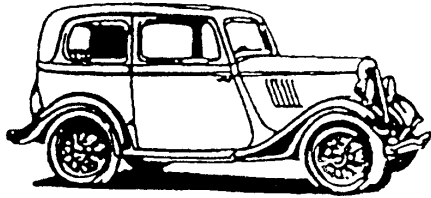
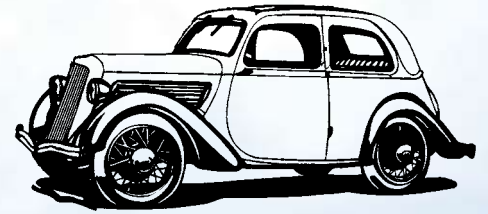


# TRANSVERSE TORQUE



Issue 189  
March - April 2011



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

# Editorial.

It is good to see the Y&C Register Forum website being used by a growing number of members; many raising queries about their cars. It is particularly pleasing to see our overseas members getting fully involved in giving advice. The Internet certainly makes for a very small world and makes the Y&C Register a close-knit enthusiasts' club!

The photograph on the front of this issue is of member, Jakub Hunia's Model "C", which he bought from Tony Calder and exported to Poland in the middle of last year. It took him one month of frenetic T.L.C. to bring the car up to a sufficiently pristine condition for his wedding to on October 16th 2010.

On a sadder note, it is with regret that I was told that Tony Fitzgerald succumbed to the dreaded cancer on 11<sup>th</sup> January. Our thoughts are with the whole Fitzgerald family, especially his daughter, Laura, who is our new Regional Contact for Ireland, brother, John, the ex-Regional Contact, and member, Pat, who co-owns the family Baby Ford with brother Declan. Some of you will remember Pat from the Powerscourt Rally's we attended. There were a thousand mourners at his funeral, which is an indication of the high regard in which he was held.

Jim Miles has asked me to include a big plug in this Newsletter for the Enfield Pageant, especially to ask for more members to be present on the Monday. Last year there were only two cars on the Club stand on the Monday and when the tally-man came round completing the attendance form on the day, he was not impressed! If we are to retain our annual stand, we need to show a tad more enthusiasm.

In the same vein, please look at the Events listing for this year. There are some cracking gatherings and tours, which are great fun. Those of you who haven't joined us in the past will be pleasantly surprised to find that we are human, with a good sense of humour and not greasy anoraks.

Congratulations are in order for the Ford 8 & 10 Sidevalve Club Inc. of South Australia who, in April, will be celebrating the 30<sup>th</sup> anniversary of the founding of the Club. The membership boasts approximately ten 'wire wheel' sidevalves.

This issue celebrates a landmark event in my personal quest to track down the different variants of our cars. There has been only one survivor, in the ownership of member, Rob Klinkert, in Monmouthshire, the background of which I have not been able to identify for over 20 years. Thanks to Friend of the Y&C Register, Robin McCullagh in Dublin, the problem of identifying the provenance of this Model "Y" tourer has been solved. Not only



*David Crook's Model "C" Well-type ute, normally resident in Whyalla, South Australia.*

has the Irish origin of the car been exposed, but Robin has also unearthed the racing history of a stripped down version of the car. It is all written up under 'The Smithfield Ford' in this issue.

Well done, Phil Wookey, who turned out with his December 1934 Model "Y" at the Footman James Great Western Autojumble at Shepton Mallett over the weekend 12/13 February. Ivor Bryant, who has the

unenviable task of goading West Country members into displaying their cars at these Shepton Mallett shows, always manages to put on a display of sidevalves, usually from the Sidevalve Owners' Club, rather than our own Club – more's the pity.



*The happy bride, Magdalena, is driven to the reception by her husband, Jakub, after their wedding in Krakow, Poland, in October.*

In this issue we have the second contribution from Colin Rowe. His first epistle, on batteries, was well received and I'm sure you will enjoy his article on the dynamo and cut-out.

In his 'Chatter' article, our Chairman, Rod Janes, explains why he is having to stand down at the A.G.M. His physician has informed him that his debilitating condition

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*Phil Wookey's Model "Y" is the sole representative of the Y&C Register at the February Great Western Autojumble at Shepton Mallett.*

is only going to get worse. We are very sorry to hear that, Rod, and hope that the deterioration is sufficiently slow such that you can enjoy life with your family and friends.

Please make a point of reading the A.G.M. insert with this issue and feel free to nominate members for the committee posts. I hope we see many of you at the meeting on 10<sup>th</sup> April.

I hope that, also in the same envelope as this newsletter, will be the January, 2011 List of Known Surviving Vehicles. This is a biennial publication. Please check the entry for your car(s) and let me know any changes or detail that is missing.

Enjoy the read.

Sam Roberts.

**THE DEADLINE FOR COPY  
FOR ISSUE 190 IS  
FRIDAY, 29<sup>th</sup> APRIL 2011.**

## OLD FORD RALLY.

### July 24<sup>th</sup>. Gaydon.

Planning for the Old Ford Rally is well under way. All 2010 entrants should have received an application form to exhibit at the 2011 show at Gaydon on Sunday, July 24<sup>th</sup>. If you missed the 2010 show, or you have not had a form, please contact me for a special Y & C concessionary form which can be used to enter any pre-1985 Ford.

This year we celebrate the Ford of Britain centenary. We had 400 vehicles there last year and we are aiming for 500 this time....don't miss what is probably the biggest Ford show of the year. I have already had volunteers for marshalling etc. so, if you would like to offer your services for a while on the day ...just let me know.

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

**Bob Wilkinson.**

### DISPLAY YOUR CAR – FORD CENTENARY.

Ford dealers throughout UK are planning events and displays to mark the centenary of Ford of Britain. They may welcome offers from members wishing to loan their cars for showroom display alongside newer models. Some dealers are planning local runs and exhibitions of vehicles covering every decade of Ford production. These events combined with national DRIVE IT DAY (April 17<sup>th</sup>.) will create a wonderful spectacle. You may wish to offer your car. If you do take part please send us some photographs.

## Chairman's Chatter

Winter seems to be going on for ever; every time that I look out of the window the garage seems to be further and further away and colder than ever! My poor cars have been severely neglected this winter and I can't remember an occasion that they have been so long without attention.

There is a reason for the neglect. Since the end of last summer, a long standing and incurable illness that had been in remission for a number of years, reared it's ugly head and severely restricted my mobility and actions. And, as I have been informed by the medical profession that this time it not going to ease or improve for the foreseeable future, I am forced to consider what commitments I take on.

With the above in mind I have informed the Committee, via Bob Wilkinson, that I will be stepping down from the post of Chairman at the AGM. I had hoped to make a positive contribution to the Register and the membership during my term of office. Unfortunately, this was not to be.

I wish whoever takes over the reins at the AGM all the very best for the future, and will continue to support the Register in any way that I can

Rod Janes, Chairman

## Secretary's Ramblings.

What a winter! The worst I can recall in England in almost 50 years. Even on the other side of the equator our **Australian colleagues** have experienced the worst summer for years too. Great sympathy goes out to those who have suffered in the devastating floods in Victoria and Queensland, hurricanes further north and bush fires in Western Australia. Let's look forward to a good summer with happy classic motoring. Actually our club stalwart Pete Ketchell, and Jean, are probably to blame as they arrived in Oz at the same time as the devastation.....they are due back in UK as I write this, so look out for plagues of locusts and low flying crown wheels.

The winter has given me more opportunity to devote to classic car magazines and websites. I have noticed how the **value of WELL RESTORED** classic cars, including our Fords, has risen despite the current recession. I put this down to investors being fed up with low interest rates and deciding that they may as well buy that classic they have always wanted. Increased restoration costs play a part too. I know that restoration costs are often greater than the end value of the car....but we rightly justify the expenditure since every hobby has a cost. I know many people who spend a small fortune on golf, for instance, and have no end product other than the enjoyment of playing. (I mention this because my wife, a keen golfer, reads Transverse Torque!). The answer to buying a classic is to buy the best one you can afford....but make sure the restoration work has been done well and with originality of design and specification maintained as far as possible.

**Your Committee met in February** and reported on a healthy finances, good progress with all services and a promising events list for the summer. Requests in the previous issue for volunteers have resulted in responses for both Technical Adviser (for AGM business) and Spares holder posts. More news anon. Thanks to those who responded ..... there is always room for more to step up into Club posts at the AGM. Will your name be one of them? Over the past few years, new "faces" have come forward and all have contributed well to the running of your Club.

Our **AGM is on Sunday April 10<sup>th</sup>** and a notice is included with your magazine with an opportunity for you to nominate Club officers ...including yourself. After over 25 years as Secretary I feel it important to find a replacement to ensure continuity into the future. Sam too wishes to step aside as Editor to concentrate on individual car archives.

### Photographs on the covers

**Front cover.** Member, Jakub Hunia bought the September 1935 Model "C" (C23761) from Tony Calder in Preston in August 2010. After importing it to Poland and carrying out superb work on the body, the car was ready for his wedding in Krakow on 16<sup>th</sup> October 2010.

**Back cover.** Ron Kendall's April 1937 Tudor Model "Y" parks behind a 7Y at the National Tramway Museum at Crich, in Derbyshire during the 1940s' Weekend on 9<sup>th</sup>/10<sup>th</sup> August, 2008. Yvon Precieux, the Pre-War Registrar of the FSVOC, tells me that the 7Y is owned by Eric Umpleby of Bilton, Harrogate and that it is a November 1937 Deluxe version, denoted by the two red badges at the front and one at the rear.

**Current FBHVC matters** involving MoT, registrations and other issues are reaching an important phase in terms of discussions with DVLA and the government. I have included an article in this issue and request your views.

It is pleasing to see more "new" cars appearing from storage in barns etc. and more of our cars coming into "on road" condition. All members are reminded that any questions relating to registrations – either recovering a "lost" registration or obtaining an age-related registration should be directed to me. We are able to help....just ask. See you at the AGM.

Bob Wilkinson. Secretary.

### BOB'S JOKE CORNER.

*This was sent in by a member in the US.*

#### IT PAYS TO HAVE A GOOD SENSE OF HUMOUR.

A senior citizen drove his brand new Jaguar convertible out of the car salesroom. Taking off down the motorway, he floored it to 100 mph, enjoying the wind blowing through what little hair he had left.

"Amazing!" he thought as he flew down the highway, enjoying pushing the pedal to the metal even more. Looking in his rear view mirror, he saw a police car behind him, blue lights flashing and siren blaring.

"I can get away from him - no problem!" thought the elderly nutcase as he floored it to 120mph.,then 140mph then 150mph. Suddenly, he thought, "What on earth am I doing? I'm too old for this nonsense!" So he pulled over to the side of the road and waited for the police car to catch up with him.

Pulling in behind him, the police officer walked up the driver's side of the Jaguar, looked at his watch and said, "Sir, my shift ends in 10 minutes. Today is Friday and I'm taking off for the weekend. If you can give me a reason why you were speeding that I've never heard before, I'll let you go."

The old man, looked very seriously at the policeman, and replied, "Years ago, my wife ran off with a policeman. I thought you were bringing her back."

"Have a good day, Sir", said the policeman

Why not send me your favourite story to give us all a laugh ?

Bob Wilkinson.

# The Smithfield tourer

Thanks to Robin McCullagh, the mystery of the last surviving Model "Y" tourer without a maker's name has been solved. On pages 103 and 129 of my book on the Model "Y", I refer to the tourer of unknown provenance belonging to member, Rob Klinkert, in Monmouthshire. Its documentation states that the car, with a 1936 Dublin registration, ZA 6774, was imported from Ireland, through Liverpool, in 1954. Because of the poverty and lack of demand for tourers in Ireland, I suggested that the car was probably built in England originally and exported to Ireland. Wrong!!



