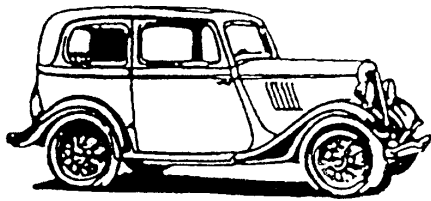
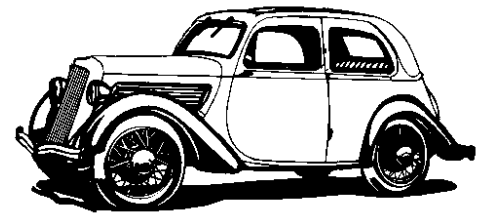


# TRANSVERSE TORQUE



Issue 190  
May June 2011



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replace first 0 in UK number with +44**

# Editorial

The 32<sup>nd</sup> Annual General Meeting of the Register was, as usual, well attended (10% of UK membership) and was very enjoyable. It was a pleasure to see the younger members of the committee now taking over from the 'old guard'. The Editor post is still filled by the oldest of the 'old guard', however, and needs some fresh, younger blood. We welcome Nigel Stennett-Cox on board the committee in the Technical Adviser role and thank Geoff Dee for his contributions over many years. Roger Corti also joins the committee as the Y&C Register Forum mentor. Our congratulations go to Colin Rowe on his well-deserved award of the prestigious Maurice Billing trophy. We send our best wishes to Rod Janes, who had to stand down from the Chairman's post, to Owen Baldock, who is to undergo a major op in June and to John Keenan, who is also to become familiar with the surgical knife. We wish them



success in their respective medical challenges.

*Our newly elected Chairman, Brian Godfrey, oversees proceedings at this year's A.G.M.*

One point I made in my report at the A.G.M. is the need to keep the magazine in balance vis à vis UK and overseas input. At present we have a very enthusiastic group of overseas members who, thankfully, are very forthcoming

with their news and snippets. It would be great if the UK members were as forthcoming with articles and anecdotes – please!

The other major event of recent times was National Drive-it Day. It is pleasing to report that a number of members took the opportunity to drive and show off their cars, some reporting their travels on the Forum website. Personally, I drove my Model "Y" Kerry down to Stockbridge, where I knew that the Bean Club would be pausing for coffee during their annual Daffodil Run from Maidenhead to Christchurch. It was difficult to find a parking spot in the broad high street, there being so many vintage and classic cars present. I was pleased to meet up with Colin and Julie White taking part in the run with their Knibbs & Parkin Model "Y" tourer, suitably adorned with a bunch of daffodils on the radiator grille.



*Colin and Julie White with their Knibbs & Parkin Model "Y" tourer in Stockbridge High Street on National Drive-it Day, taking part with the other classics in the Bean Club's Daffodil Run.*

In the March issue of Classics Monthly there was a superb six page fully illustrated write-up on Brian Godfrey's meticulous restoration of his May 1933, Fordor short rad Model "Y". We would hope that such exposure of one of our cars will encourage

more enthusiasts to think Ford. We've said it already in this magazine, but, once again, well done Brian.

We are grateful to Friend of the Register, Les Ives, from Tavistock in Devon, for donating a second copy of his book, "53 Years of Motoring Memories" to the Club. I mentioned the book in my Editorial in issue 187 and included a copy of the photograph on the cover, which is of Les's wife, Dottie, sitting on the rear bumper of their first car, a 1937 Model "Y" 'Popular', CRU 134, which he purchased in 1956 for £20.00. The book was raffled at the A.G.M., as was the well-known book 'Ford' by Robert Lacey, donated by Frank Johnson. They contributed to the £88 pounds raised for Club funds by the raffle.

You will be sorry to hear of the death of Finbarr Frank Cory, in Dublin, from cancer. Finbarr was the doyen of Irish motor historians. An obituary appeared in the May edition of 'The Automobile', for which he wrote many an article. He told me of his experiences with the Model "Y", which I recorded in my book on the model as follows, "When the Y was being listed as a new car back in the 1930s it was very popular in Eire, which was then a very poor State indeed, with subsistence agriculture and negligible industry - a State from which a million people fled in despair since WWI. You were considered well-off if you owned a Model Y, and very well-off if you rolled around in a Fordor version! The lady doctor who saved my life in 1942, drove a 2-door Y, in which she came to my parents' house in County Longford several times a day and sometimes in the dead of night also. I remember when we left Co. Longford to live in Dalkey, the car which took us to the station was a hackney Model Y. Everybody had them! I did not

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see a single tourer or 2-seater model - ever during the entirety of my life! It would have been exceptionally rare at that time in Irish history to see one: life was far too basic for individually styled motorcars." Finbarr shall be missed.

tween 1983 and 1987 by the Islands of the British Commonwealth, who collaborated to produce an omnibus issue of official postage stamps depicting every important road and race car ever built to commemorate 100 years of the automobile. As you can see, the stamp is divided into two parts and

proof read. Slapped wrists Roberts!

