, so I didn't get wet, although the roads were pretty splashy. In the afternoon, I tried to track down the Model "Y". I eventually found what had been the site of Simply Classics two years ago in a farm complex, but there was no sign of the company. A very helpful lady in an upholstery business in the loft of a barn said they had moved to a chicken farm nearby, but she had heard that they had moved again. She kindly telephoned 'John' who lived next to the chicken farm, who told her that they were now located behind Wickes in Worthing. I eventually found the company in Worthing, where I was given the name and address of the present owner, whom I have since emailed. I had gone as far as I could go on that goose-chase.

I stayed the night with my friends in Bury and parked the Model "Y" Kerry in their drive. That night, the heavens opened. Some 2 inches of rain fell and, as reported widely in the press, there were floods all over West Sussex. My remit was to be at Goodwood House by 10 a.m. so that the Model "Y" could be parked up with all the other Fords before the visitors arrived. I left Bury at 9 a.m. The journey to Goodwood was not the most pleasant I have made! It rained for most of the way, although, with the hood down, most of the rain goes over your head. The A29 off the South Downs towards Chichester was closed due to flooding, so I had to take the long way round via the A284 Arundel road off the Downs to the A27.

The A27 wasn't too bad, but as soon as I came off the slip road, I hit a couple of floods which sent water spewing over the top of the car. In both cases, the engine didn't miss a beat and we carried on. I arrived at Goodwood at 09.45 to be met by a charming, attractive and ebullient Sarah Hendy, who lifted my dampened spirits no end! I removed my heavy coat and reached under the tonneau cover for my suit jacket to find it sopping wet! I didn't realise that the tonneau is not waterproof in a heavy downpour. I must buy some waterproofing spray. I was the first car to arrive as the transporter carrying the Hendy and Ford Heritage Centre cars was caught in the floods. As the guests were not due to arrive before 11 a.m., I was able to stand in front of one of the blazing log fires in the main hall in Goodwood House and dry off to some extent.

At 11 o'clock, there was a one-hour conducted tour of the house, which I joined with those guests that had already arrived. Very interesting. By the time that was over the 105 guests had all arrived and were tucking into the champagne at the formal reception. I circulated and was able to chat to Nigel Sharp, the MD of Ford of Britain, amongst others. I discussed the Ford centenary next year with Nigel and have emailed him, at his suggestion, giving him the details of the Old Ford Rally at Gaydon in July at which we hope Ford will put on a display. At member Arthur Redfern's suggestion, I also spoke to Gordon Seymour with a view to learning the history of the Gordon family Ford dealership in Bolton, Lancashire, to write up in Transverse Torque.

The seating plan for the lunch was arranged round ten circular tables, each called after a different Ford model. Naturally, I was seated on the 'Model Y' table, between a double-barrelled Ford Motor company financier, who was knowledgeable on Ford history, and a dealer who has taken over some of the Perry Group franchise (my Kerry was marketed and sold through W. Harold Perry). Sitting on the other side of the financier was David Bussey, the next

generation of Busseys from Norwich, whose history I recorded in Transverse Torque some two years ago. So, you can imagine, the banter was non-stop!

The speeches were entertaining and included a slide montage of Hendy Group's history and achievements. I had planned to leave at about 3.30, so as to get home to Andover before it was too dark. That was not to be as Paul Hendy (the fifth generation of Hendy's in the company and the new MD) spoke at



The Model "Y" Kerry with some of the other Fords from different decades of the Hendy Group centenary outside Goodwood House.

length on his vision of the future of the Group. The speeches finally finished at 4 p.m. Fortunately, it had stopped raining, so I drove off, through the rush hour round Chichester, Southampton and Winchester and on to the back roads to Andover. Fortunately, for the last leg, I was behind a dear old girl travelling at 40 m.p.h., so I was able to use her lights!

All in all an enjoyable couple of days. It was a pity that the rain stopped the guests leaving the warmth of Goodwood House to view the cars. Ah well, that's life!

Sam Roberts

Y&C Register interactive forum website.

This is a chance for all members to get acquainted with the Forum and see if it will be of benefit to you. I'm sure it will be, if only to be able to share knowledge and experience gained in our own projects.

Firstly, go to the main Y&C website at www.fordyandcmodelregister.co.uk and click on the link to the Forum. When visiting the forum, you will see near the top right corner, a place to click on, marked "JOIN THIS GROUP". Clicking on this will bring up a register form for Yahoo – (if not a member already, you will need to create an ID and password). You will then be taken to a form for requesting to join the group. There is a space to enter why you wish to join and to tell us a little about yourself and your car. You should enter your name, membership number and home town to speed up the checking process.

These requests will go to the "moderators" to ensure Forum members are approved by the Y & C Register and, shortly after, permission should be granted. Remember to bookmark as a favourite site! Approval is required to make posts and keep spam and non-relevant visitors away!

The Forum has several features – Members Posts, Attachments, Files, Photos, Links, Calendar and Database. Also under "Group Labs" – "Applications", are two extra features being trialled – "Q & A" and "How to". Self explanatory really; in the first, feel free to ask or answer problems, in the latter, we hope to have short guides on various small tasks – e.g. timing, fitting brakes, equipment renovation, etc. Can anyone submit such a guide? (we can help with editing if required).

Ours is a fantastic club with a large enthusiastic membership and we wish to make it accessible to as many Ford "Y" and "C" enthusiasts as possible. Please contact me with any suggestions or difficulties.

Roger Corti. Forum Moderator - Email:- RogerCorti@aol.com

News of new members

Prepared by Mike Malyon, 22 December 2010

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following four new members:-

Karl Grossman	G0803
Kidlington, Oxfordshire	
Michael Reddy	R1901
Coolock, Dublin, Eire	
Alan Roberts	R1602
Dunnington, Yorkshire	
Ian Scobie	O-S106
Southland, New Zealand	

We are delighted to welcome these new members and give below brief details of their vehicles :-

Karl Grossman – we would like to extend a warm welcome to Karl, who is the owner of a 1936 Model "Y" Tudor in black. It has the chassis number Y126536, registration KG 7821 and is on the road. Karl bought the car from ex-member, Ray Passey, in July 2003. He was charmed into joining the Club by Bob Wilkinson when he visited the Classic Car Show at the NEC. We hope you have many hours of happy motoring.

Michael Reddy – we are pleased to welcome Mike from Dublin. He has a 1932, Model "Y" Tudor; black with beige trim,

Members' correspondence

Lisa's Pick-up and the 8HP badge.

Yvonne Precieux the Pre-war Registrar of the Ford Sidevalve Owners' Club (and Y&C member) writes, "Just received the latest Bulletin. I note you have Lisa Pawsey's "Y" pickup article which is similar to my write-up in the December "Sidevalve News". It is certainly a 'cut and shut' vehicle, but there are more interesting details. It is not equipped with a Model "Y" engine nor an E93A but a 100E unit. The carburettor is Fish Reece and the electrics are 12 volt. The rear pick-up body is more likely to be post war ('50's) either made up or part of an Anthony Hoists rear end via an E83W.

Regarding the 8hp badge depicted in the recent issue, I note that this type of badge seems to pop up on 1937 Model "Y"s with the equivalent 10 badge on the Model "CX". This seems to coincide with the manufacture of round 8 and 10 badges for mounting on the top corner of the grille in addition to the Ford radiator mount badges on the newer 7W and subsequent 7Y. Someone must have foreseen, as soon as they were made, that the use of just the single 8 and 10 badge would not have identified the vehicle as a Ford product if these had continued.

Using 8 or 10 badge in lieu of the Ford badge on the last of the 8 and 10 Model "Y"s and "CX"s may have been a sales ploy after these badges were discarded. The Model "Y" and "CX" were coming to end of their life and, by downgrading the badges to simply 8 and 10 with no mention of the Ford name, may have induced the public. Regretfully we will never know, but food for thought!"

[I do not recall seeing any 1937 Model "Y"s or "CX"s with any Ford grille

chassis number Y25245. The car doesn't have a registration number at the moment. It was bought from the Bolands, members of the Club in County Wexford, in 1987 and is currently under restoration. Thanks for joining us and we wish you good luck with the project. Please keep us informed of your progress.

Alan Roberts has upgraded from a Friend of the Register to a full member. Alan was on the lookout for a good roadworthy Model "Y" and stumbled across Liam Tomlinson at the NEC. Liam was talking to Sam at the time, saying that he was thinking of selling his black 1936 Model "Y" – bingo! Two and two make four. After a visit to Liam's house to see the car, Alan was smitten and bought it. The registration is FW 6843 (Y113051). Fortunately, there isn't a lot to do to bring the car up to roadworthy condition, mainly ignition problems. We hope you are on the road soon.

Ian Scobie – we welcome Ian, who is a farmer down in Southland on the South Island of New Zealand. Ian has two Model "Y"s, a short rad (Y30759) and a long rad (Y 154427), both Tudors and both under restoration (see International Correspondence for photographs of Ian's long rad). He also has a Tudor Model "CX" (C53962) under restoration – not to mention a 1948 E83W Fordson pick-up, which is restored. Ian was very lucky to have escaped the worst of the terrible storms and floods they had recently in the south of South Island. We hope the paddocks have dried out now. Thanks for joining and good luck with the restorations.

Hopefully, you will find this contribution to "Transverse Torque" informative and, as always, the Club extends a warm welcome to all the new members. We do not have photographs of any of the above vehicles in the Club archive, apart from Ian Scobie's. Please send photographs and copies of log books to Sam Roberts, the archivist.

I would like to wish all our members a happy and prosperous New Year. Enjoy your motoring!!!

Mike Malyon Membership Officer

The Ford Model Y & C Register

badges other than the blue Ford logo badge in the 'spoon' on the radiator shell. Would owners of 1937 cars please let me know whether you have either 8HP / 10HP radiator 'spoon' badges, or round or oval 8 / 10 badges on the radiator grille, or a badge of any colour other than blue. – Ed.]

Speeding summons – 1908

Although not relevant to our cars, I was amused by a photocopy of a summons for speeding passed to me by Geoff Dee at the NEC classic Car Show. It reads:-

IN THE EAST RIDING OF THE COUNTY OF YORK,
BOROUGH OF BEVERLEY.

To Robert Fellowes of Barton House, New Walk in the said Borough.

Information has been laid this day by George Henry Knight, chief constable of Beverley aforesaid, for that you on the 10th day of July 1908, in the Parish of Saint Mary in the Borough aforesaid, unlawfully did drive a motor car on the public highway there situate at a speed which was dangerous to the public having regard to all the circumstances of the case including the nature, condition and use of the highway and to the amount of traffic which actually was at the time or which might reasonably be expected to be on the said highway, against the form of the Statute in such case made and provided.

You are therefore hereby summoned to appear before the Court of Summary Jurisdiction sitting at the GUILD HALL, in BEVERLEY, on MONDAY, the 20th day of July 1908, at the hour of TEN IN THE FORENOON, to answer the said Information.

Dated the 11th day of July 1908

(Signed) William Spencer
Justice of the Peace for the Borough aforesaid.

After 103 years, not much changes does it?

More for the archive.

Russell Storey has also sent in details of his Model "C" to be recorded in the archive, so a text file and photographic folio have been opened for JR 2966. As if to prove me wrong, he also sent a photograph and details of the car's performance this summer. So, there were a couple of "C"s out and about in 2010! Russell writes, "Earlier this year (June 20th), I entered her for the notorious Beamish Reliability Run, which we completed and gained a silver award for best newcomer. Thanks to my partner Ann and her daughter Kate's navigational skills and bravery on some of the brake-less descents! I didn't actually tell them about the brake fade until well after the event. We finished the last sections with a massive clutch judder but she got us home... not bad as I think it could be the original clutch!"

see photograph next page

Federation of British Historical Vehicle Clubs - News.