*Y100245; Rob Klinkert's Smithfield four-seater tourer as photographed in 1992. An up-to date photograph or two would be appreciated please Rob*

Robin McCullagh, who was the President of the Irish Vintage and Veteran Car Club, and who has recently been researching Ireland's motor races in the pre-war period, came across advertisements and reports of the 'Smithfield Ford', which, in the hands of Jack Toohey, raced in a number of the races. Robin writes:-

## THE SMITHFIELD FORD

In 1902 when Englishman Selwin F. Edge won the Gordon Bennett Race in France he gained the honour of holding the following year's race in his home country. However, as it was not possible to close the public roads in England for Motor Sport, the race was held in Ireland.

Since then it has been possible to apply for road closure permits in Ireland (both North & South) and many races have been held over the years. In latter times, while the motorcycles still enjoy street racing, our car races tend to be held on the purpose built circuit at Mondello Park, Co. Kildare or sometimes in Dublin's Phoenix Park. The holding of road races has been made more difficult because of the Health & Safety Act, and the litigation culture that now exists here.

The Leinster Motorcycle & Car Club was founded in 1921 and ran Motorcycle Races from 1923. Their first venture into Car Racing was in 1934, but the circuit at Skerries, North County Dublin, proved too narrow for the cars so, for the 1935 event, they moved to a new course at \*Tallaght in South County Dublin.

During the two Practice Sessions (on Wednesday and Thursday evenings) it became obvious that the Handicappers had not taken into consideration how difficult and demanding the Tallaght circuit was and had set unobtainable speeds for most of the drivers. All, that was, except the limit man Jack Toohey who, driving a 933cc Smithfield Ford (a car produced by the Smithfield Motor Company – a Dublin based Ford main dealer – with a Model "Y" chassis and engine, and with an open two seater body built by local firm M/S. William P. Ryan) managed to beat his handicap, whereupon Race Officials reduced his advantage from 5 laps and 2 minutes down to 5 laps dead, putting him on the same handicap time as five other drivers.

It was optional for the cars to carry a passenger during the race and Toohey's Ford was one of the few that did – his passenger was a Dublin Motorbike racer named Cody. During the race Toohey motored steadily, if not spectacularly. At one stage, the activities of his passenger causing him to lose time while the Race Officials pulled them into the pits for a stern warning.

From the start the Ford had pulled away from the others starting off the same handicap and it was only in the last few laps of the race that there was any threat to Toohey's position. Even with this pressure, he managed to cope with taking the chequered flag some 49 seconds in front of the second man home.

Toohey was fortunate to be able to race at all that day as, on a pre-dawn test of the car, two engine gaskets failed and the car had to be pushed five miles back to the garage for



repairs.

Later in 1935, the Smithfield Ford (again with Jack Toohey as driver) finished fifth in the Limerick Round-the-Houses Race – in the exalted company of Alfa Romeo, E.R.A. Alta, MG & Bugatti to name but a few.

The 1936 season started off badly for the team, as the Smithfield Ford suffered a lot of damage when it was involved in a crash as it was being driven from Dublin to the Ards Circuit to take part in the Ulster Trophy Race.

It was a bit of a rush to have the car repaired in time for the Cork Grand Prix but it was achieved somehow and Toohey in the Smithfield Ford finished 4<sup>th</sup> overall.

For the Leinster Trophy race at \*Tallaght in July 1936, the handicappers had given Toohey and the Ford only three laps credit, which most people felt put paid to his chances of another success. Race day provided



*A poor National Library of Ireland photocopy from a newspaper of the day showing Jack Toohey racing the Smithfield Ford.*

**The Ford Model Y & C Register**

the worst possible driving conditions with near monsoon type rain falling throughout the event. (Who said summers were always good in the old days?)

Most drivers were slowed down by the slippery road surface and the spray being thrown up by other cars (particularly the faster cars). Once again Toohey's steady driving paid dividends and, while others were dropping out due to mechanical problems or crashing, the Ford quickly moved up the Leader Board. By the 18<sup>th</sup> lap (out of 26) Toohey had passed the last few cars in front of him and had gone into the lead, which once again he was able to hold onto for the rest of the race. Another great win for the Smithfield Ford.

Despite the horrendous weather conditions of 1936, Toohey's average speed for the race was marginally higher than what he had achieved the previous year. (60.20 as opposed to 59.93mph.)

\*For further information on the Car Races held on the Tallaght Circuit in 1935/36/37/38/39/48 please see the Irish Transport Series Album which is to be released later in 2011. [www.dreoilin.ie](http://www.dreoilin.ie)

**Robin McCullagh.**

[Note:- Robin has written the story of 'The Bray Motor Races 1934-1935', which was published in the Irish Transport Series last November. Ed.]

**A WINNER FIRST TIME OUT!**  
**A TROUBLE-FREE, NON-STOP RUN**  
**THE 8 H.P. SPORTS FORD**  
(THE SMITHFIELD SPORTS FORD SPECIAL)  
**WINS THE LEINSTER TROPHY RACE**  
**AT AN AVERAGE SPEED OF**  
**59.19 M.P.H.**  
DRIVEN BY MR. JACK TOOHEY

SIMILAR MODELS MAY BE INSPECTED AT  
**THE SMITHFIELD MOTOR CO. LTD.**  
 SMITHFIELD (off Arran Quay), DUBLIN

**THE WINNING FORD**  
 was fitted with a **SPORTS BODY**  
BUILT BY  
**WILLIAM P. RYAN, Little Longford St., Dublin**

*The announcement following the 1935 Leinster Trophy Race at Tallaght.*

Bob Montgomery, who is the Curator of the Royal Irish Automobile Club archive, adds that there were only two racing Smithfield Fords built.

### THE COMMERCIAL SMITHFIELD TOURER

Robin also obtained a photocopy of a newspaper advertisement announcing the two-seater or four-seater tourer marketed through the Dublin main Ford dealer, Smithfield Motor Co., Ltd. Regrettably, the National Library of Ireland is not customer friendly and seems to be unwilling to pro-

vide a better copy of the advertisement to give us a better idea of the car's features. However, we are able to establish the main selling points, viz, seasoned ash frame, all steel panels, bucket type seats, leather upholstery and a chromium plated, folding windscreen. The prices are similar to those tourers of equal quality on sale in England, i.e. £210 for the two-seater version and £225 for the four-seater.

As can be seen from the announcement of Jack Toohey's win in 1935, we learn, importantly, that the coachbuilder was William P. Ryan of Little Longford street in Dublin.

And now to Rob Klinkert's tourer, which I first saw under a tarpaulin in the front garden of a house in Tintern, Monmouthshire, in about 1990. A couple of years later, I returned to find that it had gone. By asking a few questions around the village, I tracked it down to Rob Klinkert, who kindly let me see it at his house near Chepstow. He also let me copy the history of the car from the log book and the import documentation for the car from Ireland in 1954. In all my research on tourers for my book on the Model "Y", I could not find a matching body with the twin cowls on top of the scuttle. And, now, thanks to Robin McCullagh and the photograph of Jack Toohey driving the Smithfield Ford, we have the matching design features as well as the joint Irish provenance.

I am a happy bunny!

**Sam Roberts**

**Have you seen the 8 h.p. Ford Sports Model ?**

<b>SPECIAL FEATURES :</b> SEASONED ASH FRAMES ALL STEEL PANELS BUCKET TYPE SEATS LEATHER UPHOLSTERY CHROMIUM PLATED, FOLDING WIND SCREENS	 <p>THE 8 H.P. FORD SPORTS MODEL</p>	8 H.P. TWO-SEATER SPORTS £210
		8 H.P. FOUR-SEATER SPORTS £225

Deferred Payments Arranged  
 CALL, 'PHONE or WRITE US TO-DAY

As Ford Main Dealers we can supply you with any type of Ford model, including the commercial range of vehicles

**SMITHFIELD MOTOR CO. LTD.,**  
 SMITHFIELD, DUBLIN 'Phones 22321-2-3

*The poor photocopy of the Smithfield Motors Co. Ltd. advertisement for their 8 h.p. tourers (if anyone has any influence over the National Library of Ireland, a better copy of this advertisement would be appreciated!).*

## For Sale.

**Brian James 1300kg micro single axle car trailer, bed size 10'2" x 5'5", triplelock high security hitch coupling, ramps stored on board, jockey wheel, prop stands, spare wheel, winch. Has space saving fold up drawbar to allow shorter length when being stored. Stored inside and located near York. Excellent condition. £895.00 o.n.o. Nick Grace. Tel: 07809 524698 email:- [the.graces@btinternet.com](mailto:the.graces@btinternet.com)**

## Wanted

**Model "Y" or "C" restoration project; in bits or one piece, runner or non-runner! I am looking for a project and I'm a private buyer, not a trader - will travel if necessary. Kent. Dave on 01474 823972 or 07534 904952**

**Wanted for a 1933 2-door Model "Y":- Windscreen frame, petrol tank, 2 x doors, 2 x head lamps, 2 x parking lamps. Would consider donor car I will arrange collection Andrew Boland (Ireland). Email:- [andrew.boland@nvd.ie](mailto:andrew.boland@nvd.ie)**

**A pair of front seats for a 1936 Model "Y", ideally in Vineyard green trim please! Graham Miles :- Email:- [graham@familymiles.com](mailto:graham@familymiles.com)**

For MoT and safety reasons, it is now advisable to fit rear lights, reflectors and flashing indicators. On my Kerry, I hang these on brass brackets from each of the bumper bar supports (obviously, reflectors only at the rear!).

## Miscellaneous

Apart from a flurry of messages relating to the age-old problem of starting the 10 h.p. engine (just make sure all your electrical settings are correct and don't depress the accelerator when pulling the starter knob), there has latterly been comments on the short rad Model "Y" tourer that has appeared on ebay. This is a new one to the Register and, as they are like hen's teeth to find, is an exciting discovery. I have spoken to the seller and established that it is a very early model (Y3589 - November 1932 date of production as a rolling chassis). It has an end of March 1933 Nottinghamshire registration, which follows, as it would have taken the intermediate period to construct the sports tourer body. The coachbuilder has been assumed to be Jensen Bros. and the car a Mistral, as the bonnet displays the typical Jensen two rows of louvres. I have

# Forum activity

## Torque wrench settings

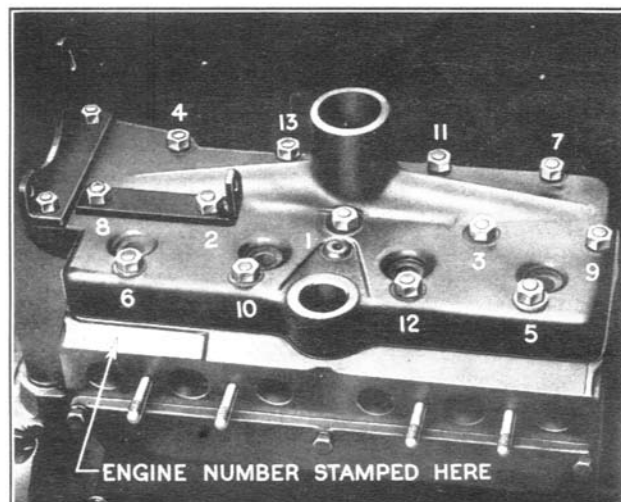
In response to a query from Neil Fletcher on the Y&C Register Forum website, the following information was given:-

"The only Ford recommended torque wrench settings on the Models "Y" and "C" are as follows:-

- Main bearings:- 50 lbs. ft.
- Cylinder head nuts:- 35 lbs. ft.
- Connecting rods:- Castellated 30 lbs. ft. Self locking 20 -23 lbs. ft.
- Sump nuts:- 20 lbs. ft.
- Front cover:- 20 lbs. ft.
- Manifold (exhaust & inlet):- 15 ft. lbs.

Other nuts tighten as normal, inserting split pins where required (i.e. in castellated nuts on front and rear U bolts.)"