We are grateful to David Gustard of Chelmsford, Essex, for sending in a few pages of Part 12 of the 'Motoring Encyclopedia' (sic), published on 24<sup>th</sup> December 1934. The encyclopaedia was published in 34 weekly parts from 11 October 1932 to 30 May 1933. Part 12 covered F for Ford Cars. The item is headed "Four Models and Their Care." The four models are Ford 8 H.P. (Model "Y"), Ford 14.9 H.P. and 24 H.P. (Models AB and ABF - which we normally refer to as B and BF) and the V8 (Model 18).



*Paula and I enjoy a chat with Finbarr Corry during a shower at the Powerscourt meeting, Co. Dublin, in August, 2000.*

A number of us, with our wives, gathered at a pub near Thrapston for a surprise celebration of Bob Wilkinson's 70<sup>th</sup> birthday. I wouldn't normally mention it, except that we had a rare glimpse of a replica of his Model "CX" tourer (with hood up - wimp!). The only report of one on the road for this issue is Duncan Davis's "CX" saloon on National Drive-it Day in County Durham. (see Forum Activity in this issue). They are very shy creatures.

Afternote:- Having written the above, on Easter Monday I joined a lengthy queue of slow cars going to the Andover Spring Meeting at Wyke Down. There were over 3000 classic cars present, plus visitors, so you can imagine the queue to get in. I drove the queue with the bonnet-side up and over the bonnet to keep the engine cool. I am normally the only "Y" or "C" present at this show; that is since John Hampton stopped coming in his Model "Y" van. Imagine my surprise when the first car I saw on entry to the show ground was a maroon Model "C", sitting by the side of the track having overheated. I never did find Stan Bilous, the driver, but he had driven it from Streatham in London. If I had known he was coming, we could have met up for a pint in the pub on site.

So the Terrier sports tourer advertised on ebay went to member, Russell Storey, in Co. Durham. It is nice to know it is in safe hands and that it is rapidly being brought back to life to its original spec. This is certainly a rare car. Closer inspection of additional photographs requested from Russell confirm that the car is indeed a Terrier, with its multitude of louvers under the doors and an extension on the left of the short rad dash board. The bonnet with its two rows of louvers threw ebay punters initially into thinking it was a Jensen body. However the Jensen bonnet has one full row of 25 louvres and a shorter row below, whereas this Terrier bonnet has two equal rows of 29 louvres. Comparing photographs of the hinges and bonnet construction methods of the Terrier and my Kerry, there is no doubt that the unusual Terrier bonnet was manufactured by Whitingham & Mitchel.

It is a few years since one of our cars was illustrated on a postage stamp. The last one we were made aware of was on a 30 cent Cypriot stamp and depicted member, Marinos Zoumidis' short rad Model "Y". The set of stamps was issued to celebrate the FIVA World Rally, which was held in Cyprus in May/June 2003. We have now been made aware of another one; a 75 cent Grenadines of St. Vincent stamp. Checking this on the Internet, the stamp is part of 'The World's Greatest Car Collection', the name given to the Auto 100 series of stamps issued be-

shows a 1936 Ford "Popular".



*The 75 cent St. Vincent stamp in the Auto 100 series, commemorating 100 years of the automobile. Issued sometime between 1983 and 1987.*

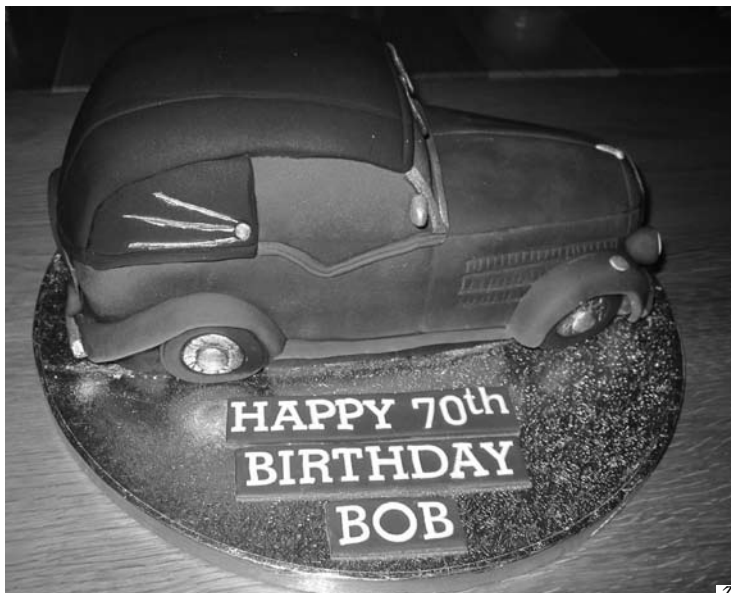
the International Correspondence article by saying "Following a tip from Tony Eldridge .... I wrote to Samuel Bohbot in Puteaux, France....." The tip off was actually from our tyre supplier, Tony Etheridge, to whom I humbly apologise. Tony also spotted in the same issue that I quoted the late Jeff Cole as recommending pumping your tyres up to 238 lbs. per sq. in. This is an obvious typo that should read 28 lbs. per sq. in. and which I should have picked up on