To add to our concerns regarding ethanol levels in fuels expressed in the last issue, please see the comments below and read more on the FBHVC website. The following are extracts from the FBHVC Newsletter - No. 6 (Dec. 2010). See - www.fbhvc.co.uk

BIO FUELS : Ethanol in petrol:

There are still compatibility issues with seals, etc. in petrol driven vehicles. There is a compatibility chart on our website. Previously applied tank sealants, unless specifically designed for use with ethanol, are also likely to cause problems. Motorcycles with fibreglass tanks must check that the type of GRP used is compatible with ethanol. Some vehicles may suffer from increased vapour lock tendencies when using fuel containing ethanol. Prolonged storage of petrol containing ethanol is not recommended as water may be absorbed, increasing the risk of corrosion within the fuel system. If it is impossible to avoid the use of fuel containing higher levels of ethanol, remember there are fewer problems with potential corrosion if fuel is consumed quickly, as on a long journey. The greatest risk of corrosion problems will result from prolonged storage of fuel in the tank.

Additives

The Federation has been very active here introducing the manufacturer of suitable additives to improve fuel stability to companies who wish to retail these products. The Federation intends to initiate a testing programme for additives with the intention of formally endorsing those products that really do work just as we did with lead replacement additives. We are also researching suitable tank sealants.

Y&C members are asked to write to the editor, Sam Roberts, with details of problems experienced on this matter. We can then inform members more widely.

Russell Storey's Model "C", C 12206, outside the Tan Hill Inn on the Beamish Reliability Run in June 2010. The Tan Hill inn is at the top of Swaledale in North Yorkshire.



Reminiscences

Dave Curtis sent me a number of old photographs of his Model "CX" tourer and saloon taken in the 1980s for the archive. I was touched by a photograph of an old couple standing by Dave's tourer (RD7970 – now owned by John Stanners) at an All Ford Rally in the 1980s. The couple had come to the rally specifically to find a Model "CX" tourer as they went on their honeymoon in one. However, the story does not end there. Two years later, their son, out of the blue, sent Dave a photograph of the couple taken on 29th July 1937 with their Model "CX" tourer (presumably on honeymoon). He reported that his father had recently died.



RD 7970, then owned by Dave Curtis, in an All Ford Rally field in the 1980s, being visited by the old couple who honeymooned in a Model "CX" tourer.



The old couple on 29th July 1937 beside their Model "CX" tourer – on honeymoon?

20 years ago –

Issue 68, December 1990/
January 1991

John Guy comments in his editorial, “An earlier Editor of this magazine once expressed the view to me that it was difficult to hold interest in a one make car club for any length of time. However, it has been my fortunate experience that the format developed for this Newsletter continues to break fresh ground and to always provide new interest.” Now, twenty years later, the same thing can be said. I hope that you the readers are continuing to find fresh ideas and new interest.

There were a number of interesting letters from members. One, from Colin Ault on the sale of his Model “Y”, thanked “the officers and members who have made the Ford Y&C Register the excellent club that it is. I have had many years of fun in both looking after and driving ‘King George’ as we called our little car...” Colin’s car, KG 7310, is now owned by member, Mike Murphy, in Solihull.

Most of us are aware of the beautiful 1932 Model “Y” Abbey tourer, YY 7475, which was restored in the 1980s by Keith Kopp (aided by the late, great Bert Thomas). 20 years ago, it was owned by Mike Bell (and is now owned by his brother-in-law, Egbert Wilmlink in Holland) and he wrote the lovely story of the car’s involvement in the marriage of Sonia and him:-

“When Sonja and I bought our gorgeous car, back in November 1989, I hadn’t even proposed, but when she said ‘yes’, what followed must have been inevitable. YY 7475 is not everybody’s image of the ideal wedding conveyance. For a start, it has no hard top – it is small and it lives in England and the wedding was to be in Ijmuiden, Holland.

However, we bought this beautiful car to use and it seemed a good idea at the time. So we started planning. Firstly, getting there – driving would be fun, but we didn’t have the time and it was critical that we didn’t break down en route. Advertisements for car transportation produced quotes that would make Bentley owners grumble audibly, but one friendly company suggested hiring a trailer. Brilliant – it was very cheap and easy to tow, but the Y’s wheelbase is so narrow that driving onto the trailer is a very tense affair.

Tip 1. Use the winch supplied, it could save a heart attack.

Next problem; how to protect the car from rain (Holland didn’t have a hot, dry summer like the south of England), dirt, flies, etc., whilst towing the trailer. We bought a

‘tailored’ cover, ‘strong, resistant to everything, etc., etc.’

Tip 2. Don’t bother with tailored covers, or at least not from ‘Blank Blank covers’, because they don’t deliver on time, don’t fit and they fall apart in winds of 50 m.p.h. (towing speed). Instead, make your own from old sheets and then cover that with sail cloth and, if wet, with canvas.

All plain sailing across to Calais except the expensive Mk I purchased cover began to tear and flap on the road to Dover and, when we returned to our ensemble on the car deck approaching Calais, we heard, in the quiet of the early morning, the sound of an electric wiper across a dry windscreen. You lucky guys with the vacuum powered wipers on the saloon don’t have this problem, but our cover had flipped the wiper switch.

Tip 3. Take the starting handle. Fortunately, the resulting flat battery was just an opportunity to show off to the assembled Dutch crowd how British cars start on the first swing, but driving off the ramp in front of the crowd was even more tense than getting on, but the resulting applause was some reward.

A quick check showed no other cause for concern, except a mark made on the bonnet by the spring catch – (we

wrapped it on the return journey); so we toured the town to charge the battery.

Tip 4. When driving on the right with no trafficator, take a passenger who can understand instructions like ‘Rechts’ and ‘Links’ when approaching corners.

The night before was decoration time and Jan the florist came to create his art form. He applied a suction device to the wing which caused great anxiety until removed two days later – but the painting had been done superbly and not a mark was left.

It rained on the day, but by the appointed time it was dry and almost sunny. How-

ever, the drive round the town had not been sufficient and the handle was needed again – but this time with full wedding gear on, including top hat – the atmosphere was tense when it didn’t fire first or second time (wedding nerves), but on the third swing the crowd went wild when the engine burst into life.

Round the corner and over the kerb to collect the bride and on to the town square – two laps for effect and photographic opportunities, then parked in the middle of the square. The ceremony was magic and, as if to celebrate, the 58 years old motor started without recourse to the handle (a great omen) and off we went to dice with traffic on the way to more photographic settings and then to a reception in the dunes.

YY continued to behave immaculately and was safely brought back the next day.

Was all the planning, worry and tenseness worth it? Yes, it was. Having YY with us turned a fabulous day into an adventure and wedding pictures into a story worth repeating.”



Mike and Sonja, with the very early (Y1316) Abbey on their wedding day in Holland in 1990.

There were ten new members in this issue, each with his tale to tell but, sadly, none is a current member. Cars introduced to the register on this occasion included Model “Y”s, CWL 848, now owned by ex-member, P.R. Francis; CDK 333, now owned by ex-member Bob Gebbie; JX 5070, which is still owned by ex-member Mervyn Jenkins, CGF 922, CGF 922, now owned by members, Mike & Rosie White in Portugal; CUR 516, which is still owned by ex-member Kevin Sylvester and HH 11 197, a Hamburg registered, ex Copenhagen assembled “Y”, now owned by Dr. B. Fischer and registered HH AD1937. There were two or three Model “CX”s welcomed, JY 8212 still owned by

ex-member Nigel Anstis and a roadster and coupe owned by Australian syndicate member Tim Grant in Tasmania (it is suspected that the roadster provide spares for the coupe.)

Once again, our Technical Adviser, the late Jeff Cole gave of his wisdom as follows:-

A PUSH START

Our Chairman poses a few questions. The engine in his Model "Y" has now completed 30,000 miles since restoration (*this was my CNH 125, which I had finished restoring in 1981 – that's an average of 3000 miles per year – I have slowed down since those days!*) During last summer it was displaying a lack of power when climbing hills and was unable to start the engine on the starter or the starting handle. A push start was all that would bring the engine to life, so the electrics were checked over; that is the distributor contact points and plugs were cleaned and re-gapped to spec. as in the instruction book. – all to no avail, so Sam came to the conclusion that the engine lacked compression and therefore he raised a number of questions.

Firstly, what is lack of compression caused by? Is it wear on the piston rings or wear on the liners? If it is the former, then presumably new pistons and rings will cure. If it is the latter, then I will need to fit oversize pistons (i.e. plus 10 thou, as I have 'standard' fitted at the moment.)

Secondly, what should the compression readings be on a compression tester gauge? Obviously, before I remove the engine, I need to confirm that that is the problem.

Thirdly, are there any other tests and checks to be made, other than the compression tests, to confirm that the piston rings are performing correctly/incorrectly? i.e. feeler gauge down bores, etc.

Fourthly, assuming the compressions are OK, is it feasible to suggest that a top overhaul and decoke might solve the problem?

(*You can see that I was not and am still not "Y"-wise when it comes to the finer technical points!*). Jeff Cole's answers to the four questions were:-

1. Lack of compression can be caused by a number of faulty conditions caused by wear or fatigue of components; worn pistons and/or rings, worn bores, faulty head gasket or cracked or warped head, worn or burned valves or seats or simply loose sparking plugs.

2. Using a compression gauge, the ideal reading should be 107 lbs p.s.i. plus or minus 10 lbs p.s.i. and the variation between cylinders not more than 10 lbs p.s.i.

3. A compression test is a good indication that the piston, piston rings and bore are in good condition.

Feeler gauges are used to check piston to bore, piston ring to groove and ring gapping upon assembly of new parts, but if you wish to check conditions of worn pistons/bores, firstly remove piston from bore, remove rings, place a piece of feeler steel, 9 in. long x one half inches wide and 0.003 in. thick, down the thrust side of the bore, invert the piston and push it into the bore with the side opposite the split against the feeler gauge. It should take a pull of 9 – 12 lbs to remove the feeler strip

4. The compression readings would not be OK if a top overhaul and decoke were necessary.

To obtain a good compression, the inlet and exhaust valves must make a gas-tight seal between their faces and seats in the block, and the piston rings must be making a good seal to the bore. Also the head and head gasket must be in good condition.

Carrying out compression testing: you will need pencil and paper to record your findings and, of course, a compression gauge.

First, remove all dust and grit from around the base of the sparking plugs. This is important as grit entering the cylinders will score the bores and could be responsible for ring breakage.

Before removing the sparking plugs, it is prudent to mark the leads from the distributor, or at east the No.1, which is nearest the radiator. Having marked the number one, you can count ANTICLOCKWISE around the distributor. The firing order being 1-2-4-3. Now remove the sparking plugs.

Place the compression tester gauge into No. 1 spark plug hole. Mke sure the ignition switch is in the off position, as you may receive a nasty shock from one of the hanging plug leads. Now lean across the engine and

pull back the lever which operates the switch mounted on top of the starter motor. Hold this back for 5 – 10 seconds and observe the readings on the gauge dial. Record this reading on paper. Remove the gauge from No. 1 and place it into cylinder No. 2 and repeat the aforesaid operation, recording the reading. Carry on until you have all the four compression readings recorded.

Having completed the four tests, place a teaspoonful of engine oil into each cylinder via the spark plug hole. Repeat the above tests and record the readings alongside the first. If the latter readings are greater than the former, suspect ring and/or bore wear. If only minor improvement is recorded, suspect valve and seating wear, or a combination of valve and head gasket being in poor condition.