Although the order of tightening the cylinder head nuts would seem straight forward (from the inside outwards), the recommended order is as shown in the diagram.

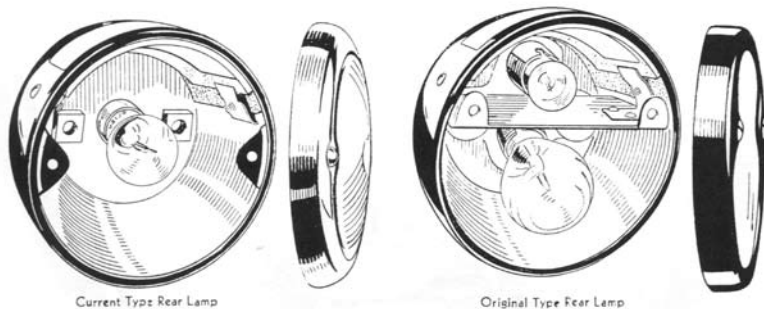


*The recommended order of tightening the cylinder head nuts. Pinching them the first time round and then tightening them to 35 lbs.ft.*

## Rear Lights

There were two queries on the original rear lights fitted to the Model "Y" in production. The first, from Alan Russell referred to the rear end of his van. Originally, the van came off the production line with a single rear, 'pork-pie' light on its side, located at the right hand end of the number plate.

Other queries along similar lines referred to the Model "Y" saloon rear lights. Again, from production, there was just the single 'pork-pie' light bolted to the number plate bracket and shining up onto the number plate. Note that from August 1934 the lamp changed from a two bulb lamp with a flat lens to a single twin filament bulb and a curved lens (see Model "Y" Bulletin, Vol. 3, no.7.)



*The change to the rear lamp in August 1934.*



my doubts on this point as the body tub, wings, lack of running boards and the shape of the top of the doors, points to it being an early Kerry, by Whittingham and Mitchel (or Terrier as they were called before June 1933, when they were forced to change the name as Leyland had already allocated Terrier to one of their lorry models). We look forward to the new owner joining our ranks, when we can have a good look at the car.

**Sam Roberts.**

*An exciting find on ebay in the Leeds area. Advertised as a Jensen Mistral, because of the double row of louvers on the bonnet, it has all the other hallmarks of an early Kerry/Terrier.*



## News of new members

Prepared by Mike Malyon on 24<sup>th</sup> February 2011

Since the last issue of "Transverse Torque", we are pleased to welcome to the Ford Y & C Model Register the following 5 new members and 1 rejoining member.

William Ashburner	A0901	Aldbury, Hertfordshire
Colin Ellis	E1001	Stambourne, Essex
John Jilbert	J0102	Praa Sands, Cornwall
Fidel León-Darder	O-L104	Valencia, Spain
Lee Musson	M1501	Sutton in Ashfield, Nottinghamshire
Ray Scicluna	O-S107	Zurrieq, Malta

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

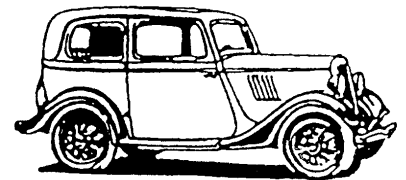
**William Ashburner** – we are pleased to welcome Bill to the Club. He has a black Model "Y" Tudor, chassis number Y126453 and Briggs body number 165/33066. There isn't a registration number yet. The car is under restoration with plenty of work to do. We hope all goes well with the restoration and thanks for joining the Club. Please keep us informed of your progress.

**Colin Ellis** – we extend a warm welcome to Colin who has joined the Club. Colin has purchased HV 9289 (Y196804), a black Model "Y" Tudor, off ebay. It is claimed that the car has been stored in a barn for the last 20 years. Fortunately, there was a letter amongst the vehicle's documents inviting the previous owner to join the Y & C Model Register. The car is under complete restoration and was first registered 1<sup>st</sup> March 1938, making it one of the youngest Model "Y"s known to the Club. Good luck with the restoration and thanks for joining.

**John Jilbert** - has upgraded from a Friend of the Register to a full member, having bought a 1937 black Tudor Model "Y" from member, Roy Cleaves. The registration is DHT 555 (Y166049). The car is on the road so we hope you enjoy motoring around Cornwall and, hopefully, we will see you at one of our events. Thanks for joining and welcome to the Club.

**Fidel León-Darder** – has rejoined the club. Fidel lapsed his membership for three years whilst he was in Venezuela. Fidel has now returned to Spain and is continuing with the restoration of BU 2606, a black, Fordor "CX" (C16753). This was first registered on 17<sup>th</sup> January 1936. We hope all goes well with the restoration. Welcome back to the Club and thanks for rejoining.

**Lee Musson** – we are pleased to welcome Lee to the Club. Lee is restoring the car which used to belong to his Grandfather. The car was first registered on 31<sup>st</sup> December 1933, with the registration number AKN 436 (Y33910). Our archivist, Sam Roberts, is pleased

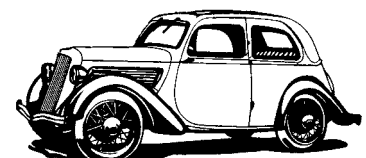


that another Model "Y", previously unknown to the Club has surfaced. Thanks for joining and good luck with the restoration.

**Ray Scicluna** - we extend a warm welcome to Ray, who has joined the Club and who has now doubled our membership in Malta! Ray has a maroon/black Model "Y" Tudor, which is under restoration. We haven't got a registration number at the moment. However, the chassis number is Y152093 and Briggs body number is 165/47469. We are happy with yet another addition to the ever-growing list of known surviving vehicles. Good luck with the restoration and thanks for joining the Club.

Hopefully, you will find this contribution to "Transverse Torque" informative and as always, the Club extends a warm welcome to all the new and rejoining members. The Editor will be pleased to receive any news and photographs of your vehicles.

Mike Malyon. Membership Officer



# Members' Correspondence.

## Transverse Suspension.

Terje Sæthre, from Norway, sent me a couple of period publicity photographs showing the amazing suspension on the Model "Y". These I had not seen before. Terje was not sure where the photographs were taken, so, after a little detective work, I was able to tell him.



*A 1934 Tudor Model "Y" demonstrates the arc of travel of the transverse suspension. Note the start of a second storey on the building behind.*



*I'm sure the bespectacled trilby sitting in the passenger seat is trying to show that the body tub sits almost square on the road despite the major suspension tilt. Note the railway gantry leading off to the Dagenham jetty and building to the rear of the car."*

## "Beco" axles.

Yvon Precieux comments on the article on the German tug conversion written up in the last issue:-

"According to the owner of one of these axles installed, the special cart and axle came at the time when transport vehicles

became short during the war rather than at the outbreak of the war. It was the German Ministry of Transport that ordered the family Brinkwart and Co, Berlin, W35, Am Karlsbad 16 to produce these vehicle make-shift axles for use as a tractor ancillary on vehicles to pull trailers. The tractor axle was part of a special cart that fitted below and behind the petrol tank, being bolted to the rear end of the chassis. A special cog was then attached to the Eifel's rear drums and attached to the help axle cogs by chains either side. You mention "the help axle could be bolted on the drums of the original axle but that is not correct if you refer to the detail preceding this, 2 separate axle cogs were the only parts bolted on the axle drums. A type of clutch for the trailer was also available on the cart attachment that held the help axle.

that held the help axle.



*The photograph of the Dagenham plant sent to Terje indicating the location of the photo-shoot.*

Torque was indicated at 2500 revs, slightly higher than indicated in the article. The width of the vehicle with the help axle was 1.80m. Permitted axle pressure was 1000kg and the total permitted tow load was 5.5 tons. Maximum speed with axle and trailer was 20km per hour and without trailer around 31km per hour. The size of tyre was 5.50-17. Finally the cost of the help axle was 750 Reichmark (without tyres)

Was there a fitting instruction or diagram of this car/axle in the report from "Auto, Motor und Sport?"

*[Thanks Yvon. I obtained the information on the "Beco" axle from an Internet Forum, which referred to a report in a 1940s' edition of 'Auto, Motor und Sport.' I think it unlikely that the report would have included fitting instructions. I think the article and photograph made it clear that the 'help axle' was to the rear of the Eifel's drive axle and that only the cogs were bolted to the brake drums. - Ed.]*

## Red 8HP radiator 'spoon' badges.

Yvon goes on to say, "I have found the 8HP badge on one car myself and two other members have similarly mentioned locating such a badge on a 1937 Model "Y". I have never found them on any other model."

There was no response to my request for information on other than the standard 'Ford' radiator spoon badges. To date, Richard Flashman's discovery is the only reported find.

*[I apologise profusely to Yvon for, as he put it, 'changing his sex' on the first line of Members' Correspondence in the last issue!]*

## Family picnics

Frank Roberts, in Bishop Auckland, co. Durham, gives us a nostalgic memory of those good old days when the family would pile into the car and head off to some exotic location, spread out the rugs and have a picnic. He writes:- "The photographs are of my family with the Ford "Y". It's coming up to 60 years since we went on these family holidays to visit my mother's older brother,

Billy Stanley, in Tilbury, Essex, before any motorways were built of course. As we lived in Blackburn, Lancashire, they were quite a journey, probably of at least 11 or 12 hours. I remember my mother saying that we made several stops by the road-side to have some of our sandwiches and a "brew-up" by means of our Primus stove.



*Frank Roberts' mother at the wheel of the family Model "Y" somewhere in Lancashire. Presumably this photograph was taken during the war as the blackout lines are painted along the wings and running board and the luggage rack is also painted white to enable the car to be more easily seen in the dark.*

I honestly cannot say exactly where each photo ('snap'-old term) was taken. The little boy in the photos is me and I've just turned 65. The one with my mother at the wheel would be taken in the Lancashire countryside somewhere and the one with her with binoculars would probably be taken at Fleetwood or Southport on the east coast. The others would more than likely have been taken somewhere in Essex around the Tilbury area (possibly Southend). We lived in Blackburn, Lancashire. My father died in 1952 and so all the photos date from 1949-1951.

**The Hanslip van.**

Jo Hanslip sent in the photograph of the 'professionals' at work on the restoration of Roger's January 1937 van (Y168491). She states, "I promise I am going to do an article on Roger's van for the next issue - Noel and Bob have been helping Roger to rebuild it. So far they have managed to completely demolish it with the help of angle grinders (methinks Bob is getting his own back for Roger's treatment of his "CX.") Honestly, it is like The Last of the Summer Wine! Mind you, they all look like Compo when they have finished, and no, I am not Nora Batty!"



*Noel Page, Roger Hanslip and Bob Wilkinson at work(?) on Roger's van. Any resemblance to the Three Stooges is purely coincidental!*

..... and finally,

a complaint from a disgruntled reader (referring to the photograph on page 3 of the last issue):-

Dear Editor,



*Franks mother with her binoculars looking out to sea and overseeing the children on Fleetwood beach. The car is a short rad Tudor with a mid-1933 Blackburn, Lancashire registration."*



*Frank, aged about 5, sitting between his father and two sisters picnicking somewhere in Essex. Note the large wooden box on the luggage rack.*

I feel that I really must complain at the inclusion of a photograph in the last magazine, taken at the November Classic Car Show. This shows a photograph of me in close proximity of a lady who I believe is known as Eileen. I must point out that this young lady, whoever she is, had come over feeling faint and was leaning on me for support. I believe that she has a leaning for this sort of thing [hence her name - Eileen - Ed.]. I would also point out that she had previously been seen being assisted into her clothing by two club members, evidently to their great amusement and enjoyment. I would not dream of giving their names, but they were at the show for the whole three days.

Some marital discord has been caused by this incident and I would therefore appreciate a note stating that I know nothing of this young lady and that the incident was prompted solely by humanitarian considerations.