Once again, I must apologise for my sloppy editing! In issue 187, I started

We are grateful to Colin Rowe, who, to celebrate the centenary of Ford in Britain this year, has contributed an article on the subject in this issue. Coincidentally, Eric Dymock has published 'Ford in Britain Cen-



*"Stan Bilous" February 1935 Fordor Model "C" looking forlorn at the entrance to the Wyke Down show on Easter Monday.*



*The replica of Bob Wilkinson's Model "CX" tourer – a rare glimpse of what it looks like! It tasted good as well.*

*I looked as young as this when I was seventy! Photographs courtesy Jo Hanslip.*

tenary file,' which includes 30 illustrated pages on the history of Ford in Britain and some 250 illustrated pages on each of the cars produced for Britain over the century, culminating in the 2011 Focus 1.6, 2.0 TDCi and looking into 2012 at the Focus ST. The book is available through Vine House Distribution, Tel: 01825 767396 email: [sales@vinehouseuk.co.uk](mailto:sales@vinehouseuk.co.uk). It costs £27.50 plus £3.50 carriage in UK.

The next big show is the Enfield Pageant of Motoring over the late May Bank Holiday. Jim Miles has made a special plea for cars to be present on the Bank Holiday Monday, as the organisers are a bit miffed that our patch is nearly empty on the Monday and are threatening to withdraw our annual bid for a site. I shall be there on the Monday for one, Jim.

Finally, this is the last issue before your subscriptions are due. Those of you paying by standing order need do nothing. Those of you who don't pay by standing order, please either sign the standing order with this issue to save the annual hassle, or go through the palaver once more of filling in the enclosed subscription renewal form and sending in your cheques.

**The closing date for copy for issue 191 is Friday, 1<sup>st</sup> July 2011.**

#### Photographs on covers.

**Front cover.** Deal done; a delighted Dean Bradshaw takes ownership of the June 1934 Tudor, Y67447. Now the fun begins!

**Back cover.** Michael Leete reported that Ian Moss in his Model "Y" had been active on 13<sup>th</sup> March, taking part in the Mechanics & Clubmans Classic Trial, organised by the Stroud & District Motor Club. Ian, whose Model "Y" has a 10 hp engine with Aquaplane head and twin SU carburettors, but standard drive train, won the Clubmans Trial outright – well done Ian. Here he is climbing the hill at Boxwell. Note the 15 inch diameter radial tyres on the strengthened rear wheels. Photograph courtesy Dave Cook.

**The Ford Model Y & C Register**

## SECRETARY'S RAMBLINGS.

**National Drive it Day** is now established as a regular event and April 17<sup>th</sup> brought many of our old cars out into the spring sunshine. I managed a few miles in the Model A whilst road testing after a water pump change. Meanwhile I parked the "CX" in public view to hopefully attract some interest in our old Fords. FBHVC does suggest pushing your restoration project to the end of your drive to enable the public to have a look on Drive it Day. Often project cars create more interest than finished ones!

**We await more news from DVLA** on the much discussed topic of enabling owners to voluntarily "lock" the registration mark on their classic car. The motoring press have jumped the gun on this issue ....it is not a reality yet. Do not believe all you read in the motoring press.....we will let you have the definitive answer when it happens! Similarly, we await discussion documentation on the matter of exempting certain vehicles from MoT. Some members have aired their views (many via the forum website) – please let me have your views on this subject if you have not already done so.

**Our AGM** was well attended, aided by some glorious weather which brought out about 8 of our cars to form a period display. An added attraction was the new body for Roger Hanslip's "Y" van created by member Noel Page. The woodwork seemed too good to cover up, but we look forward to seeing the restored vehicle in due course.

We welcome Brian Godfrey into the role of Club Chairman and hope he enjoys his tenure. We also thank our retiring Chairman, Rod Janes, for his work during the past years. Whilst in better health he had launched the Forum website and was always an enthusiastic contributor to the Old Ford Rally. We all wish him good fortune and better health in the future.

We also welcome Nigel Stennett-Cox, well known in classic Ford circles, as our new Technical Adviser and thank Geoff Dee for the support he has given to members over several years in that role

I cannot let the AGM pass without giving praise to your enthusiastic and hard working Club Officers. Many clubs are struggling at present, so it is rewarding to meet with your Officers and to have positive outcomes and developments discussed. Apart from the various events which appear on our annual calendar, your Club delivers a first class magazine, technical advice and a range of over 120 NEW parts to keep our cars on the road. Very few clubs covering 1930's cars

and of our membership size can point to such achievements. All done by dedicated volunteers. Be proud of your club !