If any two adjacent cylinders show a lower, but identical reading, suspect cylinder head gasket blown between these two bores.

Further to Sam's question, second part – oversize pistons. If the wear in the bore was 0.010 in. it would be pointless trying to fit 10 thou oversize pistons, because pistons and/or bores often become oval and tapered - they never wear evenly. The answer is then, if you do need to fit new pistons because of excessive wear, you will need to have the cylinders rebored and fit new pistons to the rebored size. Owing to ovality and tapering of the bores, they may not clean up at 0.010 in., so the borer will go out to the next size e.g. 0.020 in.

Maybe, at Sam's mileage, a set of 'Cord' or similar type rings and a careful grinding in of the valves, would go for another 5 – 10,000 miles. Usually, the Model Y engine needs boring around 40,000 and the ends remetalling.

Jeff Cole.

[I would hope that, these days, with modern oils and regular 1000 miles oil-changes, an engine will last more than 40,000 miles – but I stand to be corrected on that point.- Ed]



John Keenan's young family enjoy polishing "Black Beauty", the oldest Model "C" on the road.

Regional

Parts Report.

A Very Happy New Year to all our members. By the time you read this I will be in Australia soaking up the sun and celebrating the Ashes victory.

At the last spares committee meeting we had a proto-type set of brake rods which, when the warm weather arrives, will be fitted to a member's car to carry out trials. The brake clusters for the long and short rad Model "Y"s and the Model "C" have been given the go ahead.

We now have a Y&C Register member, who is servicing dynamos. He is listed under Useful Contacts in the centrefold. This is a direct member service.

We received a quotation for the manufacture of oilcans. As the selling price would have been in excess of £100, the project has been shelved for the time being.

Trials have taken place on a Model "Y" and Model "C" steering box in order to assess the limits and fit of the various components. Two later steering boxes were stripped in order to ascertain if these later components could be used and, from the information acquired, a provisional specification has been established for the steering nut. We await a firm quotation for a small batch in order to carry out assembly trials. This is an exciting project and we hope to have some definite information by the AGM in April. My thanks to everyone who has helped so far with the project.

The parts for sale list prices has been up-dated to reflect the VAT increase in January. We have to pay the increased tax on our purchases and we cannot recover this. Although postage went up in April 2010, we did not increase the prices because the postal rates are difficult to interpret. We will be carrying out a full review of our pricing structure during this year.

I was discussing Model "Y" cars with a Register member and talking about the various work that, when completed, gave a feel good factor. He had an engine change and when the accelerator was pressed his car actually moved up the hill outside his house! My experience was to do with stopping; the brakes were good but, when the brake pedal was pushed down, it touched the clutch pedal. When wearing trainers, these sometimes prevented me from applying the brake. Solution: new pedal shaft, bushes and rivets, which took about four weeks to make and fit. This was over thirty years ago. Now the register sells them as a kit. For me the satisfaction when my foot went straight towards the floor-boards, instead of flopping from side to side, was my best feel good factor from the years I have been driving my Model "Y"

Peter Ketchell, Spares Officer.

Region 5.

Northern sidelights – Region 16 – Most of Yorkshire

Just a couple of points which seem to have been omitted from the last issue:-

The Otley Vintage Vehicle Extravaganza, way back in September, was blessed with fine weather and attended by Pat Jennings in his Model "Y". Your scribe was present but, on this occasion, was driving his Austin Big 7 in celebration of the fortieth anniversary of my having acquired her. Gosh! How time flies!

The Bolton Abbey event, also in September, was shrouded in some confusion, in the sense that the usual organisers had had to pull out, and it was to be an *ad hoc* affair where "classic cars were encouraged just to turn up on the day". Unfortunately, it rained very heavily on the day and, given the uncertainty, I decided not to go. Subsequent hearsay suggests that there were only four cars present at the meeting. I hope that this worthy gathering is more successful next year.

Through the offices of Bob Wilkinson, I am presently investigating a horde of Model "Y" parts which may be available here in West Yorkshire. They are old new stock from a family-run garage business, which used to specialise in Fords: more on this later.

As always, news, restoration stories, etc., from Yorkshire would be most welcome for inclusion in this column.

Barry Diggle

Wanted - Parts stockholders.

As you are aware, the continuing success of our parts delivery service to members relies on stockholders distributed around the country, who respond to emails sent by Colin Rowe, our Spares Administrator. These stockholders hold the Club's stock of small batches of items on the Parts list in the centrefold of Transverse Torque.

The stocks held usually consist of a couple of boxes of bits, such as bearings, brake shoes, rubber parts, etc., taking up only a small part of the shelving in your garage, or wherever.

We are always on the look-out for volunteers, who can respond to an email from Colin, select the necessary parts and post them to the member whose address appears in the email. Postage costs and any necessary expenses are then claimed from the Club. Simple!

If you fit the bill and would like to give something back to the Club, please contact Colin on 07944 825045 for further details, or email:- colinatfordyandc@aol.com

News

East Sussex and Kent

John Keenan reports:-

"Please find attached photos from the last car show of this year (2010) that I attended on Hastings Sea front, East Sussex. We had great support from family, including my nephew's 4yr old twin boys Luke and Aaron, along with my 11 year old grand daughter Kira, who were all keen to shine up Black Beauty. A well attended show, which we rounded off with a game of crazy golf!!"

My best wishes for the New Year."

The Ford Model Y & C Register

Events 2011

1 January	New Year's Day gathering with breakfast Sharpness, South of Gloucester.	Ivor Bryant 01454 411028
6 February	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
25 – 27 March	13 th Ford Sidevalve National Rally Castlemaine, Victoria, Australia	Contact Sam Roberts 01264 365662
10 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
17 April	National Drive-it Day	
30 Apr – 1 May	32 nd Bristol Classic Car Show Shepton Mallett, Somerset.	Ivor Bryant 01454 411028
15 May	Chiltern Hills Vintage Vehicle Rally Aylesbury(www.chilternhillsrally.org.uk)	Roy Hocking 01296 427706
11 - 18 June	North Lancashire/Lake district tour (See proposal below)	Bruce Allan bruce.allan@yahoo.co.uk
24 July	Old Ford Rally Gaydon	Bob Wilkinson 01832 734463
7 August	Great Central Railway, Loughborough. Show area at Quorn station	Colin Peck 01784 482336
4 September	East Anglia Transport Museum, Lowestoft. Trolleybus museum	Colin Peck 01784 482336
16 – 18 Sept	North Norfolk Railway 1940s Weekend.	Jo Hanslip 01945 430325
6 November	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
11 – 13 Nov	International Classic Car Show NEC Birmingham	Geoff Salminen 0121 427 2189

OLD FORD RALLY 24th. JULY 2011.

The Ford 'Y' & 'C' Model Register is hosting the **OLD FORD RALLY** on 24th. July 2011. at Gaydon Motor Heritage Centre located in the heart of England. All Fords manufactured up to 1985 will be eligible to attend.

2011 sees the **Centenary of Ford UK**. and the show will include features to celebrate this milestone. Ford Motor Company is supporting the Event and vehicles from the Ford Heritage Collection will be on display representing each decade of the century. Entries are welcome from all Ford vehicles – cars, commercial, agricultural, and military.

What's on:

Displays of vehicles and club stands
Trade stands
Arena parades and special features.
Vehicles with owners in period dress
Rides in old Fords for charity....
.....and more.

For the past 2 years this has been the biggest display of Fords in UK and, in 2011, there will be an even wider range of these classics on show.

Club, Trade & Individual enquiries to: Bob Wilkinson. 01832 734463, or email

bobwilkinson49@hotmail.co.uk and mark your message "Old Ford Rally".

LANCS AND LAKES TOUR 2011

Saturday 11th June 2011 and ending on Saturday 18th June 2011.

The Tour covering North Lancashire and the English Lake District is now a 'going concern'. We will be staying at two hotels over seven nights. We will tour the Arnsdale and Silverdale area, The Bowland Fells and the Lake District using small roads and mountain passes. There are many places of interest to visit along the way including Motor Museums, National Trust, Windermere Boat Trips, etc. The itinerary is very flexible at this stage.

I have made provisional bookings at two suitable hotels in Ambleside and Garstang and the price per person for the whole trip would work out at £370 per person for Bed & Breakfast and Evening Meals that is £740 per couple. There is a single person supplement of £25.00 per night. I have to firm up hotel bookings in the near future as the chosen area gets fully booked up very quickly. For those who wish to trailer their cars to the start in Garstang, I will organise suitable parking facilities.

We now have 14 cars registered for this event coming from all over the UK. There is still time to book, but please note that our two chosen hotels are filling up fast. For full details of the event or to book please contact Bruce Allan on 01995 601041 or at bruce.allan@yahoo.co.uk

Bruce Allan.



The Tudor Model "Y" in France with the 'Commerciale' doors which open up the rear of the car for carrying goods. This was a variant also offered by Kelsch.

Inter

France

Samuel Bohbot reports that he owns two Asnières-assembled Ford Model "Y"s (a 1932, Asnières no:134 and a 1933, Asnières no: 2573), a 1936 Austin Ten Colwyn in very good condition, a 1963 Facel Vega III Coupé with a Volvo engine and a 1980 Matra Murena (Chassis N° 28 - only 10000 cars were manufactured). Samuel is also on the committee of the Club de l'Auto (France), which has 300 members owning only pre-war cars, such as, Bugatti, Hispano-Suiza, Delahaye, Delage, Hotchkiss, Jaguar, Lagonda, Bentley, Rolls Royce, Pierce Arrow, Talbot, etc., etc. Very beautiful and rare cars. His job on the staff is the organisation of rallies, such as the Rallye Paris Deauville, Rallye Paris Champagne, Rallye Dior Paris Granville, Rallye Paris Cote d Azur and the Retromobile and Automedon shows. He tells us that they have many English members in their club with very fine cars.

He is chasing up some Model "Y"s he is aware of in France. Interestingly, he came up with what was thought to be a Kelsch bodied 'Commerciale' Model "Y", belonging to Pascal Omedes. It would seem to be a locally modified standard Tudor Model "Y" with the 'commerciale' doors at the rear. It has chassis no: Y9150 and Asnières batch number 1523.

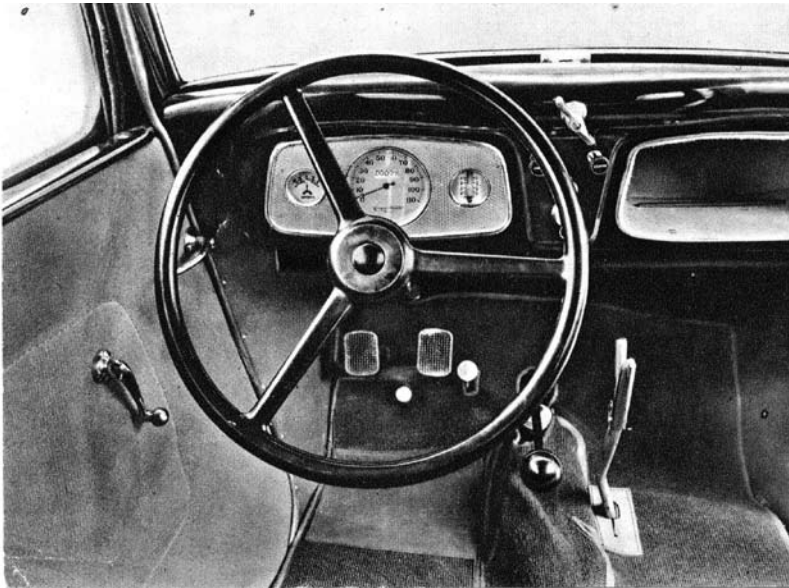
Spain

Luis Cascante offers some feedback on issue 187:-

"I received issue 187 of Transverse Torque,

in the left side of the clutch pedal. I attach a copy of a 1934 Model "Y" Long Radiator brochure showing the car's interior.