**Yours, Doug Hickson.**

*Doug, please accept my humble apologies for this indiscretion and to Bessie for inferring that you were doing things you should not have been doing, behind her back! - Feeling faint indeed; tell that to the Marines! - Ed.*

## 20 years ago –

Issue 69: February/March 1991

John Guy, the then Editor, had obviously had an opportunity to 'drive' a steam locomotive, presumably on the North Yorkshire Railway, which is relatively local to his abode in Gilamoor. "I had often wondered how a steam engine from a similar era handled by comparison with a Model Y. To my surprise, it was very smooth and nowhere near as 'crude' as I had expected. Perhaps after nearly a hundred years of refinement the steam engine was more advanced than the car ..."

Trevor Walker, in Newcastle, had sent in a couple of photographs of a Model "Y" pick-up, that had appeared in the American magazine, 'Old Cars News & Marketplace'. At the time, the vehicle was unknown to us, but we know now that it had been built for the Earl of Suffolk's gamekeeper and was used for shooting parties on the estate. As Trevor observed, the plaque above the doors reads 'F.G.F. Sporting Equipment, Game, Fishing Tackle, Shotguns, Antique Shotguns our Speciality. Cirencester 3183.' He asked "Perhaps someone may remember seeing this vehicle before it went Stateside."

A quick look at the archive's copy of 'Who's Who' for 1932, The Earl of Suffolk's address is given as Charlton Park, Malmsbury, which is about 10 miles from Cirencester (he is also Earl of Berkshire and Viscount Andover (my home town!).

We tracked down the pick-up to Bruce Clifford in Loveland, Colorado, who joined us in membership for three years from 1993. The beautifully built, green pick-up (Y57536) was



*The Earl of Suffolk's gamekeeper's pick-up which took shooting parties on the Earl's estate. The pick-up is suitably kitted out with seats, a hamper and spotlight. The car was last known to be residing in the foothills of the Rockies in Loveland, near Denver, Colorado.*

manufactured in April 1934. I understand that it was for sale a couple of years ago, but do not know what its current status is.

Cliff Hall, who I am delighted to say is still a member, reported, "I just managed to have NG 7227 ready for my daughter's wedding on 16<sup>th</sup> September 1989. I had the M.O.T. on the Friday and the wedding was on the Saturday – a bit too close. I had worked on it every night and weekends since the end of March. I have only been out in with it one weekend this year (1990) to the Veteran Car Rally in Rickinghall, Suffolk. There were three other Ys there on show: GV 4128 I knew about, from Bury St. Edmunds (owned by D. Jarman)." Cliff did not give details of the other two, although he enclosed a photograph of "a 2 door short rad Y, NG 4737, maroon/black – a very smart car, which is not on the register." I



*By the skin of his teeth, Cliff Hall restored and had NG 7227 MOT'd just in time for his daughter's wedding the following day, on Saturday, 16<sup>th</sup> September 1998.*

can report that member, Dave Jarman, is still the owner of GV4218. The short rad, NG4737, came into the fold in September 2001 in the ownership of Kevin Burke, from Welling, near Dartford in Kent. Regrettably, for reasons best known to him, he has recently lapsed his membership.

**Recycling, 1940's style.** Steve Minns told the story of a quest he took up:- "JG3241, or at least the original buff log book, came into my possession a few weeks ago and started me on the trail of the rest of the car! A series of letters between myself and JG 3241's last registered owner produced the pieces of an interesting puzzle.

The tale starts back on 6<sup>th</sup> March, 1933, when JG 3241, a Ford Model Y Fordor, resplendent in black coachwork, was put on the road by Northfield Garages of Tankerton, Kent. Northfield Garages, a Ford dealer, ran JG 3241 for some three and a half years, selling her on 10<sup>th</sup> November, 1937, to a Reg Harris (of cycle racing fame?), who lived in Swalecliffe, Kent. Reg held on to JG 3241 for two years and then sold her to Percy Sweetman on 5<sup>th</sup> May, 1939. Percy decided to undertake a degree of improvement to JG 3241 and, in July, 1939, her wings were painted cream, to contrast with the black body.

Not long after the outbreak of war, in fact on 6<sup>th</sup> May 1940, Percy was called up and sold JG 3241 to her last owner, who we'll call Mr. Wye (he wishes not to be named) for the princely sum of £14. According to Mr. Wye, JG 3241 was in excellent condition, but the low purchase price was not unusual for cars and houses in the Medway Ports area, due to the high risk of air raids by the Luftwaffe. During the next year, JG 3241 spent her life either travelling around the Rochester area or garaged in her 2/- a week lock-up.

JG 3241 was in daily use, transporting Mr. Wye to his workplace at the Medway Ports, where he was employed on defence work in the naval base and aircraft factory. Due to Mr. Wye working long hours on the war effort, he was allowed a petrol ration as well as headlamp hoods for use during the blackout. Evidently, they were very effective and made it almost impossible to see! On top of that, Mr. Wye was supplied with gas mask, tin helmet and metal driving goggles to make his travelling that bit more comfortable!

Unfortunately, I've been unable to trace any photos of JG 3241, mainly because photography by the general public was not allowed in the Rochester area, in case the photographs should fall into enemy hands. On top of this, photographic material was very scarce.

During a night air raid in early 1941, disaster struck and JG 3241 suffered bomb damage. Fortunately the damage was not too severe, but whilst Mr. Wye was making arrangements for repairs, he was called up and posted abroad, not returning home until 1946.

Whilst on active service with the Royal Navy, Mr. Wye carried JG 3241's log book with him as part of his personal effects. Together they took part in several Atlantic convoys and visited places as far apart as Egypt, Italy, the West Indies and North America.

On his return to Rochester in 1946, Mr. Wye discovered that during his absence, JG 3241 had been appropriated by the War Department as war scrap and, to this day, no compensation has been forthcoming.

The missing piece to this puzzle is where did JG 3241 actually end up? Was she part of one of Mr. Wye's Atlantic convoy escorts, or maybe she took part in the Battle of Britain – I wonder!"

## Events 2011

25 – 27 March	13 <sup>th</sup> Ford Sidevalve National Rally Castlemaine, Victoria, Australia	Contact Sam Roberts 01264 365662
10 April	<b>Annual General Meeting</b> <b>Willoughby Village Hall</b>	<b>Bob Wilkinson</b> <b>01832 734463</b>
17 April	National Drive-it Day	
30 Apr – 1 May	32 <sup>nd</sup> Bristol Classic Car Show Shepton Mallett, Somerset.	Ivor Bryant 01454 411028
15 May	Chiltern Hills Vintage Vehicle Rally Aylesbury( <a href="http://www.chilternhillsrally.org.uk">www.chilternhillsrally.org.uk</a> )	Roy Hocking 01296 427706
28 – 30 May	Enfield Pageant of Motoring Enfield, Middlesex (enter before 1 May)	Forms from EDVVT 020 8367 1898
28/29 May	The Wonderland Classic & Sports Car Show, Newark, Notts – see below	Chris or Helen 01623 490605
11 - 18 June	<b>North Lancashire/Lake district tour</b> (See proposal below)	<b>Bruce Allan</b> <a href="mailto:bruce.allan@yahoo.co.uk">bruce.allan@yahoo.co.uk</a>
26 June	Guiseley Gala (West Yorkshire)	Barry Diggle 01274 614729
24 July	<b>Old Ford Rally</b> <b>Gaydon</b>	<b>Bob Wilkinson</b> <b>01832 734463</b>
17 July	Caerwys annual show, near St.Asaph, North Wales. Club stand.	Clive Harrison 07919 030 667.
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 – 19 Sept	North Norfolk Railway 1940s Weekend. (see below)	Jo Hanslip 01945 430325

# SPARES REPORT.

AGM

This year`s Annual General Meeting of the club will be held on Sunday April 10<sup>th</sup> 2011 at Willoughby Village Hall and will be the single largest meeting of club members in the calendar.

As in previous years it will be possible to take advantage of discounted spares prices by pre-ordering PARTS FOR SALE from the list in the centre pages of this magazine. To receive your 10% discount off the listed parts prices and without a handling charge, please complete the order form and send it by no later than April 3<sup>rd</sup> to Colin Rowe clearly marked "FOR COLLECTION AT THE AGM". Your payment will be collected on the day. The offer will only apply to parts ordered for collection at the AGM and will be subject to their availability. Please note that club spares will not be on sale at the AGM.

### Alan Sutcliffe from the Ford Capri Club asks:

Could I pass onto you details of our own show at the end of May ... The Wonderland Classic & Sports Car Show, May 28th & 29th.

We too are celebrating Ford UK's Centenary and are looking to create an 'Avenue' of Fords from the past 100 years. 'Newer' Fords are no problem to find ... but one's from the first half or so of the 20th century are tricky for us to locate!

Would you be so kind as to mention our event to your members and ask if any would be interested in helping us create as wide a range as possible 'Celebration Avenue' of Ford's. If you have contact with owners of very early Ford's e.g. Model-T's, we would be delighted to hear from them.

The event is to be held on the Southwell race course, Newark, Nottinghamshire (NG25 0QA). Please contact Chris or Helen on 01623 490605 if you are able to attend.

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

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**LANCS AND LAKES TOUR 2011**  
**Saturday 11<sup>th</sup> June 2011 and ending on Saturday 18<sup>th</sup> 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 Arnside 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](mailto:bruce.allan@yahoo.co.uk)

Bruce Allan.

**OLD FORD RALLY 24<sup>th</sup>. JULY 2011.**

The Ford 'Y' & 'C' Model Register is hosting the OLD FORD RALLY on 24<sup>th</sup>. 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](mailto:bobwilkinson49@hotmail.co.uk) and mark your message "Old Ford Rally".

**North Norfolk Railway 1940's weekend**  
**16<sup>th</sup> to 19<sup>th</sup> September 2011**

There are still some rooms available at the Links Country Park Hotel at West Runton, Cromer for the 40's weekend. The cost per person is £150, which includes dinner on Friday, 16th September, breakfast Saturday to Monday 19th and dinner on Sunday evening. Please book directly with the hotel, 01263 838383, ask for Melanie Goose, and say that you are part of the Hanslip party to get the discounted rate.

There is a great atmosphere on Sheringham station on the Saturday evening, including a Jitterbug band, bar and hog roast, with everyone suitably dressed in war time garb and, Sam assures me, a lot going on in a similar vein in the local hostelryes. Free day tickets for unlimited train journeys on The Poppy Line are available to all members dressing in the 40's era (strictly no German Uniforms) -

**\*\* I would ask however that you let me know if you intend to come, whether you will bring your vintage car (if so, let me have the Reg. No.) and whether you would like to have rail tickets for the Saturday and Sunday. \*\***

I really do need to know these details as Chrissie Rayment, the organiser of the event has asked that any Y&C members wishing to attend for the first time, apply through me as they have a waiting list and she needs to know final numbers by early June. After that, if you want to go, you will have to pay the going rate for the fare.

*There is a lot going on on both days and, to be honest, you probably will need the whole time to see everything. We make Sunday the main day for the Y & C Register, primarily because some members just travel for the day and you may wish to explore the surrounding area on the Saturday*

Members who have booked tickets so far are:  
David and Freda Kent (2), Dave Tanner (4), Jim & Joan Sharpe (2), Wendy Grace (7), Jim Miles (1), Lynn & John D'Alessio (2), Pete and Jean Ketchell (2), Pete and Jean Purdy (2), Colin & Chris Rowe (2), Noel and Terri Page (2), Nick and Monique Smith (2), Victoria Edwards and Gary Whittle (2), Terry & Dot Mortiboy (2), Jo & Roger Hanslip (4).

If you are not on the list and want tickets then e mail [jo.hanslip@btopenworld.com](mailto:jo.hanslip@btopenworld.com) with your name and address and car registration or tel. 01945 430325.

Look forward to seeing you in Norfolk.