**The Old Ford Rally** preparations are well under way with an increase in the numbers of applications over this time last year. Additional clubs have applied for stands and new names appear in the list of exhibitors. The show is now well and truly established and is continuing to grow.

To enable the show to continue well into the future I am inviting classic Ford clubs to form the Classic Old Ford Federation (COFF) with the main aim of delivering the Old Ford Rally. As the show grows, it is increasingly difficult for our band of willing members to manage the show. In addition, we feel that ownership of such a prestigious show should not reside in the hands of one club alone. A meeting at Gaydon on 14<sup>th</sup> May will hopefully establish COFF.

**Ford Centenary:** Your local Ford dealer may be delighted to have an offer from you, and other classic Ford owners, of your car for showroom display or local parades to celebrate the Ford Centenary. This is an excellent opportunity to promote our classic car interest and should not be missed.

We have a busy events list and in addition you may have an opportunity to join local shows nearer home. Show off your old Ford and "fly the Club banner" in word if not literally. Pat and I are looking forward to joining Club friends on the Lancashire and Lakes tour in June. Enjoy your summer motoring ....or restoring.

Bob Wilkinson.

### **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. 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 UK 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 some volunteers for marshalling etc. .... if you would like to offer your services for a while on the day ...just let me know.

**Bob Wilkinson.  
Secretary.**

### **Bob's Joke corner.**

This one sent in by regular contributor George Pearce in California.....

An elderly man on a Moped, looking about 90 years old, pulls up next to a car at a street light. The old man looks over at the sleek shiny car and asks, "What kind of car ya got there, sonny?" The driver, a doctor, replies, "A Ferrari GTO. It cost half a million dollars!" "That's a lot of money," says the old man. "Why does it cost so much?" "Because this car can do up to 220 miles an hour!" states the doctor proudly. The Moped driver asks, "Mind if I take a look inside?" "No problem," replies the doctor. So the old man pokes his head in the window and looks around. Then, sitting back on his Moped, the old man says, "That's a pretty nice car, all right.... but I'll stick with my Moped!" Just then the light changes, so the doctor decides to show the old man just what his car can do. He floors it, and within 30 seconds the speedometer reads 150 mph. Suddenly, he notices a dot in his rear view mirror. It seems to be getting closer! He slows down to see what it could be and suddenly..... WHOOOOSSSHHH! Something whips by him going much faster! "What on earth could be going faster than my Ferrari?" the doctor asks himself. He presses harder on the accelerator and takes the Ferrari up to 180mph. Then, up ahead of him, he sees that it's the old man on the Moped! Amazed that the Moped could pass his Ferrari, he gives it more gas and passes the Moped at 200 mph and he's feeling pretty good until he looks in his mirror and sees the old man gaining on him AGAIN! Astounded by the speed of this old guy, he floors the gas pedal and takes the Ferrari all the way up to 220 mph. Not ten seconds later, he sees the Moped bearing down on him again! The Ferrari is flat out, and there's nothing he can do!

Suddenly, the Moped ploughs into the back of his Ferrari, demolishing the rear end. The doctor stops and jumps out and, unbelievably, the old man is still alive. He runs up to the banged-up old guy and says, "I'm a doctor.... Is there anything I can do for you?" The old man whispers, "Unhook my braces from your side view mirror!"

This rarely happens when out and about with our old Fords! Send me your favourite story for us all to share.

Bob Wilkinson.

### **"Skeleton" takes Centre Stage at AGM.**

The 2011 32<sup>nd</sup> AGM at Willoughby saw a good turnout of members; nearly 10% of our total membership, which is exceptional by any AGM standards. Those who didn't or couldn't make it missed a great day out as the weather was stunning; afternoon temperatures reaching 19/20C - ideal for those of the Kerry persuasion. Lunch was taken at the pub or on the new table benches set out in the grounds of the Village Hall. I would however advise those who bring packed lunches and sandwiches on future occasions to always over cater as there are always those attending who come without anything and have that Oliver Twist look about them!

Members' cars were on display, with centre stage taken by the skeletal van body built in oak by Noel Page for Roger Hanslip's restoration project. It truly is a work of art and would have knocked Tracey Emin and Damien Hirst off top spot in any competition. A number of members thought it was so good that when metal is applied to the frame it should be on the inside and not the outside. (photo next page)

The meeting saw a new Chairman elected - Brian Godfrey - who previously served as Vice-Chairman. He is an ex-aero engineer and many of you will know of him through the recent account of his nut and bolt restoration of his Model "Y". He is a very practical hands on enthusiast, so congratulations to Brian. John Argent stepped into the Vice-Chairman role and Nigel Stennett-Cox volunteered for the Technical Adviser post, Geoff Dee preferring to stand down this year. Following his establishment of the Forum website, Roger Corti was also elected onto the committee.