The photograph of the car seen in Majorca shows also a pair of pedals of unknown (to me) origin, as well as a typical Spanish light replacement switch. Also, a Span-



The interior of the left-hand-drive Model "Y" (1934) showing the location of the dip-switch below and between the clutch and brake pedals.

ish AST direction indicator switch is fitted in lieu of the original ignition and lights switch."

'Caveat Emptor'.

Having advertised my need of a metal spare wheel cover for my Matford cabriolet on the Vedette Club de France's website (remember, Matford was the 1936-1939 Ford V8 made in France with French bod-ies), I received also two emails from people saying that they had that part available in the U.K.! Matford cabriolets are very rare, even in France; only 15 are known to have survived.

Coolant warning

Besides your advice on red and green coolants, we must be aware that yellow anti-freeze is also dangerous for our cars, especially if it is of the 'advanced' or 'organic acid' technology. I experienced a lot of leaks in Forito's engine (my Model "Y") two years ago, reported in issue 170, caused by this type of liquid.

My acknowledgement to Nigel Stennett-Cox for his undeserved praise of my article on the Model "Y" in Spain. It is a very encouraging comment.

Spain – Luis again.

"At last, Forito's engine is running happily again after my beloved Model "Y" experienced the horrible valve seat recession disease. This is the story:

Forito's engine was not running well. It had been losing power for some months. After

checking the ignition and carburetion (all was O.K.), I checked the compression. Cylinders number 3 and 4 were absolutely correct (6.6 kg/cm²), number one was about 5.5 kg/cm² and number 2 showed no compression at all. The engine didn't smoke, so

I suspected that something was wrong with the valves of that cylinder. I removed the head and found a lot of play between the exhaust valve of that cylinder and its guide. I was surprised at the play, because a new set of valves, guides and springs – from the Club's stock - were fitted when the engine was re-bored in 2001 (it has ran some 5000 km since). After inspection of Forito's valves and valve guides, I also found a too small tappet- clearance in all four exhaust valves.

Despite my instructions given to the people in the engine workshop, the block was not fitted with the hardened seats that the Club kindly supplied me. I confirmed that with a close inspection and use of a magnet (hardened seats are not drawn by a magnet). Relying on hardened seats having been fitted, I never put additives in the fuel; consequently the hateful lead-free fuel has recessed the exhaust seats and burnt the two exhaust valves and guides in number 1 and 2 cylinders.

Fortunately, the Club could supply the appropriate new exhaust valves, plus guides, springs and a gasket set, together with Graham Miles expert advice. Another engine workshop has now correctly reconditioned the engine, renewing valves, guides and seats. The engineer inserted a hardened seat to the offending exhaust valve, but he wouldn't take a risk in fitting other inserts into a 75 years old engine, as the original seats were still in good condition, and a grinding sufficed. All is O.K. and the

national news

with the beautiful colour covers. Surely the cost of that issue is higher, but it looks much better. Well done.

In International Correspondence – 'Seen on holidays' - you ask where is located the dip-switch on the Spanish Model "Y"s? On all Spanish assembled units, it was placed between and below the clutch and brake pedals. The reason is that the clutch pedal is very close to the left body panel (on L.H.D. cars. – Ed) and, if the dip-switch was located to the left of the pedal, it could interfere with the clutch pedal travel. I'm not sure, but I suspect that it was situated in the same place in all left hand drive Model "Y"s. Our Scandinavian or Dutch friends perhaps can confirm that. On the Spanish assembled Model "C" and "CX", the dip-switch is in the same position as on the British cars, as there is more room

car passed the annual ITV (similar to the British MOT) and runs well again.

Lesson 1: Use of unleaded fuel without additives, in a recently reconditioned Model "Y" engine without hardened valve seats, ruins the valve seats in less than 5000 km.

Lesson 2: Membership of the Ford Y & C Model Register is the best thing that a Model "Y" (or "C") owner can do. Thanks very much !"



In the photograph, the newly inserted hardened exhaust seat (second) can be seen.

Spain - this time Jose Luis Laguens-Gabas

"Hi friends. I took part in another annual outing with the Huesca Historic Vehicle Club on the 25th and 26th September. This year we went to the Aragonese Pyrenees, staying at a mountain hotel at 1700 metres, the Benasque Hospital, which is under the 2700 metre high mount Salva. The hotel is one of the most beautiful in Spain and, having been built in the twelfth



Jose Luis's March 1936 Model "C" outside the Benasque Hospital hotel under the Salva mountain last September.

century on the border between Spain and France, was a refuge for smugglers, travelers and shepherds. To get there, the road threads through the rugged Congosto Pass, where two cars pass with great difficulty.

Twenty-six cars set out on the outing, of which my "C" and a Ford V8 were the oldest. The remainder were from the fifties to the seventies. The journey was 350 kms (220 miles) long, with 250 kms in the mountains. My Ford behaved perfectly,

except that, twice, it jumped out of second gear, the synchronisation between 2nd and 3rd is worn. I cannot find any items on the Parts List that can help me."

Jose Luis also sent a copy of the invoice for his father's Model "C" (C19885) dated 30 October 1935. His father used

the car as a long-distance taxi after the Spanish Civil War and clocked up 1,700,000 kms in it (1,062,500 miles)! Luis was just 14 years old when his father first allowed him to drive the car. It was the memories of that car that prompted Jose Luis to buy and restore his present car in 1981.

Island, gives us the good news that life is back to normal following the terrible storms and floods reported in the last issue, "The weather is fine, the oats in, the paddocks ploughed and the cows milking well."

He sent in some photographs of his other Model "Y", a green and black 1936 Tudor (Y154427). "I enclose photos of my 1936 "Y", engine number Y154427, Rego Number AO 9403. It was first registered in Christchurch on 10 March 1937. I have the ownership papers and am the 10th owner. The 5th owner brought the car to Dunedin, before ending up at Milton, south of Dunedin. In 1971, the car was put in a shed, where it lay until 2006, when I bought it in a driveable condition, be it only on three cylinders. It is complete with the odd dent in the body. It has the original engine. I think the only thing damaged is the front bumper. The rats over 35 years have attacked the seats."

Much of Ian's farm run-about work is done with his maroon 1948 E84A Fordson truck, which is illustrated on his correspondence notelets.



Kats!



Ian Scobie's Tudor Model "Y" showing the 'odd dent' in the roof and the broken front bumper.

Australia

Bill Ballard reports on the new club permit scheme for historic vehicles in Victoria, Australia. (or, how lucky are we in UK!)

All Australian States have their own vehicle registration laws. Here in Victoria, owners have a choice of two ways to register their veteran, vintage and classic motor vehicles: (1) full registration or (2) the Victorian Club Permit Scheme ("CPS"). (1) costs around \$620

p.a. these days, and gives you unrestricted use of your vehicle. (2) costs around \$120 p.a. and is available only to financial mem-

New Zealand

Ian Scobie, a farmer in Southland, South



For a change, here is Ian Scobie's E83W Pick-up, which he bought in 1990 and restored. It has completed 18,000 miles since 1999. He made the loading bay himself out of kauri, which I presume is a New Zealand wood.

bers of car clubs recognised by VicRoads and is restricted to runs organised by your club(s) or events gazetted by them in their newsletter/magazine, or events organised by other clubs recognised by VicRoads for which you are given an invitation (usually in the form of a "flyer" or an advert in a newspaper or car magazine). For any other usage, you have to obtain a Special Use Permit (SUP) from your club's Permit Officer.

The problem with the CPS system was that there were too many grey areas and it was open to abuse. It was also too restrictive. South Australia and Tasmania had introduced log book systems which allowed historic vehicle owners to do what they liked with their cars, provided that they made an entry in their log book at the start of every day of use and did not exceed a number of days usage (90 in S.A., 50 in Tasmania) in a year. Victorian historic vehicle owners have been campaigning for the past five years for a similar system, and w.e.f. 1st February 2011 we're going to get it.

The new Victorian log book scheme will be a lot different to those in the other States. In Victoria, you will still have to be a financial member of a recognised car club to obtain a log book (you don't have to be a club member at all in the other States) and you will be able to order either a 45- or 90-day log book. If you order the former and use it up before the year is out, you can order another 45-day log book, but if you order a 90-day log book from the outset, you will not be able to buy another one in any period of 12 months. In other words, you will only have unrestricted use for a maximum 90 days a year. You will be able to use your historic vehicle at any time and for any thing during the year (as long as it is not for hire or reward). SUPs will no longer be issued. The 90-day log book will cost exactly the same as the current Cub Permit, plus \$10 for the log book. The 45-day log book will cost half the cost of the 90-day log book, plus \$10 for the log book.

Certain obligations have been placed on owners and car clubs. Owners will be responsible for ensuring that they are financial members of a recognised car club; that their cars are kept in a roadworthy condition and they will act responsibly when using their vehicles. Car clubs will be responsible for "dobbing in" to VicRoads any member who is not "financial"; using an unroadworthy vehicle or mis-using their vehicle. It is expected that clubs will ask members who wish to obtain log books through them to participate on a minimum number of that club's functions each year.

I personally cannot wait for the new system to be introduced, as it means that we can now make those last minute decisions to use our historic vehicles on nice days when nothing else is scheduled.

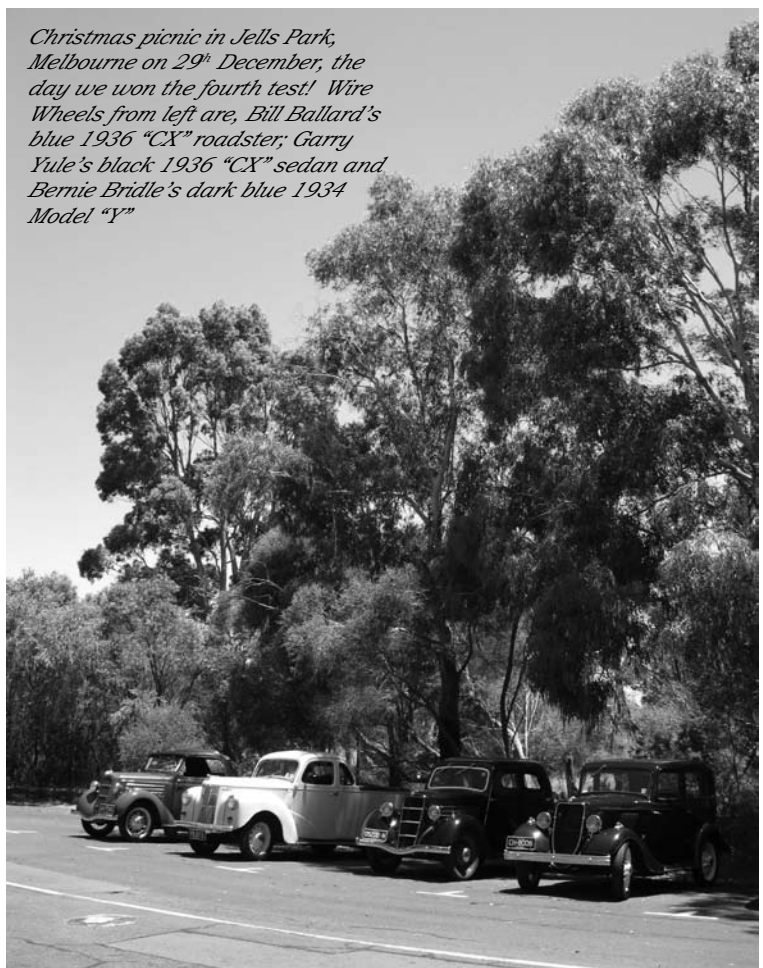
Australian Y&C Syndicate festive meet – Bill Ballard.