# Keeping track of "C"s Down Under

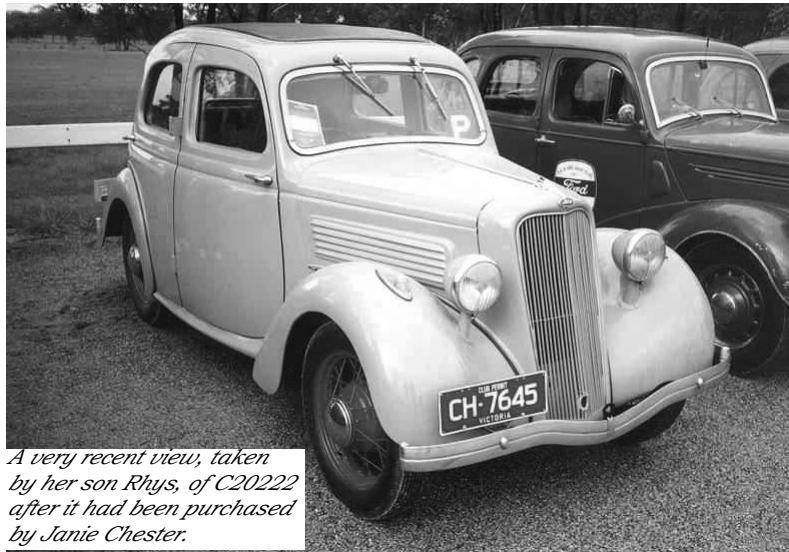
The English Model "C" De Luxe was launched in Australia on 25<sup>th</sup> June 1935 and so we should have celebrated its 75<sup>th</sup> Anniversary "Down Under" last year (2010). Unfortunately, it is such a rare beast that we in Victoria weren't able to find any roadworthy Model "C"s to enable us to celebrate the anniversary!

When I last updated you back in Issue 157 (Nov. - Dec. 2005), we were aware of 13 Model "C"s in Australia (9 sedans; a roadster; a coupe; a panel van and a roadster well-type utility).

Only 7 of these vehicles were complete (meaning "in one piece"), let alone roadworthy. This total comprised five sedans (2 in Queensland; two in South Australia and one in Victoria); the coupe (in central Queensland) and the roadster ute (in far west South Australia). Only the Victorian sedan and one of those in South Australia, plus the coupe, are known to have definitely been on the road in the past five years - so that's how rare they are! I'll deal with these first.

The two Queensland sedans (20-S86 and 20-S343, owned by Steve Austin and Chris Smith respectively) have both been advertised in the media and are possibly with new owners by now. Of the two South Australian sedans (20-S415 and 20-S515, owned by the late Quentin Durward and Australian Y & C Syndicate member John D. Howard respectively), only Quentin's car, now owned by his son Kenneth, but sometimes driven by his son (i.e. Quentin's grandson) Jim, has been seen on the road. It participated on the 'Bay to Birdwood Run' from Adelaide to the National Motor Museum in Birdwood, South Australia on 28<sup>th</sup> September 2008 (see photograph). John's car has been off the road for some time awaiting an engine transplant. I am pleased to say that Kenneth has recently joined The Australian Y & C Syndicate.

The Victorian sedan in question (C20222, 20-S391) has recently changed hands, passing from young Aaron Keller in Stawell to Ms. Janie Chester in Geelong, whose son Rhys took the photo of this car in one of the paddocks on their farm. Under Victorian law, Aaron had to surrender the Club Permit plates "CH-7645" on this car when he sold it to Janie and she is now in the process of obtaining fresh plates, which will no doubt be in the new "xxxxx-H" series. I'm sure we will



*A very recent view, taken by her son Rhys, of C20222 after it had been purchased by Janie Chester.*

see a lot more of this car now, as Janie and Rhys are active members of my local Ford club (the Ford Owners, Restorers & Drivers Club of Australia Inc - FORDCA).

The unique coupe (in the third photograph) still retains its "CX" front panels but, after the owner, Cyril Johnston, has had an extended holiday in North America in late 2010, he intends to give it some TLC and reinstate the correct grille and bonnet, which are already in his possession and primed, ready to be painted.

The roadster, well-type utility (20-LD68), owned by David Crooke of Whyalla, has not been heard of since it appeared at the 2003 National Sidevalve Rally in Nuriootpa, South Australia, but there again, Whyalla is a pretty remote place, famed for its steel works, and well off the beaten track for most Australians.

Turning to the other six Model "C"s known to be surviving in 2005, nothing has been heard of the panel van (in New South Wales) or one of the remaining five sedans (20-S569, in Queensland). Of the other four sedans, 20-S313, an incomplete

car owned by Alan Stevens in Huntly, Victoria, has been advertised on eBay a few times and may have found a new home, if someone was prepared to pay the relatively high asking price! The wreck of a sedan (20-S403), owned by Mr T Moffitt in Julimar, Western Australia, has recently moved to the Coolgardie area and has been re-advertised, but it will be a brave person that takes this car on! There is much better news of the 9<sup>th</sup> sedan (C19790, 20-S339), owned by Australian Y & C

Syndicate member David Moran, who calls it "Caroline". Over the past 5 years, David has been collecting the parts he will need to restore this car. Having finished restoring his 1936 Model "CX" roadster, well-type utility (C24464, 20B-28LD) and ironed out its teething problems, he has now made a start on restoring "Caroline", and has recently stripped her down to a chassis with the bare bodyshell attached (see photograph). The next move will be to take her to be sandblasted and have the chassis and bodyshell repaired and primed.

That just leaves the unique roadster (C20075, 20-R30), owned by Australian Y & C Syndicate member Tim Grant in Spreyton, Tasmania. Between sailing seasons (he's a keen yachtsman!), Tim has been working on



*John Rimon (who had entered his 1936 Model "CX" sedan "Percy") captured Jim Durward's 1935 Model "C" sedan at the start of the Bay to Birdwood Run on 28<sup>th</sup> September 2008. Note that this "CX" has a red 10 HP radiator spoon badge.*



*A view of Cyril Johnston's coupe taken early in 2010, shortly before it was stored in his daughter's garage.*



*David Moran's shot shows "Caroline" tipped on her side to enable him to remove her front and back axles.*

the chassis and has now brought it up to a fully-restored, "running chassis" stage. A damaged "CX"-type grille has been modified (at great cost!) into a correct-type "C" grille and a new windscreen has recently been made for it. A full set of wheels has been sandblasted and powder-coated in Tacoma cream. The next stage will be to have the rear body tub fitted to the chassis and the doors hung.

I am pleased to report that, in the last five years, two more Model "C"s have emerged from barns "Down Under". One of these is a roadster, well-type utility now owned by Keith Pratt in Montrose, Victoria. With chassis number C05943, it is the earliest "C" of any description known to exist in Australia. Its body number (20-LD28, the 28<sup>th</sup> Model "C" roadster, well-type ute) is also of great interest as, apart from the letters and digits being stamped on the side of the toolbox in the right order, it proves that there was a separate series for the "C" and "CX", as David Moran's "CX" roadster, well-type utility has body number 20B-28LD (the 28<sup>th</sup> Model "CX" roadster, well-type ute) stamped on the side of its toolbox.



*"Since he took this shot of his roadster's chassis, Tim Grant has replaced the radiator with one that has been fully refurbished.*

The other "C" to emerge is another sedan (C22957, 20-S525) which was acquired by Allan & Jan Waite of Highfields, near Toowoomba, Queensland early in 2010. Like Keith's ute, it is in need of a ground-upwards restoration. The sales ledgers for the Ford Motor Co of Australia Pty., Ltd. show that these two vehicles were sold in August 1935 and in the quarter-ending 31<sup>st</sup> December 1935 respectively.

So with only 15 specimens still extant in Australia, of which only 7 are capable of being put on the road at this moment in time, the Model "C" is still a rare beast in Australia.

Bill Ballard



*Allan and Jan Waite took delivery of their Model "C" sedan in early 2010*



# The Dynamo

by Colin Rowe

The dynamo on a Ford "Y" or "C" is driven by a "vee" section rubber belt from the crankshaft pulley to supply charging current for the battery and operate the lights. A dynamo is an electrical generator which produces alternating current in its rotating armature and then converts the alternating current (AC) to direct current (DC) in the commutator, which is made up of a number of slip rings (segments) connected to the ends of several armature coil windings. The armature rotates in a magnetic field created by a pair of stationary electromagnetic field coils, which induce the output current into the armature windings. The field coils are powered or "excited" by the direct current from the commutator and so are "self exciting". The direct current output produced by the dynamo is connected to the battery by the carbon brushes (or blocks these days), which are in contact with the rotating commutator. On a Ford Model "Y" or "C" there are three brushes: the +ve is connected to earth and the other to the battery -ve terminal. A third, thinner brush is located between the two main brushes. Its angular position is adjustable - it provides the exciting current for the field coils.

The discharge of a car battery is intermittent when a spark ignition engine is running. The electrical power is supplied in pulses as each plug fires - the discharge from the battery being made up immediately. With lights on there is a continuous discharge. When starting the engine a heavy discharge takes place usually for only a few seconds. Once the engine is running there is charge going back into the battery.

The Ford Model "Y"s and "C"s are fitted with an ammeter on the dashboard, which is not a common fitment on modern motor vehicles. This gauge shows at any given instant whether there is a drain on the battery or whether there is a charge available. Clearly, as long as the dynamo output is able to meet the demand of the headlights and other electrically powered accessories and there is an excess of current output over this demand, the battery will be kept charged. After starting the engine, particularly when cold, there will be a period of re-charging required to replenish the heavy discharge of cranking. Once this discharge has been made "good" the charge required should as near as possible just balance the load from the ignition and lights, etc.

The problem is, without the sophisticated current regulation available as on modern vehicles, the output on 3 brush dynamos can be excessive, causing overcharging of the battery cells. To keep the generator voltage within the limits set by the battery, a reduction in field current is required as the speed of the dynamo increases. This is achieved in "three brush" dynamos by the armature current reacting with the magnetism created in the field coils. This reaction opposes the field and "weakens" it, limiting the current output as the speed increases. The third brush can be positioned to increase or decrease the dynamo output. This is achieved by loosening the

cover band on the back of the dynamo to expose the brush gear (carbon blocks). There are three brushes. Between the two of the same thickness, there is a thinner one which is uppermost. It is this brush which supplies the exciting current to the field coils and can be adjusted.

## Dynamo Maintenance

The 'vee' belt driving the dynamo should be kept tensioned - not too tight, otherwise the dynamo front bearing will be overloaded. It is worth checking the pulley size on the dynamo and, if a 3" diameter pulley is fitted, it may be worth considering changing to a 4" pulley. There are still some about. This will reduce the running speed and hence the output and generally reduce the stress on the rotating parts. It will be necessary to change the fan belt also as a longer one is required for the larger pulley. Keep the rear bearing lubricated but don't over do it or oil will get on the commutator and reduce output. The brushes should be checked for length and worn ones replaced in order to maintain good pressure on the commutator. The commutator should be cleaned occasionally, but take care if using abrasive materials not to overdo it. Erratic charging (watch the ammeter) can often be caused by worn brushes or dirty commutator. The charging current should not continuously exceed a steady 10 amps, so adjust the third brush if necessary.

The output of the dynamo can be increased or decreased by altering the position of the third brush on the commutator relative to the main brushes. The thinner brush is moved using an insulated screwdriver - it is held in place by friction and not fixed. Moving it in the direction of rotation of the commutator increases the excitation of the field coils and hence the current output of the dynamo. Moving the thin brush in the counter rotation direction will decrease the output. The use of the car will determine this setting. Long runs will require a lower output and, if the car is used in stop start cycle with frequent use of the lights, then a higher output will be required. Seasonal adjustments may have to be made. Unfortunately, vibration and friction between the brush and the rotating commutator can cause the brush to move on its own and usually in the direction of rotation increasing the charge rate.