*Our new chairman, Brian Godfrey, in the garden of the village hall at the A.G.M.*



This year, Colin Rowe, our Spares Administrator, received the Maurice Billing Trophy, which is awarded annually, at the discretion of the chairman, to the person considered to have contributed most to the smooth running of the Club. Well done Colin, it was thoroughly deserved.

The Officers of the various sections of the Club presented their reports, which were gen-

## Treasurers Report

I am pleased to report that the accounts for the year ended 28th February 2011 have been Audited by Messrs Moore & Smalley LLP and Approved by your Directors. Details were made available to members at the AGM. Should any member wish to receive a copy please forward a large stamped addressed envelope (A4/ 96p) to the Treasurer whose address can be found inside the front cover.

**Bruce Allan. Director/  
Treasurer.**



*Roger Hanslip and Geoff Dee try to work out where the extra bits go on the superbly crafted 'skeletal' body built by Noel Page for Roger's van project. An envious Geoff Dee has a similar restoration project in hand!*

erally upbeat, with the Treasurer's Report being particularly encouraging, giving our Cash and Stock assets now standing at a combined £54,659. Whilst on the subject of money, a word of thanks goes to Christine Baldock, who organised the raffle on the day that raised £88 for Club funds.

The general tone of the AGM reflected the good health of the Club. Not only are we financially sound, but membership is holding up well in these recessionary times. Also there are innovative developments, such as the Forum site on the internet. It was also made clear that the Spares Group would continue to seek out manufacturing resource to meet the needs of items that had become critical for the safe operation and maintenance of our vehicles. The atmosphere at the meeting reflected what we value most – a coming together of friends with a common interest and mutual support.

As a relative newcomer to the Club, I would encourage members to feel that the AGM is an event well worth attending. It is not a dry as dust day, but one that has plenty of personal time to discuss projects, problems and hopefully find solutions from a group of people who are easy company.

Should any members require a copy of the minutes of the AGM, please email me at [allpurdys@hotmail.com](mailto:allpurdys@hotmail.com) and head your email subject box "AGM Minutes" and I'll be pleased to send you a copy.

**Peter Purdy, Assistant Secretary**



*Colin Rowe receiving the Maurice Billing trophy for his services to the Club.*

## Forum activity.

[Caveat:- Please note that suggestions and comments made on the Forum are personal and not necessarily Ford Y&C Model Register approved techniques.]

### Brake set up

**Michael Deichmann in Copenhagen advises Roger Corti thus:-** "Roger, adjusting mechanical brakes is something that has caused many people a lot of challenges - mostly as they just don't know how to do it right.

I guy once taught me: The most important thing is to get all the angles in the various links right. To do that, all connections and bushes should be without play. Before you assemble the brakes, adjust the rods on one side - for example, the left - so that when the brake

pedal is all the way to the floor, the angle between the rod and the arm on the brake mechanism is just 90 degrees. Then adjust the rods to the other side to be exactly the same length. Now the force you apply to the pedal should, in principle, be distributed correctly and optimal to the brakes.

Before assembling the brakes, makes sure that the linings on the shoes fit perfectly in the inside of the drum. By perfect, I mean that they do not just strike the drum at the middle of the shoes, nor just at the ends – they should touch the drum over the full length of the linings. Whoever put the linings

on should have fixed that, but check it. It is imperative. Assemble the brakes and adjust the shoes so that they just touch the drums.

Now take a trip on side-roads with low traffic. When all is clear, press the pedal and hold it down so that the brakes drag, but you still can drive. Hold the brakes like this for a couple of minutes and then release and let the brakes cool. Repeat this a couple of times.

Back in the workshop, lift the wheels and adjust the shoes again as close as you can, without touching the drums. If it does, adjust the shoe one click back. Now your brakes should brake absolutely evenly as Ford intended.

**DO NOT TOUCH THE RODS ANY MORE!**

Only compensate for the wear of the lining on the adjustment screws on the individual brake back-plates.

I hope this helps! It worked for me.

**Brake light switch.**

Neil Fletcher is having problems sourcing the correct brake light switch for his Model "Y" and asked for the part number and manufacturer. I advised him thus:- "The part number of the brake light switch is YE-13480 Switch (stop light) assy. I do not know who made them, but they were only fitted to our cars (1932 -37) and hence would not now be available off the shelf . The switch is made up of a Bakelite rectangular box which is screwed by its end flanges to the underside of the rear flange of the chassis cross-member, on which the gearbox is mounted. On the 'box' are two electrical terminals, fore and aft, one connected direct to the battery and the other to the rear brake light loom. Out of the near-side centre of the 'box' protrudes a lever with a hole in the top. The lever is spring-loaded internally and, when pulled forward, turns a cam which closes the contacts in the 'box'. The hole in the top of the lever allows a hooked piece of wire (bicycle spoke is ideal) to connect the lever to a clamp on



*Brake light switch, YE-13480, in situ on the rear of the middle chassis cross-member (gearbox to the right). When rear foot brake is applied the clamped brake rod moves to the rear (left) pushing the lever to make contact inside the Bakelite box.*

the brake rod. This wire needs to be rigid. When the rear brake is applied, the brake rod is drawn forward and the rigid wire activates the lever and hence the switch. The clamp can be adjusted to ensure that the switch is activated when the brake pedal is depressed. (I normally find I have to read-just this before every MoT!)"