We had our Australian Y&C Syndicate/FORDCA "Festive Season Picnic" in Jells Park, in the eastern suburbs of Melbourne, this lunchtime (29th December). We had a gorgeous day for it, with a stiff breeze keeping us nice and cool on what would otherwise have been quite a warm day (we haven't had too many of those this summer, up to now!). Three sets of "wire wheels" were present; my blue 1936 "CX" roadster; Garry Yule's black 1936 "CX" sedan and Bernie Bridle's dark blue 1934 Model "Y" sedan (see picture).

We chose a spot in the shade under a big elm tree and were halfway through our lunch when someone spotted a brush-tailed possum up the tree - it was being attacked by a mud lark (bird), and it was the bird's "cries" that drew our attention to it. As it was not directly over our heads, we weren't worried about it sending us "a wet message from above"!

We raised our cups of tea/coffee (no glasses of beer/wine you will understand - we don't want to be caught drink driving at this time of year!) to all those in the U.K. suffering from the extremes of winter right now (and to the English cricketers, who, this morning, won the 4th test to retain the Ashes!!).

..



Christmas picnic in Jells Park, Melbourne on 29th December, the day we won the fourth test! Wire Wheels from left are, Bill Ballard's blue 1936 "CX" roadster; Garry Yule's black 1936 "CX" sedan and Bernie Bridle's dark blue 1934 Model "Y"

DVLA news.

Copied from the FBHVC Newsletter No. 4, 2010.

By Nigel Harrison



Revised DVLA Form

DVLA have just introduced a revised version of the V55/5 form, which is used for the initial registration of a used vehicle, and so includes historic vehicles. The form has been revised to comply with an EU Directive. The old versions of the form are no longer valid, but for a limited period, the old form will be acceptable for postal applications. Where an application is made via a personal visit to a DVLA local office, the new version of the form will be handed over the counter.

The revised V55/5 form and the associated V355/5 explanation sheet are not available for download, but are available at DVLA local offices. These offices are only open Monday to Friday, and from personal experience, the queues at my local office are shorter during late afternoon. Clubs will need to destroy all stocks of the old form.

The revised form is still a 'dual sheet' form; i.e. it produces a carbon copy, but without the carbon paper being visible. The date code of the revised V55/5 form is 2/10.

Processing of Registration Applications

I am still coming across nominated club officials who are not distinguishing correctly between a V765 application and an age-related application.

For an age-related application the two key documents are the 'dating letter' produced by the club and the correctly filled in new version V55/5. The Federation's recommendation is that a club's normal practice is to inspect the vehicle prior to the production of the dating letter. Guidelines for a club inspectors and a sample inspection form are on the FBHVC website at information/downloads. The club should also carry out a vetting process on how the V55/5 is filled out. Common mistakes to check for are that an old version of the form has been used; the year of manufacture is missing; the engine size is just rounded to the nearest round figure; the form is unsigned.

The V55/5 and dating letter are then returned to the owner. The application can only be made by the owner at the DVLA local office, when the vehicle is insured and has an MoT. The owner will also need to provide proof of personal identification in accordance with DVLA leaflet INF148. It is important that the vehicle is presented to DVLA in the same conditions as it was at the club inspection.

DVLA do not do a 'pre-registration' service to determine if it is likely to receive a Q plate or an age-related number. The nature of the dating letter and the way in which a vehicle is presented will determine if DVLA allocate either a Q plate or an age-related number, e.g. if the club's dating letter indicates that the vehicle has a new body, then the vehicle is likely to receive a Q plate.

Claims for an original number are classified as 'late conversions' or V765 applications. The key documents are the V765 form, the pre-1983 documentary evidence for the claim, and the revised V55/5 form. Also, the key point is the physical inspection of the vehicle by the club. It is recommended that the inspection report remains in the club files, but elements of detail from the report are used on the covering letter. The covering letter needs to be focused, and we suggest that it should be no longer than one page. From personal experience, it is better for the club to send the completed application to the specialist unit at Swansea. Proof of personal identification by the owner is not required for this type of application.

Summary

An age-related application is processed by the DVLA local office and only when the vehicle is roadworthy. A claim for an original number is processed by the specialist unit at Swansea, and can take place either when the vehicle is roadworthy, or when it is substantially complete, possibly in its unrestored condition.

REGISTERING YOUR CAR WITH DVLA THROUGH THE CLUB.

The Y&C Model Register is able to help UK owners with registration issues. Every year, cars turn up without current V5C registration documents. The original registration may be reclaimed if sufficient pre-1983 evidence exists – the old RF60 folding logbook is the best piece of evidence, or an age-related registration may be issued where there is insufficient pre-1983 evidence.

Several years ago the club adopted the policy to ALWAYS inspect vehicles through our nationwide network of club officers to check authenticity. Wherever you live in the UK we can inspect at modest expense. All numbers recovered are on a NON-TRANSFERRABLE basis.

Further information is available on our club website, www.fordyandcmodelregister.co.uk

If you have any further questions please contact me.

Bob Wilkinson.

Technical tip. Engine oil leak.

George Pierce, in Santa Maria, California, asks what could cause an oil leak that has appeared at the rear of the engine on his short rad Model "Y". He says, "I have a new \$5,200 driveway that I have to scrub with gas every time I take AMG out, as I did today to our last big local car show. AMG made the local TV news tonight - you couldn't see the oil drip in the picture, but it's getting worse fast."

Our Technical Adviser, Geoff Dee, was put on the case and he emailed George, "The oil leak from the rear of your engine could be from two areas. Firstly you need to remove the sump, there is a cork strip wrapped around the rear main bearing. This makes the seal between the bearing and the sump itself. Has this shrunk away or become dislodged? You will be able to see where the sump has indented the cork strip. Whilst you have the sump off, if the strip is not obviously damaged the next step would be to look at the main bearing cap itself. You will see that there is a pipe attached to the cap. This is a drain and it drains any oil that has got out through the rear of the bearing. There is not a proper oil seal, just throwers. Check that that pipe is not blocked. All of this can be done with the engine still in the car. If your oil leak continues it may mean removing the engine and removing the fly wheel. Behind the fly wheel there is a core plug blanking off the end of the camshaft bearing. This may have become worn by excessive end float in the camshaft."

The beast

with a mind of its own.

Steve Waldenberg sent me the January 2009 issue of 'Down Your Way', Yorkshire's nostalgic magazine, in which was the following article. I am grateful to the Editor, Averil Thornton, and R. Marshall, of Scarborough for allowing it to be reproduced here.

"It was 1959 and I was quite happy with my motorbike and had no intention of driving a car, but my brother had other ideas. Carrying his guitar on his trusty bicycle was a problem (as was his non-biking girlfriend) ... it had to be a car, as cheap as 'he' could afford, (mother and I were paying for it!). Enter the 'Beast', the only nod to that word was its colour, Mr Ford's famous 'owt providing it's black'.

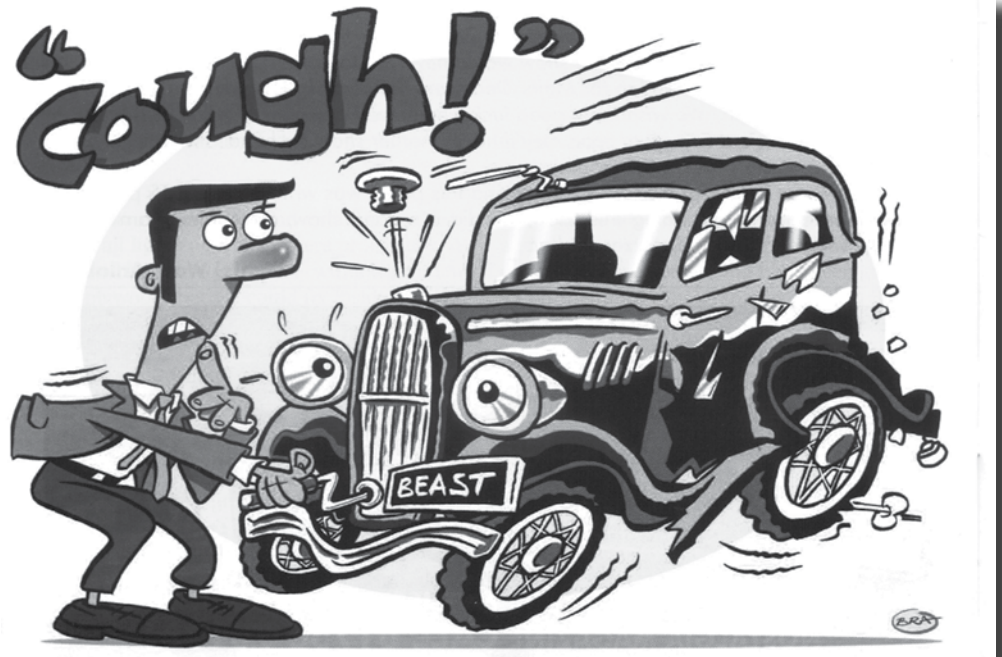
It was driven to our house, in Berkley Grove, Leeds, by the owner (wise move on his part) with an asking price of £30. A lot of loot for a 1933 Ford 8, which bore more than a passing resemblance to a pile of junk. Still, Donald got his way and the car soon sat in the road, its black coating of lacquer still shining through the rusty where the rust mice had nibbled the edges of the mudguards, the running boards, the bonnet and the floor pan. The Ford boasted an 1172cc sidevalve motor, three forward gears and one reverse, it did have a key to start but twenty-six years old and a battery probably being the original, it was easier to start with the cranking handle. [Note: it is amazing how many people do not know the capacity of the 8 h.p. engine – 933 c.c. even log books and V5s list it inaccurately. Ed.] The seller, who had finally found a mug to sell it to, had a word of caution to 'mek sure tha keeps thi fingers art a t'way of yon 'andle it kicks back like an 'oss', so my brother worked up a sweat practicing his swinging 'wi't 'andle'.

A driving instructor had to be found and, by chance, a family friend who had been a driving instructor in the army volunteered – a decision he would later regret. My brother had bought a car without first seeing it or even driving it and now was the moment of truth. The key was inserted, the motor coughed once, twice then died. 'Flat battery', said the instructor. 'Someone will have to swing it'. The old engine refused to fire. 'we'll have to push.' This instructor certainly knew his stuff! At the top of Berkley Grove ran Barkley Road with, at the top end, a slight slope so we pushed the Ford to the very top of the slope and pushed, running fast enough to break the 100-yards record. Donald managed to find first gear and, hey presto, the engine fired up and the driving instructor leapt into the moving car. As the car approached the main road my brother pushed on the brake pedal harder and harder with little effect. The driving instructor, fearing for his own safety, baled out, leaving my brother to halt the car halfway across the busy road. We pushed the car back, the instructor stating that he would not go in the car again until it was serviced. [Note:- When doing a push start, you should be in second gear – not first. Ed.]

The car probably had only ever had one service in its life and most certainly would not have been used during WWII. Our father, bless him, worked at a firm called SPS Engineers off Street Lane and permission was granted by the manager that, if the engine could be taken out and brought to the workshop, it could be re-bored and have new valves put in. So engine removed, re-bored and major overhaul undertaken, the engine was then reinstated, new battery, new bulbs in the semaphore indicators and the car was ready to roll.