On top of the dynamo or sometimes mounted on the bulkhead is the "cut-out". This is an electromagnetic switch which operates when the dynamo speed is high enough for its voltage to exceed that of the battery. Without this, the

## Technical tip

### - front stub axles

I have recently received a copy of a letter written by the late Jeff Cole to member, Jim Robertson, on 14<sup>th</sup> November 1990, in response to a query put to Jeff as our then Technical Adviser.

The right-hand stub axle fouling the axle beam. This may be a bent arm on the stub axle. You state that the original fitted to your car fractured, in which case it may have been welded up and badly distorted in the process, or the stub axle was replaced by one of the wrong type. Ford fitted similar stub axles to their vehicles from 1932 to 1959 with small differences.

If, as you say, you have stripped the front axle down completely, you can compare the left-hand and right-hand stub axles side by side. I know they are handed, but you should be able to detect any difference in the angle of the arm that attaches to the track rod. If there is a difference, there is your problem. This could have been caused by a very bad road or rock, etc., bending the arm. If this is the case, I suggest replacing the stub axle and not straightening it because, in so doing, a very small fracture or fatigue of the metal may occur and could be fatal. Steering components should always be replaced by genuine parts only.

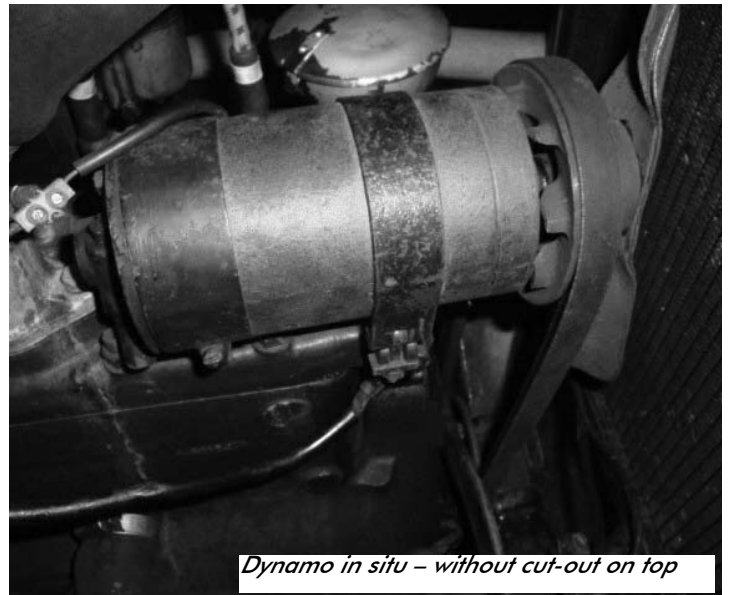
battery would try to drive the dynamo as a motor when the engine is stationary and eventually destroy the dynamo windings. The regulator rarely gives trouble, but it is worth checking the connections. One modification for those drivers who switch the lights on to reduce the charge on the battery, is to place a switch in a wire between the regulator input terminal and the battery earth (+ve) terminal, or chassis. When operated, this switch will effectively turn the dynamo off. In daylight, it is possible to run for several miles without adding charge to the battery. But beware, as modern type "flashers" consume a fair amount of power, i.e. 2 x 21 watt bulbs fed by a 6 volt battery will discharge at about 7 amps.

Keep all earth points clean and tight. The metalwork of the car's chassis and body is the "earth" return path for the electric current flowing in the circuits, including the starter motor and the sparking plugs. The main earth points are at the lead from the battery terminal to the chassis (on the bulkhead) and the lead connecting the battery terminal to the cylinder head, which is clamped beneath the dynamo taper clamping pin nut and washer. Check that there is a good "mechanical" connection between the starter motor casing and the bell housing. At the connection points, remove all paint and dirt using a wire brush to ensure a metal to metal contact. A poor earth and/or dirty battery connections increases the resistance to current flow, causing the dynamo output voltage to rise, generating heat and also burning out the light bulbs. Poor starting can often be traced to a poor earth connection between engine and battery. These cables and connections need to be capable of passing a current in excess of 200 amps.

Finally never be tempted to disconnect the battery (open circuit) with the engine running. This can cause voltage to rise to a high level, which will damage the dynamo armature coils and field windings as well as burning out all the bulbs.



*The dynamo commutator.*



*Dynamo in situ - without cut-out on top*

## Photographic finds



*Colin Spong reports:-  
"I made the annual pilgrimage to Hershey and saw this Eifel roadster. A superb restoration, marred only by the white wall tyres that Americans persist in using on all restorations, whether it is correct to not. The coachwork appears to be by Deutsch of Köln and was being offered for sale at \$125,000.*

# International correspondence

## Australia

### Queensland floods

I sent our concerns and best wishes to Brian Shields, the President of the Ford 8 & 10 h.p. Club of Queensland, whom those of you on the Yorkshire trip a couple of years back will remember meeting in the York car park with his father. He replied, "Thank you so much for your thoughts and concerns, we really appreciate the concern and support we have received from fellow sidevalvers from around the world. As far as I am aware all our club members are safe, although a couple had very close calls.

The hospital I work at was cut off and we were trapped in for days, working 16 hour shifts with decreased staff numbers and sleeping on store room floors. Unfortunately we all have friends and colleagues who have lost everything. The next suburb to us, Goodna, looks like a war zone.

One poor lady was found 80 km's from where she was washed away. What away to start a new year! And the worrying thing is it could happen again at any time."

## New Zealand

### Christchurch earthquake

On hearing the terrible news of the second earthquake to hit Christchurch, I emailed our two sidevalve friends, Heather Trumper (Editor Ford 8 & 10 Enthusiasts' Club, South Island) and Jill Walker (Model "Y" owner and regular correspondent) sending our best wishes. Once power had been re-connected they were able to reply. Heather and family (husband, Steve, and son, Ethan)

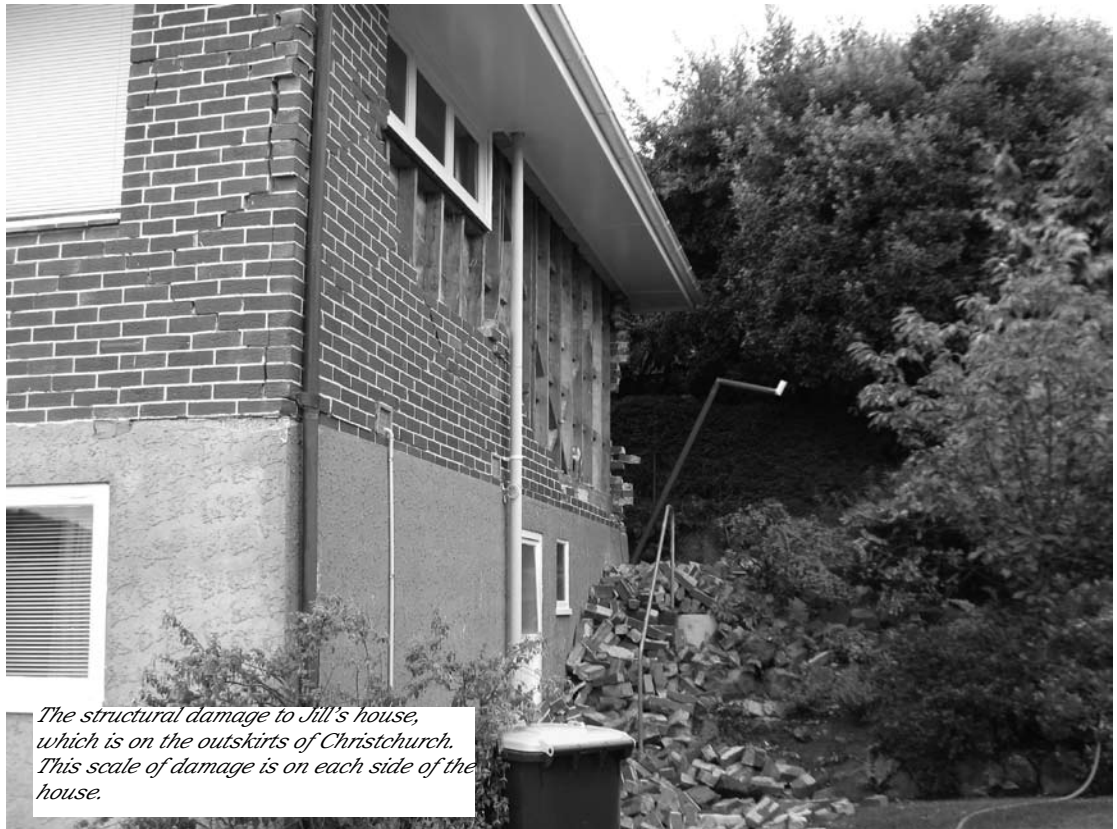
survived relatively unscathed:- "Ethan and I were here at home at the time, Steve at work - a journey which normally takes him 20 to 25 minutes took him two hours to get home that afternoon.

We were lucky in September with no structural damage to the house; we have been spared once again with only minor breakages. In fact when you look around our neighbourhood you wouldn't think there had been an earthquake. It is so unreal watching it on TV, I think it will only be once we are allowed near the city centre that we will fully realise the enormity of what has happened. What is unnerving more than anything is the aftershocks which can strike at any time, these are quite unsettling and you never get used to them. The September earthquake affected Ethan for quite some time but this one has been a totally different experience, when aftershocks continued to strike after Tuesday's 6.3 he actually slept right through the night, unlike Steve and I who found it quite hard to get a good nights sleep at all.

We can count our lucky stars that we are safe - we have phone, power (which we had to do without for 31 hours before it was reconnected), water (no showers allowed), and sewer, although until Bromley is fixed, we are not allowed to flush the loo (no other explanation required!!!!). Other suburbs in the city only have some of these services, and others nothing at all. We take these services for granted and it is not until we experience something

like Tuesday that we truly realise how much we rely on them."

Jill was not so lucky. Once power had been re-connected, she replied:- "Thankyou for contacting us. Yes it is a terrible time. I was at work which isn't far from my home. We have been evacuating our house over the last two days with help from friends. I will



*The structural damage to Jill's house, which is on the outskirts of Christchurch. This scale of damage is on each side of the house.*

attach some pictures of what has happened to it. Trying to sleep is terribly difficult. There are aftershocks in the night."

We wish them, and all those affected by the disaster, a more peaceful future, free from nature's uglier side.

## Australia.

### Model "CX" mudflaps.

Bill Ballard adds to his article on the Model "C"/"CX" mudflaps in the last issue by stating that, "they were probably standard fittings on these cars in Australia."

Wonder of wonders, I haven't read all of Issue 187 yet (I've got too much reading matter to catch up with!), but have noticed

an error in Table 2 in my article on page 25 - the penultimate date in the left hand column should read "Q/E Dec. 1935".

He and Janie Chester attended the 2011 Small Ford Sunday in Melbourne, Victoria. He reports:- 'Janie & her son Rhys Chester (1935 Model C sedan, ex-Aaron Keller) and myself (with "Bluey") have recently appeared on two websites - that for the Ford Rally Sport Owners' Club of Victoria ([www.rsocvic.com](http://www.rsocvic.com)) and the Capri Car Club Inc. ([www.capricarclub.org.au](http://www.capricarclub.org.au)), who featured the 2011 Small Ford Sunday held on 6th February last, where "Bluey" won its class and Janie's car came runner-up. "Bluey" also won an award (and a \$50 voucher) for being the best "Real Restoration" this year, 6 years after her restoration was completed!!'