**Silly Billy!**

Owen Baldock bravely reported the following under the heading, "Oh what a Silly Billy":- "I thought I would take advantage of the warm weather and get "Fordy" ready for the season. So off with the distributor cap, clean and reset points. Next, out with the plugs, give them a good clean, adjusted gaps, put a little smear of Copper-ease onto the threads and put them back, gave HT leads a good clean and checked for continuity. Checked the oil and water, primed the fuel pump and carb, jumped in gave a little choke, turned the engine over a couple of times and switched in the ignition. YES, she fired up first time. I left her ticking over and all of a sudden she stopped!! "Oh, blow!" says I, " too much choke. Oh well, no problem, leave for a while and try again later." So, having put the battery on charge, I went and had some lunch. I reconnected the battery and gave a little choke and NOTHING - not even a cough. So I thought, "Aha! blocked jet." So, off with carb bowl, gave it a good clean out, blew through the jets, all nice and clean, put it back together and tried again. STILL NOTHING. Then it dawned on me - did I actually have any fuel in the tank? A quick look confirmed my thoughts; it was absolutely as dry as the proverbial bone. "What a plonker." I thought to myself. It goes to show that I only just got back home from the last trip!! Oh well a trip to the local petrol station will cure this "FAULT"

Jo Hanslip retorted, "We've all been there Owen, Roger actually came back from doing a wedding, put "Amy" in the garage and didn't have enough fuel to get her out again! Feel better for that?"

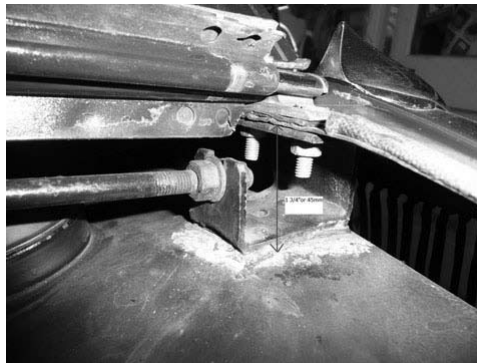
**Radiator grille.**

Rogério Machado, in Portugal, having eventually found a long rad grille for his major Model "Y" pick-up

restoration, questioned the fitting and in particular the gap between the top of the radiator and the grille. Owen Baldock kindly produced a photograph, showing the 1¾ inch gap.

**To fuse or not to fuse.**

Roger Corti is concerned that his refurbished horn might burn out the loom and cause a fire. He is considering fitting a fuse or a relay. Richard Flashman, in South Australia, commented, "I have always marvelled that Henry didn't seem to believe in fuses. This was brought home to me as a teenager in my 7Y when all the lights dimmed and smoke came out from behind the instru-



*Owen Baldock's helpful photograph showing the arrangement for the fixture of the Model "Y" radiator grille and the radiator.*

ments—not good in London traffic at night! I would endorse fitting relays rather than fuses for a horn. The current draw is huge as it is almost a dead short when operating, especially if you are on 6 volts. Having said that, I have not changed the horn circuits on any of the Fords I have owned—no fuse and no relay. Sur-

prisingly, no problems either.

Toot Toot.

**Steering columns**

Ray Scicluna, in Malta, is restoring an August 1936 model "Y" and asked the following, "I have been trying to find out which gear steering assembly I have to fit on my Ford Model "Y" 1936 because I was given two, of which one is shorter than the other. They look identical except for the length and from near the steering wheel. One has one nut that makes thrust on the bearings and the other has two nuts. I would appreciate if somebody can help me solve this problem."

Our expert in this area, Peter Ketchell, replied, "Ray, you should use the longer of the two steering boxes in your Model "Y". There is about 80mm difference in the length between the Model "Y" and the Model "C". The shorter one could also fit the later models, Pop, etc., depending on the internal mechanism. Good luck."

**Torque settings**

David Green, in Christchurch, New Zealand, asked about the torque settings on the clutch to flywheel and the UJ case to gearbox bolts. I replied, "The following are the torque wrench settings for our cars:-



Main bearings - 50 lbs ft; Cylinder head - 35 lbs ft; Connecting rods - 30 lbs ft (20 to 23 lbs ft for self locking nuts); Sump - 30 lbs ft; Front cover - 10 lbs ft; Manifolds - 15 lbs ft; Flywheel securing nuts - 24 to 28 lbs ft; Clutch to flywheel - 12 to 15 lbs ft; Crownwheel to differential case - 12 to 15 lbs ft; Differential bearing caps - 12 to 15 lbs ft; Wheel nuts - 40 to 45 lbs ft

I do not have specific figure for the bolts holding the universal joint casing to the back of the gearbox. I suspect 12 to 15 lbs ft. These are holed and wired, so should not work loose."