My brother took his first test in Wakefield being assured that he would pass first time. Nope, not even the second time, so the third test took place in Harrogate. He drove there on his own, putting the 'L' plates on when he arrived at the test centre. Apparently he was doing

fine until the hill start part of the test. What he had failed to tell the driving examiner was that, under strain, the gearbox jumped out of second gear, giving whoever was in the passenger seat a whack on the kneecap. Plus the engine also smoked somewhat and the only way to clear the passenger compartment was to open the fresh air grill atop the rear of the bonnet. The car started its upward journey, first gear selected, second gear not quite in there. It crunched into mesh then immediately jumped out injuring the examiner's kneecap and the passenger compartment started to fill with smoke. Surprisingly, the examiner told him that he had passed his test and would therefore not have to return to Harrogate.



Now the proud owner of a new driving licence he invited his mates (and brother) to an evening run out to the pub in Bramham. In those days the A1 ran through the middle of Bramham and there were traffic lights at the crossroads, so leaving a parked vehicle on the A1 at night was fraught with danger. Lighting in the village was still the old gas lights, so the 'Beast' had to be left with its parking lights on and six volts of Mr Lucas was not up to the job of leaving lights on for more than an hour. Yes, you guessed it, the battery was flat, and as our manly(!) bodies pushed the car across the A1, a massive lorry bore down on us with horn blaring. We panicked somewhat and tried to arrest the progress of the Ford by pulling on the spare wheel attached to its cradle at the rear of the body. But twenty-six years of rust had eaten away the metal holding the wheel's cradle, with the consequence that four strapping lads were sitting in the middle of the A1 with a spare wheel clutched to their breasts praying that the lorry driver would miss both them and the car. I have to admit he was a damn good driver and even gave us a friendly two-fingered wave.

Still we were alive, dusty and oily and the car had climbed the camber of the road and now waited patiently for a push. The driver was incapable of speech and as white as a ghost, so the journey back to Berkeley Grove was one of silence.

Donald soon found that the steering wheel had a mind of its own at times, refusing to make the car go the way the driver intended. The brakes, although reshod and adjusted, were unreliable when wet, making the petrol pump attendant leap out of the way when the 'Beast' refused to stop for its ration of go juice. Even when stopped it had a habit of rolling forward and was often to be found two doors down near Mrs Curtis's large Morris saloon, so had to be parked with its wheels pointing into the kerb.

This Ford had attitude; lose your temper with it and it bit back. Slamming the door in anger would bring the sound of breaking glass as the door window would shatter, or worse, drop down inside the door. The lifting mechanism finally gave way to the rust mice; a rolled up Evening Post sorted that problem out, wedging the window firmly into place. If the window needed opening (the semaphore signal often refusing to work) tough, like it or lump it, closed it would stay. Also a puncture in the front outside tyre made little difference to the steering and the wipers, which worked off the inlet manifold, failed when climbing even the gentlest of hills. And there was more, much more

Still, it brought enjoyment to its owner (and his understanding brother) who travelled many miles and learned the hard way of the idiosyncrasies of the internal combustion engine. The passenger floor was reinforced with a very handsome joiner made of a piece of five ply, the semaphore signal arms finally did what they were supposed to do, albeit reluctantly. Even the taxi driver who demanded £40 from my brother came away bemused by the fact that higher maths and trigonometry proved that the turning circle of the 'Beast' was such that it was impossible for that car to have ripped the nearside wing off his taxi. The evidence was there for all to see, no damage to the Ford and not the slightest piece of white paint blemished the gleaming rust. Turtle Wax had done its job – removing paint, even white paint.

Two years of ownership and the 'Beast' cried enough. At twenty-eight it gradually started to dissolve. Before the tragedy was finalised it brought a fiver from the wreckers and a tear from the once delighted owner. It had done its job. His next car was not a car but an Austin Morris van, but that's another story."

Lead Acid Batteries

by Colin Rowe.

At the heart of successful operation of our Model "Y"s and "C"s is the battery, used to start the engine and operate the lights. Here we look at the battery its operation, how to check it and get the best performance from this vital component on our cars.

Batteries have not changed in function since the 1930s or even since the dawn of motoring, back in 1859, when Gaston Planté invented a device called the lead acid accumulator. Since then, however, their method of production and longevity have improved.

A 6 volt lead acid battery, as used on many pre-World War II cars, is made up of 3 x 2 volt cells, each cell having a negative (cathode) and positive (anode) pole. Modern cars have 12 volt batteries and so consist of 6 cells linked similarly, i.e. in series - positive to negative pole. These connections between the cells are often visible on the top of the battery as thick metallic straps or bars. It is necessary to have thick conductors between cells because of the high currents being carried when starting the engine. FACT: More electricity is produced when starting a car engine than is contained in a flash of lightning! The cells of a battery are housed in a hard rubber case and have removable plugs (combined filler caps for adding water and to allow gas to escape) giving access to the liquid inside. The main battery terminals, one of each + (positive) and - (negative), are usually coloured red for + and blue or black for - and are located at diagonal corners of the battery case. Note that on Ford Y&C models the + (positive) terminal is attached to the chassis, i.e. it is a positive earth vehicle - unlike modern vehicles which are - (negative) earth. The reason for the change was threefold; corrosion, the introduction of solid state electronics and standardisation worldwide.

The cells in a lead acid battery can be recharged and are therefore known as "electrochemical secondary cells" as opposed to a battery which is discarded when exhausted, i.e. when it can no longer cause current to flow in an external circuit between its positive and negative terminals. The latter are primary cells - typically zinc-carbon torch batteries.

Contrary to common belief, a battery does not actually store electricity. It converts chemical energy (when in a charged state) to electricity on demand by electrolytic action, when an external circuit is connected between its positive and negative terminals. When being re-charged, the process reverses by the action of electrical current flowing into the cells from an external source, e.g. a dynamo, to form potential chemical energy. It is possible to utilise about 80% of the electricity consumed by charging.

The main working components of a secondary type cell are two sets of lead plates + and -, the separators keeping the plates separated and the electrolyte (water and sulphuric acid in the proportions 65% to 35% respectively) in which the plates are immersed. The lead plates change in composition by complicated reversible chemical processes during charging and discharging.

The composition of the plates alters during battery charging using an external source of electricity (electron flow) connected to the battery terminals, such as the dynamo fitted to the car or a mains battery charger. The positive plates change from lead sulphate to lead dioxide and the negative plates from lead sulphate to a porous form of pure lead with a high contact surface area. The density (specific gravity) of the electrolyte increases as the lead sulphate dissolves into the electrolyte.

Connecting the terminals of a charged battery to an external circuit (discharging) causes electron flow to leave the battery to power external devices, such as the engine starter motor and lights, as lead dioxide is re-deposited on the positive and negative plates. Both positive and negative plates change gradually back to lead sulphate, by combining with the sulphur from the sulphuric acid in the electrolyte. The specific gravity of the electrolyte gradually reduces. It is therefore possible to determine the state of charge of a cell in a battery by measuring the specific gravity of the electrolyte using a hydrometer.

Batteries are discharge-rated in ampere hours, e.g. 36 AH. A device consuming 2 amps would in theory continue to discharge this battery for 18 hours (i.e. 2x18) before becoming exhausted. The same rule would not apply if a battery was discharged at 36 amps. After a few seconds the battery would be flat.

It is important to note the differences between the two types of lead acid batteries. The battery fitted to a Model "Y" or "C" is known as a starting battery or, in American terms, a "cranking" battery. These batteries are designed for short term heavy discharge for starting and therefore have a much higher number of thinner plates than say a deep cycle battery. Deep cycle batteries are used to constantly work at medium discharge rates for long periods, say powering a lawn mower or invalid buggy. Batteries should

not be substituted between these two applications. Using a battery designed for deep cycle work to start a car would destroy it by buckling the plates. Deep cycle batteries can be completely discharged and recharged again, which is not recommended for car batteries.

Looking after the battery

Starting batteries fitted to Model "Y"s and "C"s should be recharged after no more than 20-25% of their charge has been consumed to avoid damage. This should take place automatically once the engine is running and the dynamo is working. As the chemical potential is consumed beyond 25%, heavy sulphation (formation of lead sulphate) occurs rapidly on the plates, which is not totally reversible by desulphation on recharging. Lead sulphate has a high resistance, reducing the porosity of the plates, if allowed to build up, so that penetration of the acid into the high surface area of the active material is inhibited permanently, reducing the capacity of the battery permanently. Leaving your battery for long periods without top-up charge, say in the winter, poses many risks. Total discharge would mean that the electrolyte had turned almost into pure water and therefore can freeze. The plates must be kept fully immersed in electrolyte - evaporation takes place particularly in hot weather or under conditions of over charging. The vent/filler plugs should be removed regularly to check the level and topped up if necessary using only de-ionised (distilled) water. Do not overfill the cells, as expansion in hot weather can cause leakage. Never add acid to a battery in an attempt to correct a low state of charge - the plates will be permanently damaged. When a battery is fully charged, it will start "gassing". This should not be allowed to continue. The action in the cell during charge is the production of hydrogen and oxygen gases. When charging is complete, the gases appear as bubbles in the electrolyte. They serve no use and are explosive in nature and, on condensing, can be highly corrosive. With the vent plugs screwed down tight there is the danger of a cell bursting.

Keep the top of the battery dry and clean, by washing it with a weak solution of bicarbonate of soda, removing any build up of oxide from around the terminals. Smear the terminal posts with Vaseline, ensuring that the cable clamps are tight. It is advisable to disconnect the battery when not in use by taking the positive lead off its post or fitting an isolator switch to prevent parasitic drain (leakage from cable insulation).

The best way to check a battery is using a direct current (DC) voltmeter and a hydrometer. The terminal voltage on open circuit should be 6.3 to 6.5 volts. The density (specific gravity) of the electrolyte changes as the battery charges and discharges and normally ranges between (at 10°C) 1.288 for a fully charged cell and 1.116 for a fully discharged cell. These values are lower at higher temperatures. Each cell should be checked and should not vary by more than .005 in a good battery. Voltmeter and hydrometer readings should only be taken after a freshly charged battery has had its "surface charge" removed. This can be done by putting the headlamps on for 5 minutes or leaving the battery to stand for 12 hours after fully charging.

The main problems with our batteries arise due to unintended deep cycling without recharging, operating in an undercharged state and overcharging. The nature of owning a classic car means that it may be off-road for long periods, which tends to reduce the lifespan of the battery. Regular top up charging and checking the electrolyte condition throughout periods of lay-up will help to improve the longevity of your battery and its performance.

Finally; please remember - batteries contain a highly corrosive fluid and a lot of potential energy which, if released in an uncontrolled discharge, such as a short circuit between the terminals, can cause a fire. Batteries also give off a mixture of highly explosive gases. Take great care when connecting the battery to avoid arcing - particularly if "gassing" is taking place or petrol vapour is present. Always wear gloves and eye protection when working on a lead acid battery.

Mudflaps on Model "C"s and "CX"s.

by Bill Ballard

Apart from a high proportion of unsealed roads in country areas, Australia is also notorious for having unsealed hard shoulders to many of its highways, in both town and country (Boronia Road here in Boronia - a major divided road in the Eastern Suburbs of Melbourne, and the Newell Highway through country New South Wales come to mind here), which can result in a lot of loose stones and chippings lying around on the road surface. These can so easily be flicked up by your car's wheels, especially on bends and intersections, and on very wet days in particular, and can damage the paintwork of your car.