### Denmark/Norway

Michael Deichmann, our representative in Denmark, comments on Terje Saethre's article on the History of Ford of Denmark, also in the last issue:- "It was magnificent and, to the best of my knowledge, very accurate. I have been in contact with Terje as I heard he had written a similar article for his own Norwegian club magazine. He sent it to me and the article in 'Transverse Torque' is a good English version of the original Norwegian. What I was in particular keen to know was his sources of information. It turned out more or less to be what is written in the 25th anniversary of Ford of Denmark book that you have in the Y&C Register library, plus some photographs that I have never seen before. I believe we basically know the overall history, but I find it interesting to explore the myth that Copenhagen was chosen because Charles Sorensen and William Knudsen were both Danish. I know that Charles Sorensen has a complete section in the Benson Ford Archives, so it would be very interesting to spend a couple of weeks browsing through his memos and letters to see if there is ANY indication of this.

Another line of interest would be to find any communication in the files - probably between Cologne, Percival Perry and the Danish management - on the decision to send surplus Eifel Mk. 1 Cabrio-Limousine cars to Copenhagen for assembly. As they were the first imports from Cologne to Copenhagen - and as it was a politically controversial decision - and as Cologne had an planning problem (surplus Eifel Mk 1 bodies on the introduction of the Mk 2 'alligator' bonnet model.) - it MUST have been discussed.

## Early Eifel fuel gauges

**Michael Deichmann from Denmark states:-** "My Ford is a Model 'C' with German roots (C68864). It is part of a pilot delivery from Cologne of a number of Eifel Cabrio-Limousines which were surplus after Ford in Cologne began assembling what I call Ford Eifel Mk. II - the one with the alligator bonnet - in October 1936. They were all assembled in the Ford plant in Copenhagen in February 1937.

*The German Fords - even the V8's - had mostly hydrostatic fuel gauges and mine too. In the attached picture you can see my rusty gauge. It is not silver but white, but that is no problem. I need all the mechanics so I can reconstruct the front plate.*

*Of course it would have been easier if I could find a German gauge, but most of them that were in Germany were smashed. Most of the Model 'C' and 'Y's assembled in Scandi-*



*navia before 1937 came from Dagenham (= electric gauge) and it was only a fraction of those assembled after February 1937 that came from Germany, probably with hydrostatic gauges.*

*So the instruments are very rare"*

*Graham Miles, referring to Jim Miles alligator bonneted Eifel roadster (C83452) emailed Michael:-*

*"I have spoken to Jim Miles who, like yourself, purchased a Danish assembled 1937/8 Ford Eifel. It too was missing the fuel gauge which was also the Hydrostatic type. (All the other instruments are silver faced as in the UK cars, but they are made by the 'UK' company.) Jim converted to electric and used UK Model 'Y' or 'C' parts. He too found the hole in the dash bigger than the UK instruments. He made a ring of steel and with 'Superglue' stuck the ring into the dash panel, which he then finished and painted to match the dash.*

*So the outcome of this is I can offer you a UK gauge which is a) silver faced, b) too small and c) mounts at the 45 degree position. Other than that, it's fine."*

**(more) Photographic finds**

*This photograph of a young lad on the bonnet of an Eifel cabrio-limousine taken in 1938, makes you wonder what happened to the little chap?*

**Northern sidelights**

Very little to report on the Y&C front as we emerge from a grim winter here *oop north!*

Here is an interesting cautionary tale. Last September, I took my other old car for an MoT with the intention of releasing her from a SORN. Armed with a fresh road-worthiness ticket, I attempted to acquire my VED online. Having entered in all the necessary details, much to my astonishment, she was flagged up as not being on the insurance database! I double-checked this by going to the Motor Insurers' Bureau website, which gave the same information - not on the database. This I thought was very odd since I had a current insurance certificate in front of me. A quick telephone call to the Insurers confirmed that I *was* covered and that they would look into it. Within half an hour I had the answer. The insurance company chappie who enters up information for the database had transposed the registration number from 374 to 734 - easily done, but could have led to problems. If I had taxed the car at the post office, this error would not have come to light. However, if out on the road a police car with ANPR on board had come up behind me, they would have stopped me and it would have been most embarrassing!

Just one forthcoming event to mention. Sunday 26th June is Guiseley Gala. A small event, but if anyone is interested, the instructions are to meet at Station Road, Guiseley, about midday.

Here's looking forward to another season - if we can afford to put the petrol in!

Barry Diggle, Region 16 (East, West and North of Yorkshire).

**The Blackpool Dealers' Convention**

September 17 - 20, 1934 by E.N.D.  
(taken from The Ford Times, October, 1934.)

Since January 1, 1931, when I was appointed Editor and Manager of The Ford Times, I have had some fairly educative experiences, but none approaching that of this Blackpool convention.

The Hastings Rally, last year, following on the famous 72-hour Dependability Demonstration, was something to remember; but there was about that an atmosphere of independence or individuality of effort.

The Blackpool gathering of September 1934 was of a more uniform nature, because a majority of the dealers attending it drove from their home towns, a distance of anything from five to five hundred miles in what we used to call 8 h.p. (but now we call Popular, £8-tax) Fords. All finished in one colour-scheme, cream and vermilion.

They had all bought their cars expressly for the Convention, and paid good, hard-earned

money for the special colour-scheme. This is not mere chat. It is fact; and I want to know for a start, if any other English company" dealers would, so near the end of their contractual or trading year, pay for a new car, and pay extra for having it finished in a colour-scheme which is not everybody's fancy - being extremely smart, but a little, shall we say, "noticeable"? - just to roll up to Blackpool, to hear what Ford Motor Company Limited had to offer them at the Royal Albert Hall on October 11, 1934.

How many dealers had given this evidence of their enthusiasm, exactly how many, I do not know. I should guess that there were close on 300 of those cream-and-red cars lined up outside Convention headquarters, preparatory to driving to St. Annes on Sea in as close formation as was safe and considerate, on the second day of the meeting.

Of course they made a most impressive

spectacle, at rest and in motion. And that spectacle hit Blackpool and her natives, and her visitors, bang in the solar plexus. On-lookers stood and gazed, spellbound.

I saw the cars off. I then drove thoughtfully back to my hotel. A little later, going out to the post, as I had taken less than my usual amount of exercise for the past two or three days, I met them returning to their garages, and I really have never known anything quite so impressively arresting as that procession of cream-and-red Popular Fords threading noiselessly, slowly through Blackpool's early-evening traffic on Tuesday, September 18 last.

I have taken a look at most of the displays organised by motorists and motor vehicle manufacturers and dealers during the past 30 years or so; but never previously had I seen 300 cars all finished alike, uniform in every detail, excepting their number-plates

and the "slogans" lettered neatly on their windows – prizes, incidentally, being awarded to the dealers (and to the Ford Company's road representatives) whose slogans were considered the best, by a committee comprising the Mayor of Blackpool, alderman C.E. Tatham, Mr. W.A. Foster, who is Blackpool's publicity organiser, and Mr. Douglas Meldrum, of N.W. Ayer & Son, Ltd., who are advertising contractors to the English Ford Company, just as their parent house, in the U.S.A., are advertising contractors to the American and Canadian Ford Companies.

Perhaps our pictures - which I have not seen, as I write - will tell the story more crisply than can I. Anyhow, I should never have guessed how really impressive so long a stream of uniformly finished cars could look.

On the road they extended over 2¼ miles, I understand, because the police had very reasonably insisted that the progress of no other vehicles must be hindered by this string of Fords.

There appeared to be an interval of about ten yards between each two cars, both at starting out and on the return trip, so that nobody need have been – or, so far as I have heard, was – at all inconvenienced.

But local dealers, handling Blackpool and district agencies for other cars, must have thought a great deal of that procession, although they may well have been ignorant of the facts, (a) that every car had been purchased by the dealer or his representative using it, and (b) that every dealer had paid extra for its special finish.

I am quite prepared to be asked "Why not sir? Why not? Don't you know even. Now after nearly four years, what it means to be a Ford dealer?" But I want to say, right out, that I should believe this incident to be unique; and I will go so far as to add that dealers operating on behalf of other manufacturers, when told the facts, said "Well, either you think I'm crazy or all these Ford dealers are!"

Those 300 cars – I do not swear to the number; but it must have been very close to that total – represented £30,000 odd in solid cash, remember. As I calculated that

fact – guessing the nett price, to the dealers, let me explain, if I understate the correct figure – I thought . . . Oh, all sorts of things, because Ford dealers do not howl and yelp and let-off fireworks. Some of them indeed, are very dour-looking fellows; but the least pensive, in mien, of them are fairly good at mental arithmetic, and quite capable of perceiving that not everybody will rush to

two perfectly poisonous pariah-pups' homes in Llandudno and Torquay) for a single tea-party, I might or might not have been prepared to miss a big R.M.Y.C. day at Poole on September 15; but I must confess that the Ford gathering captivated me, gripped me, made a very deep impression on what serves me for a mind, because, and not merely in spite, of the fact that there were no big, costly dinners, lunches, or even one of the famous Blackpool hot-pot suppers, w' singin' (and a very hard "g").

By now the programme is history – the reception by the Mayor, the announcement of the newly introduced De Luxe Ford (taxed at ~£10 during 1934, but at £7 10s. from January 1 next) [photograph of the unveiling of the



*The not very good photograph of the 200 plus cream Model "Y"s parked along the promenade at Blackpool during the Ford Dealers' Convention 75 years ago in September 1934.*

buy a cream-and-vermilion finished car in the September or October, with (if we have just an ordinary British winter) a few months of fairly dirty weather ahead.

Thus the dealers might reasonably expect to have to pay twice for their joy-ride, to pay extra for the special finish, and again spend their money on repainting prior to sale.

Marvellous. Just marvellous! We know that Ford dealers have had an uncommonly good time during 1934, but ....

I have attended a fair share of dealers' gatherings of "releases" of new models, of Show luncheons, dinners, golfing outings, works inspections, and so forth, since 1903. A minority have been genuine affairs, in the sense that the enthusiasm manifested has been real. For example Austin gatherings have always been demonstrations of real feeling for Sir Herbert Austin, real keenness on his productions. Other affairs of the sort have been different.

If I'd known that I was going to drive 480 miles – 520, as a matter of actuality – and spend some of my immoral earnings on 16 gallons of fuel, and more of them on the rent of a lock-up very kindly secured for me by my old fellow-collegian, Mr. Jack Mallalieu, and even more at one of the two best seaside hotels in which I have ever stayed in England (I refer to the Metropole in Blackpool, the other good house being the Grand at Eastbourne, and neither being nearly as fierce in the matter of tariff as are both of

Model "C" appeared in issue 179 - Ed], and of the newly reduced price of the double-entrance or four-doored Popular Ford, which we knew formerly as the Model Y, and so on, and so forth, the tea at the Convention headquarters, the film displays, similarly at those premises. That was the schedule for the Monday.

Next morning the Company's policy for 1935 was announced, to dealers, from 9 a.m. until lunch-time. From 2.30 p.m. until 4 a number of dealers delivered addresses upon trade topics.

Then, at 4.30, commenced the procession of cream-and-red Popular Fords (£8 tax during 1934, £6 per annum for 1935) to St. Annes on Sea, the cars returning at 6 p.m., and their return concluding formal business, although there were many conferences and sub-conferences, of dealers, road representatives and other busy fellows.

# Installation of running board rubber on the Model "Y"

By Brian Godfrey

A major renovation of my car necessitated repairs to the front of rear and the rear of front wings. I also had replacement running boards manufactured. Following installation of the wings, a trial fit of the running boards was then successfully carried out. To my knowledge there were three types of running board fitted to the Model "Y", as detailed on page 10, fig. 9 of Model 'Y' Bulletin Vol.3, no. 3. Here is my recommendation of how to prepare and fit the rubber matting:-

## Stage 1

Your bare running board will need to be covered with new rubber supplied by the Club, so ascertain how much will be required to achieve the correct overall length. You may be in possession of the original end and front mouldings (as with my car), or you may have to replace the rubber moulding down the ends of the boards. On removal of the old rubber, the metal boards will be too short without replacement rubber at the ends.