**National Drive-it Day**

**Peter Purdy**, our Assistant Secretary reported, "Yesterday, in addition to it being "Drive it Day", it was also my birthday and so we went out to lunch at Langar Hall (the place where Milliband is getting married later this summer) and the "Y" was much admired. During the course of lunch I was approached by an elderly gentleman, who introduced himself and asked if after lunch he could look under the bonnet. The reason being that he served his apprenticeship on "Y"s and in 1942 he worked for a company in Mansfield who, as he put it, "re-manufactured Ford engines". Because the Ford factories had swung over to the war effort, his company did almost exclusive work on Ford engines during the war years. Some of what he told me was beyond my comprehension as I'm not from the technical wing of the party, however, I did say to him that would he mind if I gave his name and telephone number to our Archivist and he was pleased to do so. *[I shall be following this up once I put this issue of the magazine to bed! - Ed.]*

**Duncan Davis**, in Co. Durham, actually drove his Model "CX" on Drive-it Day. He tells us that "I had a wonderful drive around the north Pennines and along the Weardale Railway. I stopped at my own pub, the Black Bull at Frosterley, for lunch cooked by my son the chef. Take a look at [www.blackbullfrosterley.com](http://www.blackbullfrosterley.com) to get the flavour of the place.

**Roger Corti**, having completed the restoration of his early long rad, De Luxe, Fordor model "Y" grasped the nettle and took his wife for her first run on Drive-it Day. "Inspired by the day, my wife and I braved the sunny weather to join the Oxbridge Classic Vehicles Club outing to Mad Bess Woods for a picnic. Four miles there and four back, without incident. Brakes a little better now that they have been successfully adjusted, but still not yet good. The exhaust seems to have settled in with only a little, no lots, of fumes. Judy found the drive (her first in it) a little terrifying without seat belts and nothing to hold on to, but she smiled throughout."



*A relieved Roger Corti, with wife, Judy, on National Drive-it Day in his newly restored October 1933 Fordor Model "Y".*

**For Sale**

1936 2-door Model "Y" in excellent restored order, mechanically, bodily and interior. One family from new - full history. MoT. A rare car looking for good home to continue the loving care. £4,500.

Tel: 01244 570483. Club member (Cheshire)

1936 Model Y Tudor Popular maroon/black. Tax and MoT until end of August. I have owned the vehicle for 6 years, but change of circumstances forces sale. Good condition mechanically and body-wise, but paintwork would benefit from some attention. Converted to 12v, but I still have the 6v items for the purist. Offers around £3000 for a quick sale. (pictured below) I also have a 10 h.p. engine and gearbox and a quantity of new and used spares. Roger Wright. Tel: 07790 097463 (East Midlands)



1936 Tudor Model "Y", black (Y151810). A lovely car in very presentable condition. I bought it three years ago from a car museum, but it has just been sitting in my garage since. It has a new battery, runs well and has been converted to 12v. The general condition is good but there is some slight bubbling on the rear arches at the tail lights. It would take very little to make this a show winning car. £4650 o.n.o.

Jim Black. Tel 02892692803 (Omagh, Northern Ireland)

**The Archives.**

I reported at the A.G.M. that I had embarked on a major project to scan in to each car's photographic folio the hundreds of photographs I have taken, been sent and generally amassed over my 31 years as a member of the Club. As I have often stated, I am slowly building up an archive of text history files and photographic folios on each known surviving vehicle, so that, in the distant future, when one of our cars is purchased, the incumbent archivist can tell the new owner the history of his car and show photographs of its previous life. It is for this reason that I ask all members to forward to me, by email or sent in the form of photocopies any historical documentation pertaining to their car, especially old log books. If original documents are sent, I guarantee to send them back within two days. Similarly, if photographs are sent, they will be scanned into the archive and returned.

Following the A.G.M., Peter Purdy suggested that when members send 'condition certification' photographs to their insurance companies, copies are sent to me to record in the archive. Good thinking, Peter. Members please note.

As I am preparing this issue of Transverse Torque for publication, I am receiving photographs of hitherto unknown cars, which are coming out of the woodwork in different countries around the world. I will try to summarise them in the next issue. I can't resist telling you about one,

*Cont'd on page 10*

# News of new members

Prepared by Mike Malyon  
26<sup>th</sup> April 2011

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

Allan Cooper C1301  
Great Finborough, Suffolk  
Alan Jackson J2001  
Catford, London  
Pearse Kennedy K1906  
Raheny, Dublin, Eire

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

**Allan Cooper** – Allan has purchased 646 CDL (formerly DL 8666) Y36250, a maroon & black Tudor, first registered 28/10/1933. It is the oldest known surviving long rad Model "Y". It was restored by member, Bill Baxman, on the Isle of Wight (hence the DL and CDL registrations) in 1997. It is on the road with a few minor jobs to be done (steering and lights). We hope you enjoy many hours of motoring around Suffolk, Allan. Thank you for joining the Club.