The answer to this problem was obviously to fit running boards, and all Model "Y"s were so fitted. However, the Model "C" and the Model "CX" were specifically designed without running boards and it would have been awkward to fit them without removing the sills, which were an integral part of the design. The Ford Motor Company of Australia Pty. Ltd. ("F.M.C. Australia") seem to have overcome the problem by fitting mudflaps to the front mudguards of these cars. There are official photographs in the F.M.C. Australia archives showing various types of "C" and "CX" fitted with mudflaps. Some of these appear in Norm Darwin's book, "**The History of Ford in Australia**" (Eddie Ford Publications, 1985) along with pictures of surviving cars, and it is interesting to note that every Model "C" or "CX" illustrated in that book is fitted with mudflaps (or bears evidence that they were fitted). Conversely, neither of the two official F.M.C. Australia sales brochures for the "CX", nor any of the numerous copies of Ford Main Dealer adverts placed in Australian newspapers I have in my collection, show the "C" or "CX" in any form fitted with mudflaps! So one can only assume that they were an "optional extra" and a very popular one at that. Certainly, from what I have seen and noted, the vast majority of the survivors of these models were fitted with them.

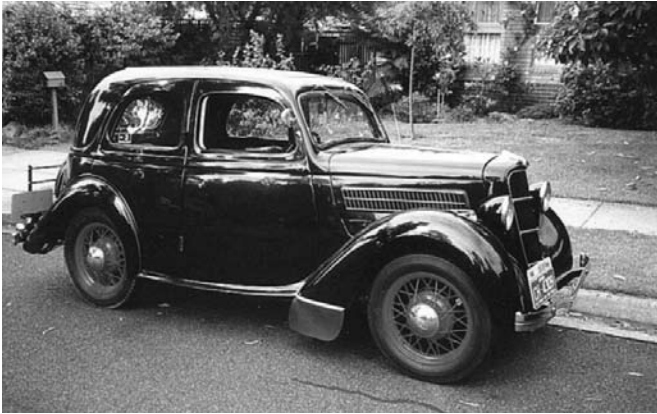
However, one car that doesn't appear to have had them fitted is Jim St John's Model "CX" sedan, "Ruby". Now there are a lot of unsealed roads in East Gippsland, and Jim's local car club seems to find them for some of their club runs! After returning from Omeo on one of these roads earlier this year, Jim decided "enough is enough!" and fitted some mudflaps to her, supplied by me.

The mudflaps I obtained with the donor car for "Bluey" were in good enough condition to make a paper pattern off, and the latter is carefully stowed away in my files to be used to mark and cut rubber matting of the appropriate thickness. Replicating the aluminium "half round" beading used to hold the mudflaps to the mudguards is a problem though, because it was originally made in an imperial width which cannot be obtained today. I can only obtain beading that is slightly narrower, but still "looks the part".

The mudflaps have a "sharp" edge and a "rounded" edge, and it appears to be a matter of personal preference which way you have them - see illustrations below. Instructions for attaching them are given below.



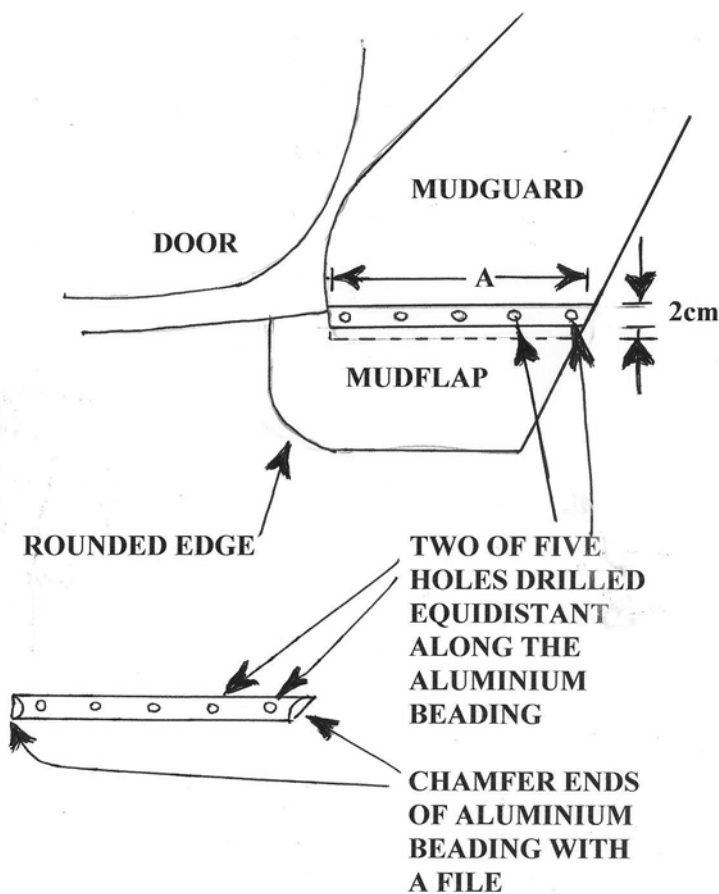
David Moran has fitted the mudflaps on 'Stuey', his well-type Model "CX" ute, "sharp edge" forward to match the leading edge of the mudguard.



Garry Yule's Model "CX" sedan has the mudflaps mounted with the "rounded edge" forward, and the beading unpainted.

Instructions for fitting mudflaps to a Model "C" or "CX" – see Fig.1.

1. With a tape measure, measure the length "A" about 2cm above the bottom edge of the mudguard.
2. Cut a piece of the extruded aluminium beading to length "A".
3. If you've got some very big "G" clamps, clamp the cut piece of beading and the mudflap to the bottom of the mudguard, with the top of the mudflap no higher than about 2cm from the bottom of the mudguard, and the beading parallel to the bottom of the mudguard and following as closely as possible to the contour of the mudflap. Otherwise, get someone else to hold the mudflap and beading in this position, whilst you mark (a) any excess rubber at the top of the mudflap to be cut off; and (b) the angle the end of the beading needs to be cut down to, to match the angle of the leading edge of the mudguard.
4. Note that the beading is not meant to cover the entire width of the top of the mudflap; part of the mudflap protrudes under the sill and is not fastened to anything.



5. Cut and chamfer the ends of the beading.

6. Drill five holes equi-distant apart along the beading to take the size of 3/4in. or 1in counter-sunk headed, self-tapping screws you will be using. Use counter-sinking tool to widen the tops of these holes.

7. Clamp the beading and the mudflap to the bottom edge of the mudguard, in the relevant position, with the top edge no more than about 2cm from the bottom edge of the mudguard, and using existing holes as a guide, drill holes to match those you've drilled in the beading and screw the beading and mudflap to the mudguard.

8. You can either leave the beading "as is" and paint the tops of the screws silver (if desirable), or paint the strip and screw heads black (I think it looks nicer left unpainted, or painted silver).

9. Apply some "tyre wall black" to the mudflap to get rid of scratches, etc.

The History of Ford of Denmark

by Terje Sæthre

As early as 1907, Ford had appointed Bülow & Co as its agent in Denmark to import and sell Ford cars on the Scandinavian market. Bülow & Co sold 12 cars during the first year, even though the total number of cars licensed in Denmark in 1907 was only 207! As the sale of cars outside the US increased, Ford decided not to sell finished cars abroad as it was more economic to export the cars in parts, to be assembled in the markets in which they were going to be sold. Ford also realised that some parts could be produced or bought locally, thus saving money and the cost of the shipping. This also created trade activity in the countries where the assembly plants were located.

Ford opened the first assembly plant in Europe in 1911 at Trafford Park, Manchester, England. This was replaced in 1931, by a new assembly plant at Dagenham, near London. After WWI, it was decided to establish two new assembly plants in Europe, namely in Denmark and Spain. The Danish factory was built to serve northern Europe and the Spanish factory to serve southern Europe.

Ford chose Denmark as its center in northern Europe because Denmark had a deep-water harbour and cars could be assembled and exported cheaply. The excise duty on the parts was only 10% at the time. The factory in Copenhagen was at times one of the most important factories outside the U.S. Two of Ford's most trusted top executives at Ford, Charles "Cast-Iron Charlie" Sorensen and William S. Knudsen, were both Danes. Knudsen shaped Ford's expansion in Europe in the early 1920s, while Sorensen declined an offer of collaboration in France from the ambitious André Citroën. Sorensen and Knudsen were both born in the same neighbourhood in Copenhagen, only 18 months apart (Knudsen was the oldest), but they did not meet



William 'Bill' Knudsen



'Cast Iron Charlie' Sorensen

each other until they met at Ford. They did not like each other very much and the relationship between them was strained. Sorensen has been described as a ruthless leader, while Knudsen was described as tough but fair. Many have claimed that it was William S. Knudsen's commitment that made Ford establish the second assembly plant in Europe in Copenhagen. This is not the main reason, but one of the reasons for it being established in Denmark in 1919.

On the 25th June 1919, the newly established Ford Motor Company A / S – "Danish Monteringsfabrik Aktieselskab" opened an assembly plant at Heimdal Gade No. 42-44 in Copenhagen. Here, the Models Ts were assembled for sale in Scandinavian countries and northern Europe and, from here, they were sent to satisfy market demands in Denmark, Sweden, Norway, Iceland, Faroe Islands, Estonia, Latvia, Lithuania, Finland, Germany, Poland and Danzig (Danzig or Gdansk was a free state at the time). The Danish Ford factory was now responsible not only for sales, but also servicing in each of these markets, the Ford dealers reporting directly to the Danish Ford factory.

In November 1919, assembled cars began to roll off the line in Copenhagen. Initially, only the Ford Model T Touring was assembled, other model variations coming later and then, in 1921, production was expanded to include tractors. The cars came in big crates from the U.S. and later, also from England, as "Complete Knocked Downs," or CKD as they were called. The crates were very popular and were often used as bases for holiday cabins. "They are big and spacious; almost ready to move into as they are." one guy said. By as early as the early twenties, the

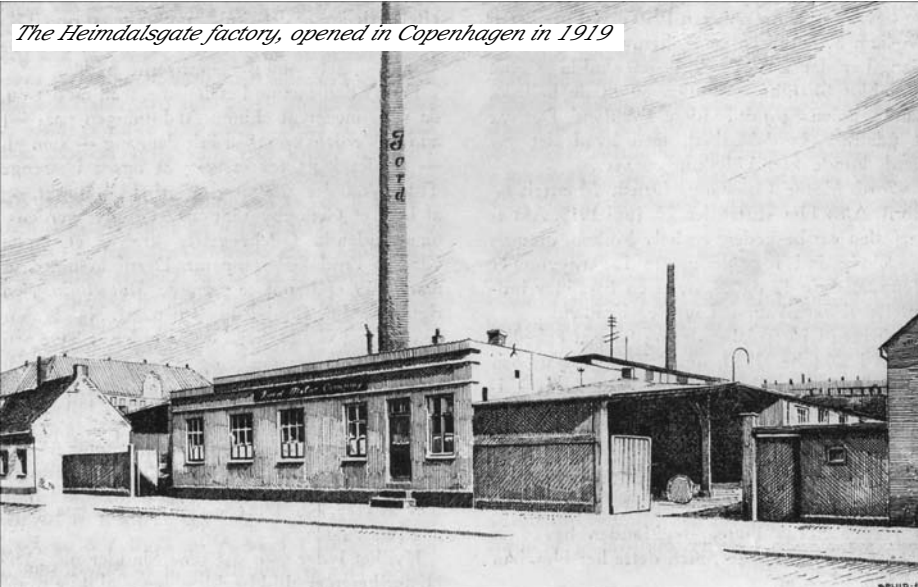
factory was found to be too small. The production at this time was up to 140 cars a day, the limit of its capacity. As a result, in 1922, an industrial site near the free harbour (duty-free port) was purchased and the "perfect" factory erected. The Company's share capital was increased from 500,000 Danish kroner to 30 million Danish kroner, which was a huge sum at the time! The factory was designed by the famous architect Albert Kahn and built after the American model, with a 100 metre long production line and a water tower with the Ford logo on it. The factory was alongside the deep-water harbour and was connected to the railway network. Ford had become Denmark's largest company, bigger than the industry giant Burmester & Wein. In November 1924 production started at Europe's most modern factory at Sydhavnsvejen 27 in Sluseholmen, Sydhavnen. The first car assembled at the new factory was driven off the production line by a representative of Scandinavia's oldest Ford dealer, A.M. Gjestvang, from Oslo. Following the move, production immediately increased to 225 cars a day and, on some days, a figure of 235 vehicles was achieved. The record at the Danish Ford factory was 25,000 cars per year in the middle of the twenties. Andre Citroën was a very great admirer of Henry Ford and, in 1927, a copy of the Ford factory was established by Citroën close to the Ford site in Sydhavnen.