*When boards are of the correct length, with packing if necessary, you can commence the fitting of the new rubber matting.*

## Stage 2

Now we are ready to prepare the new matting. First, I cut the matting in half lengthwise, giving an overlap for final trimming. The pyramids were then removed on the outer edge with a sander to create the flat surface as required. To achieve this, I clamped the matting to a flat board (an old piece of worktop) with a piece of 4 x 2 creating a guide for an orbital sander. I found 180 grit was OK and removed the pyramids, leaving a flat section by running the sander along the guide. A dirty job.

*Removing the pyramids along the outer edge of the matting.*



## Stage 3

With the matting prepared, I stuck it to the metal with an impact adhesive, working from the outside edge as a straight line. When dry, the excess material was trimmed off the ends and rear with a sharp knife. The original end mouldings were then re fitted.



*(below) Note the packing I had to use at the rear end of the near-side board.*





After fitting I finished of by applying a small bead of black mastic to the end joints to the wings and along the rear of the running board to the body.

This may not be the official or approved method of fitting new pyramid matting to your running boards, so I accept no responsibility, but it worked for me.



## Photographic finds



Karl Dillon sent in this photograph of a Manchester Police parade in 1935. I can only assume that a dignitary was visiting, probably from the Home Office. Not only is the mayor in full regalia, but the senior Police officers are in their No.1 dress uniforms.

Karl Dillon also sent in this photograph, taken in the City of Westminster in London, of a very early 1932 short rad Model "Y" (no guttering on roof), complete with radiator muff. Karl dates the photograph as follows, "Belisha beacons were first introduced in 1934 but weren't painted black and white on the roadway until a little later. There doesn't appear to be any stripes on the road in the picture, so this is probably 1934 to 1936 at a guess.





# My first car

Mike Capps sent in a newspaper cutting from the Eastern Daily Press, [www.drive24.co.uk](http://www.drive24.co.uk) (Norwich-based), which has a regular feature "My First Car", edited by Andy Russell. This 12<sup>th</sup> September issue reported on the Ford Model "Y" of Brian Woolard, from South Walsham in Norfolk, as follows:-

*"I bought this 1935 Y type Ford (ugh- Ed.!) in 1955 while flying with D. Napier and Sons at Luton Airport. I paid one of the flight engineers £50 for it which seemed about right at the time.*

*I was living in 'digs' locally which had no garage, or indeed a driveway. However, it was decided to repaint it using Robbialac paint. It was a pretty horrible job having to do it all in the street, particularly when the wind was blowing, and rubbing down all of the body with sandpaper. I persisted and about three weeks later managed to make it look pretty reasonable.*

*The local Luton Motor Company happened to be a main Ford dealer, and I needed some small replacement parts. No matter what I asked them for, the bits were always available off the shelf! The rear window was quite a jolly affair, a small roller blind which was pulled up by pulling down on a small Bakelite ring on the right-hand side of the head lining. I tried to drill a couple of holes in the front bumper so that a spotlight could be fitted. No matter how many times I tried, no drill bit would even mark it, let alone drill a hole in it. In the end*

*the front nearside wing was drilled which solved the matter. The windscreen wipers were the usual Ford type (when you put your foot down on the accelerator the wipers stopped). The six-volt lighting system was not very good either.*

*I read in one of the Practical Mechanics magazines that it was possible to make an interior heater. This I tried to do by using a square biscuit tin top, an old second-hand AC Delco fan and some flexible tubing. This was mounted just behind the radiator, with the hose passing through the bulkhead and situated fairly low on the passenger side. The heating effect was rubbish, it just didn't raise the interior temperature at all. The car ran very well and was no trouble, eventually being sold to another crew member for £50.*

*That was quite interesting motoring at that time and, all in all, good fun. The Robbialac paint was brilliant and gave a pretty good finish as well as being very tough and hard-wearing."*

My thanks to Brian Woolard and Andy Russell of the Eastern Daily Press for letting us share this article.



*Brian Woolard with his Kent registered June 1933 short rad Model "Y". Brian is under the impression that the car was a 1935 model.*

David Ball handed me a copy of the Vintage Road Scene magazine, dated December 1992 – February 1993, in which there was the story of Alfred Chalker's driving history, mainly on lorries, recounted by his son from his father's notes. Alfred was 83 years of age in 1992. He is quoted as saying, "I continued to work for various haulage firms over the next few years, before joining Walters Cigarette Co. as an area representative covering the West Country." The photograph shows him (right) with his sales manager, Jock, at Southsea in 1936.



Taken from 'The Ford Times', April 1937

# MODERN COMMERCIAL VEHICLES

## The Fordson £100 5-

cwt. van

It is many years since any single model of a commercial vehicle range scored such a great success as the Fordson 5-cwt. van. The popularity of this van is obvious to everybody and the reasons that have given this delivery-unit its strong appeal to users are not difficult to find.

In business transport, even more than in "pleasure" motoring, £. s. d. are letters with a most eloquent meaning, and the 5-cwt. Fordson has gained its success partly because it reduces to the absolute minimum costs on light delivery work.

Many users of the Fordson 5-cwt. are "new" owners. The economy with which the van can be purchased and operated has brought the advantages of efficient transport within the scope of retailers and other business men to whom larger vehicles are not usefully to be described as economical. From this point of view, the introduction of the van proves one of the most far-reaching developments in commercial transport since the War.

In addition, the special advantages of the 5-cwt. vehicle have been recognised by many larger firms, who have discovered that a fleet of these units may in some cases be operated to a far greater advantage than could a lower number of heavier vans, to say nothing of the fact that a speedy, manoeuvrable, and ultra-economical vehicle is a first-class auxiliary to larger vans and trucks.

The first cost of the 5-cwt. Fordson is truly somewhat remarkable. Its price, fully equipped, is £100 at works, the only extra charges being for such customary items as delivery, number-plates and special body-painting. Alternatively, any Ford dealer will deliver it, taxed, insured, and ready for the road in every detail, for a "down" payment of £25, which is an attractive proposition for the trader who believes in keeping his capital as fully as possible employed in stock.

It is obvious, however, that attractively low first-cost cannot alone ensure lasting suc-



*It is odd that this supposed post October 1936 van with its spare wheel on the near-side, has a late 1934 Essex registration. A little air-brushing of the photograph perhaps? The rear doors also do not have any louvres - perhaps to keep the bread warm from J.W. Pigg & Sons' baker's shop."*



*Another pre-October 1936 East Ham registered van with its spare-wheel air-brushed from the driver's door. The louvres on the rear doors are clear in this photograph.*

cess for any product. The economy of the 5-cwt. Fordson is essentially bound-up with its all-round efficiency and its special suitability for light delivery work. The van is fitted with a fully-panelled steel body, the internal dimensions of which are: Length, 4ft. 3 ins; width, 3ft. 7½ ins; height, 3ft. 3½ ins.

The capacity is 50 cubic ft., and a body of this size meets the need of many retailers exceptionally well. It can handle really big deliveries; in the grocery, bread or meat trades it will carry all the goods that a driver and boy assistant can deliver in an average morning's work. At the same time, costs are so reasonable that, on quieter days, when the van is running light, or if it is necessary to "rush out" a special order, the Fordson is still thoroughly economical.

Practical points which will be noted about the body include the "clean" design of the interior. Small wheel-arches and freedom

from unnecessary obstructions enable the full body-capacity to be utilised.

The floor is at a convenient height, the loading level being approximately 2 ft. above the ground, while the rear opening is almost as wide and high as the interior of the body itself, the dimensions being 3ft. 6½ ins. wide by 3ft. 0½ ins. high. These points facilitate both the handling of heavy or bulk goods and the speeding-up of work, by enabling every part of the body to be reached easily, when loading or off-loading. Two sturdy, well-fitting doors, equipped with a lock, are provided at the rear, while any part of the load can also be reached from the driver's compartment.

The engine and chassis of the 5-cwt. Fordson provide ample margins of power and strength for its specified load. This has undoubtedly done a great deal to establish it so firmly, for the immediate result is a lively, willing performance which speeds-up work, while over a longer period the advantages are seen in trouble-free operation and minimum repair bills.

The power unit is a four-cylinder side-valve unit of typical Ford sturdiness and simplicity.

The capacity is 932 c.c., and 23.4 b.h.p. is developed at 4,000 r.p.m. As the unladen weight of the fully-equipped van is only 11 cwt. 3 qrs., the result is an extremely favourable power-to-weight ratio, which gives the van noteworthy acceleration and excellent top-gear flexibility. These are valuable qualities for light delivery duty, which usually includes constant stopping and starting, and considerable traffic-threading. They also help to explain the low petrol-consumption and long life which are good points of this van.

A sturdy three-bearing counterbalanced crankshaft is a feature of the engine, which - a fine example of precision manufacture - is capable of giving splendid performance for long periods without expensive attention. Inlet and exhaust valves are of the special Ford "unit assembly" type. Wear is minimised by the design and material of the

The Ford Model Y & C Register



*The rear doors on this van have been privately modified to include windows. Note the longer mud-flap on the front wing. Earlier vans had shorter mud-flaps*

valves, and clearances, precision-set at the factory, require no adjustment between engine overhauls. A down-draught carburettor is fitted, with an easy-starting device which, if the engine is in average-good condition, ensures an immediate commencement of work on the coldest morning.

Similar sturdiness, simplicity and ease of maintenance characterise the chassis as a whole. The well-known Ford torque-tube and radius-rod construction is employed, to maintain axle-alignment, and to relieve the springs of both driving strains and braking stresses.

The suspension, transverse, and controlled by easily-adjusted shock-absorbers, yields quite remarkable riding smoothness, which has specially commended the 5-cwt. Fordson to retailers carrying fragile goods and those carrying out deliveries on new estates, where roads are bad. Brakes are powerful and easily adjusted.

Not the least attractive feature of the van is the ease with which it can be driven. Probably no other commercial vehicle is so simple to control, and with comfortable cab, handy controls, and a responsive engine giving effortless performance, the van is as attractive to drive as is any light car.

Synchronising mechanism, ensuring an easy change, is fitted between second and top gears of the three forward-speed gear-box. Helically-cut constant-mesh and second speed pinions contribute to silent running.

The driving compartment seats two in comfort. All modern instruments, including a clearly-read speedometer and an electrical petrol-gauge, are mounted on an indi-

rectly-illuminated panel mounted in front of the driver. The horn button is mounted in the centre of the steering wheel, while the headlamp dimmer-switch is foot-controlled, being placed just to the left of the clutch pedal.

The safety-glass windscreen can be opened by means of a centrally-located winder, and



*A supposed late (post-October 1936) version of the Model "Y" van with its spare wheel fitted to the near-side door. However, the HV East Ham registration dates the van at early 1936. It is suspected that, once again, 'The Ford Times' publisher air-brushed out the spare wheel on the driver's door.*

is fitted with an efficient suction-operated wiper. A rear-view mirror is fitted on the off-side.

The relatively short wheelbase of 90 ins., and the small turning circle (30ft. 6 ins.) add to the simplicity of control and give the van great advantages in traffic, the narrower of

suburban roads and country lanes. Its all-round compactness, in comparison with its generous dimensions internally, is a major advantage under present-day conditions, especially when the owner's headquarters happen to be located in a busy city centre.

Characteristic of the sensible and accessible design of the van as a whole is the location of the battery and tools, in separate compartments, under the bonnet, where they can be reached without trouble. The spare wheel is mounted on the near-side door.

Not only is the Fordson 5-cwt. van thoroughly well-designed and completely equipped, but it is generally agreed that its appearance makes it one of the most attractive commercial vehicles on present-day roads.

The "fashion" trades are enthusiastic about its natty appearance, which is important to all modern traders who recognise the publicity value of smart transport. A well-finished Fordson 5-cwt. van looks - as indeed, it is - worth far more than its extraordinarily moderate cost.