The north European market was lucrative in the twenties with a high demand for cars, but Ford was not alone. GM opened an assembly plant in Copenhagen in 1923. This was the first GM plant established outside North America and it was no coincidence that this factory was also established in Copenhagen. It was William S. Knudsen, who had been fired by Ford in 1922 and served as vice-president in the Chevrolet Division, who influenced GM to establish their first factory abroad in Copenhagen. This plant was also in Sydhavnen. However, GM did not build their own factory, but leased the premises in an old cable factory.

Henry Ford was a capricious leader and, for some reason, fired William S. Knudsen; perhaps because that he both smoked, drank and was prone to swearing. Moreover, a strike broke out at the Danish Ford factory and Henry was furious that someone had placed a Ford factory in such a country! To fire Knudsen was a big mistake. Although GM was at that time the second largest automaker in the world, Ford sold 10 times as many cars as Chevrolet in 1922. After the talented W.S. Knudsen took over the helm at Chevrolet, only 5 years went by before Chevrolet sold more cars than Ford (1927)!

Bülow & Co, described earlier in the article, was probably the largest Ford dealer in Denmark in the early 1920s. After the establishment of Ford Motor Co. in Copenhagen and the introduction to the established dealers of "American" business methods, Ford limited Bülow's sales territory. As a result Bülow &

The Heimdalsgate factory, opened in Copenhagen in 1919



Co. cancelled their contract with Ford on January 19th 1924 and contracted with GM to become the main agent for GM in Denmark, which was now in full swing with its assembly plant in Copenhagen.

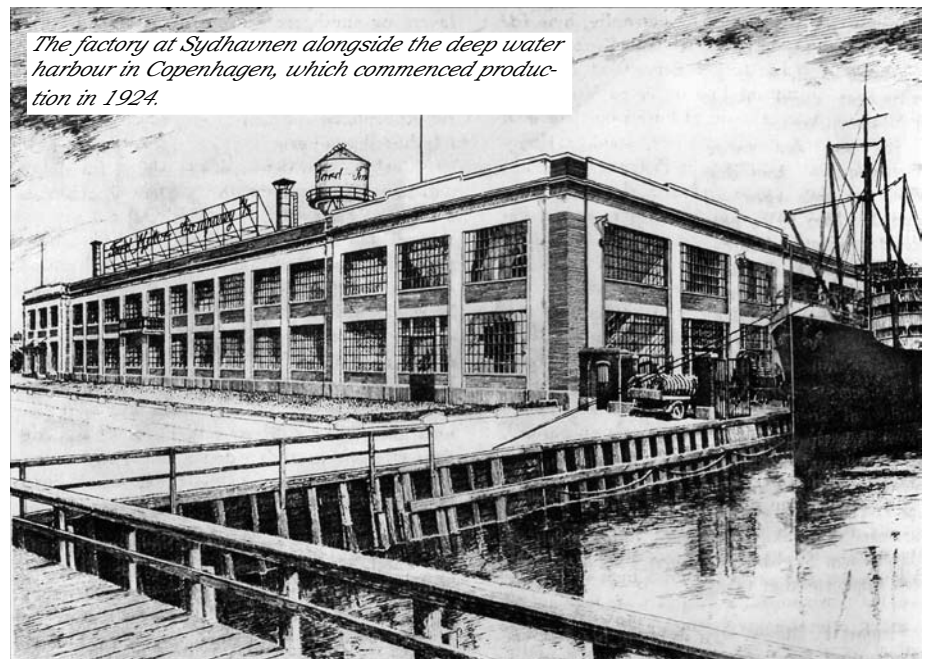
An interesting point to note concerning the production of the Model Ts in Denmark was that, in 1924, cars produced in Denmark came in a grey colour! This occurred only in Denmark, as Model Ts produced in other factories around the world came in black. (Henry Ford, as we recall, said: "Our cars are available in any color, as long as it is black"). Another "modification" on the Danish Models at this time was that the grilles were chrome-plated.

As with other Ford plants outside the U.S.A., the change-over to Model A production was delayed. The last Model T in Denmark was produced on July 17th 1927 and the first Model A rolled off the assembly line a year later on the 17th July 1928. In Cologne, Model As continued in production well into 1932, much longer than in Dagenham and Detroit. By the way, Germany's first Ford assembly plant was established in 1926 in Berlin and moved to Cologne in 1931. As a result, Germany no longer was included on the Danish sales dependency.

After the stock market collapse in 1929, the market conditions changed significantly in Europe. Because of this and the drop in production due to Ford's plant in Germany, in 1933, Danish production fell to just over 4000 cars per year but, all in all, the Danish Ford plant had been a success. In 1938, half of Denmark's 100,000 cars were Fords! During WW2 gas generators were produced as an alternative product.

After the war, although production at the Ford factory soon returned to normal, there were major problems in obtaining foreign currency. The Nordic market became less lucrative for the Danish factory following the establishment of a large Finnish Ford factory in 1946 and a

Swedish plant in 1949. Having assembled only Model Ts in the early years, the Danish plant now assembled both English and American Fords. The plant was considered one of



The factory at Sydhavnen alongside the deep water harbour in Copenhagen, which commenced production in 1924.

the most rational and efficient factories in Europe and Norwegian car mechanic students went on study trips to Copenhagen as late as in the mid-sixties.

In 1956, the Board granted 15 million kroner (approx. £1.6 million) for a building project, which included a new administration building and a new spare parts warehouse. The turf cutting ceremony took place in April 1957 and, by November 1958, the buildings were ready for use. With this expansion, the Ford Motor Company in Denmark had a total floor area of 30,000 square meters!

In autumn 1960, Ford Motor Company, Norway was established. Up to that point, from as early as 1919, all Ford business in Norway, had been controlled and run from

Copenhagen: cars, lorries, tractors, parts, literature, shop manuals, parts books, etc.

In the late fifties, Ford Denmark assembled a wide range of models: the English Anglia, Consul, Zephyr and Zodiac cars and the Thames Trader truck. In addition, a significant number of cargo-vans and special cars came from the U.S.A., including the Custom and Fairlane models. Finished German cars, trucks and vans and, at times, finished cars in large numbers from England and the United States were imported. In periods of high demand, finished vehicles that were already being manufactured in Denmark were also imported. Other Ford variants not assembled in Denmark included the 1955-57 Thunderbirds and 1957-59 Ford Skyliner Retractable.

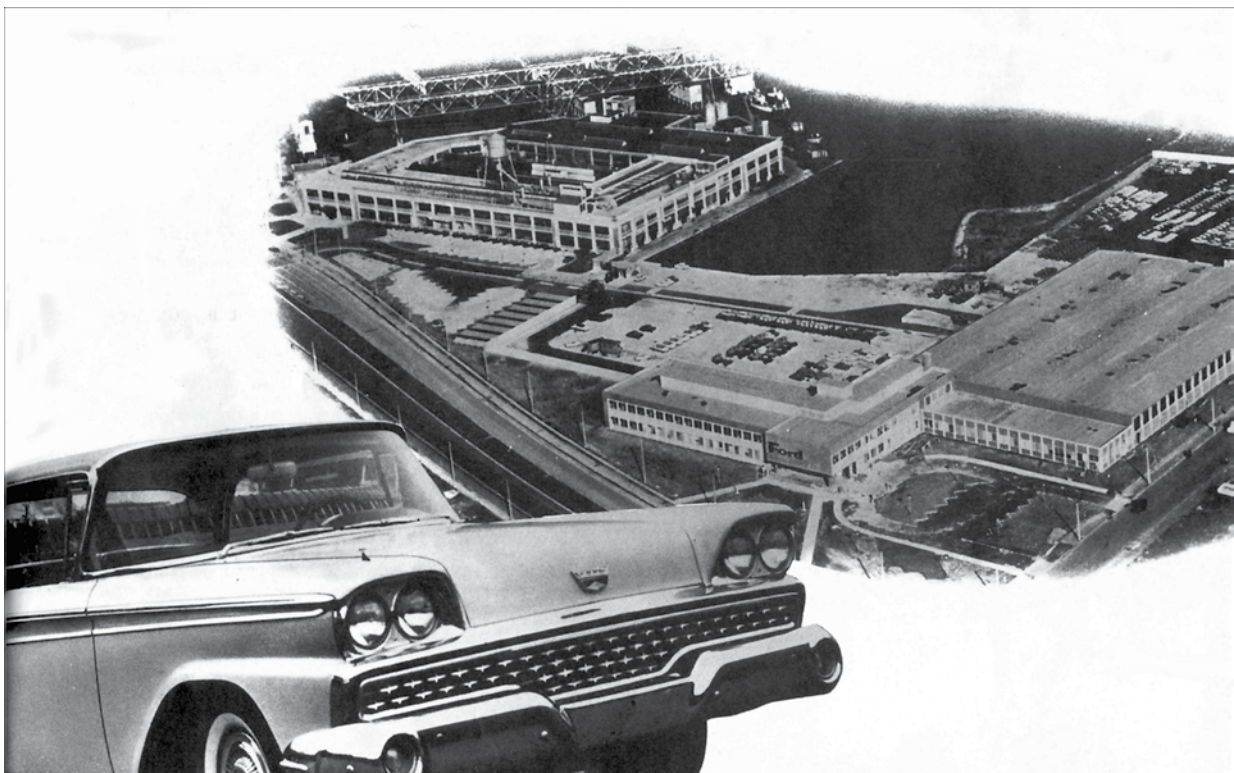
In 1959, 700 workers and clerks were employed by Ford in Sydhavnen. The daily production at that time was 33 units per day. Although this doesn't seem much compared to "the good old days", the assembly of a much more complex "modern car" was quite different to assembling a simple ModelT!

Besides, they produced several different types of vehicles in the late fifties and sixties, consisting of some 14-16000 parts each.

Activity in the Danish factory fell and, in 1966, production in Denmark ceased. A total of 325,000 cars had been produced since 1919. The premises were then used for sales and service only. However, GM continued until 1982 when that production ceased. A few years after its closure, the Danish Ford factory produced agricultural machinery but, in March 2006, it was definitely over and the remains of the effective and, in its time, very modern Ford plant were knocked down. The only building from the old factory that was left was the machine building. There was a bowling alley there for a few years before this building was also



This would appear to be a photograph of the employees' car park at Sydhavnen in 1936. In addition to a variety of V8s and Model As, in the distance park up against the fence, can be seen a Ford Junior (Model "Y") and a Ford Junior De Luxe (Model "CX").



demolished in 2007! The irony of this is that the Heritage Board (which administers the Danish Museums) designated 2007 as "Industrial Culture Year," but it was too late; architect Albert Kahn's master piece was already demolished!

Terje Sæthre, email:- red@earlyfordv8.no

A promotional flyer distributed in 1959, when Ford of Denmark was at its zenith, producing vehicles from both Dagenham and the U.S.A., many being 'Built Up' imports to meet the demand, such as the 1959 Ford Galaxie Skyliner shown in this advertisement.