**Alan Jackson** – we are pleased to welcome Alan to the Club. He has a black, 2-door Model "Y", with the Southend-on-Sea registration JN 7748 and chassis number Y151111. It was first registered 25/8/1936. The car is on the road with some attention needed to the upholstery and seats. The car was bought from Cyril Smith, a non member from Pwllheli, North Wales. We hope you enjoy your motoring and thanks for joining the Club.

**Pearse Kennedy**, in Dublin, has rejoined the Club. Pearse has a 1937, 2-door, black Model "Y" (Y177281), which did carry the 1937 Middlesex registration, FMK 146, but on its arrival on the Emerald Isle, it was re-registered with the earlier 1932 Westmeath, Leinster, registration, LI 2298. The car is on the road. Thanks for rejoining and welcome back into the fold.

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

## SUBSCRIPTIONS ARE DUE 1 JUNE 2011

**This is just a reminder that subscriptions are due on the 1 June 2011. If you do not do so already, please consider paying by standing order as this is the easiest way for you, me and the Club. There is an application form in this issue of "Transverse Torque".**

**I would like to thank all the members who paid promptly last year. It saves me time and the Club money by not having to send out reminders. Thank you for your co operation this year.**

Mike Malyon, Membership Officer

## Introducing our new Technical Advisor. Nigel Stennett-Cox

Some of you will have noticed that our Technical Advisor, Geoff Dee, stood down with effect from the AGM, and I have been encouraged to take over. Many thanks are due to Geoff, whom I had the pleasure of meeting at a recent committee meeting and who is a mechanic by training. His services to the Club have been much appreciated.

I am a "Friend" of the Ford Y&C Model Register, with my only old Fords currently being a Model A cabriolet of 1930, A Fordson Model N tractor of 1940 and a replica of a Model 40 tourer under construction. The Model A was acquired in many pieces in 1993 and the picture shows it on the trailer ready for the journey home! I am standing to the right with the Afro hairdo. The car was completed and went on the road in 1999, since when some of you may have seen it on the Yorkshire Tour in 2008. The Model 40 Ford V8 of 1933-4 was the one where Edsel Ford lifted the styling, line for line, from the Model Y, just scaling everything up, and that is currently under construction.

My experience of Model "Y"s and "C"s dates back to the 1960s, when I did much fettling of ones which came into my Dad's scrapyard, the better to sell them on as runners. I'll promise to not broadcast some of the bodesges which were perpetrated in those far-off and relatively care-free days! I also worked commercially as a motor mechanic in the early seventies, and achieved a City and Guilds qualification in the field.

Some of you will realise that much in the way of the design features, and many of the actual parts used in the Models "Y" and "C" were carried over to later models of small

*Cont'd from page 9*

which has suddenly cropped up near Bordeaux, in France. It is the ivory and black French Kelsch drop-head coupe, which was located in Holland by Jim Miles and imported to England as a wreck by the late Graham Tomlinson in 1987. Graham restored it to its former glory and it was shown at the Enfield Pageant for a few years before he sold it to a dealer in Bicester in 1990. The dealer subsequently sold it at Sotherby's in 1994 and that was the last we knew of it. It was assumed that it had been exported to the U.S.A. But, it has now come to light in France, still with its adopted UK registration number JSQ 291. When I contact the owner, thanks to the Club archive, I can tell him the recent history of the car.

**Sam Roberts**  
Archivist



*The scruffy 'mechanic' on the right, with the head of hair, is our new Technical Adviser, Nigel Stennett-Cox, seen here taking delivery of his Model A in 1993.*

side-valve Ford, these continuing in production, still with the transverse springing front and rear, the same basic engines, and the same 6 volt electrics right up to the last of the "upright" Popular 103E models, with their final demise from production in August 1959. Over the years, I have owned and worked on many of these derivatives.

So, members are welcome to contact me direct or via the Editor, whereupon I will do my best to help with technical enquiries. Furthermore, I hope it will be of interest to others if any advice is published in the magazine, with the identity of the original enquirer remaining anonymous if he/she wishes.

**Nigel Stennett-Cox, Norfolk,**  
Tel:-01692 406075

#### Technical warning – spark plugs.

As a final throw of the dice by our out-going Technical Advisor, Geoff Dee, he warns anybody buying new spark plugs to beware of NGK plugs. Having recently purchased some, he found that the plugs are now slightly longer in the thread and come into contact with the valves, which closes the plug gap. The only solution was to use the sealing rings off old plugs to bring the plug up away from the valves. It would appear that NGK are trying to use one plug body to do many jobs. I have not heard of this with any other manufacturers.

## Members' correspondence.

### Plan A

Roger Moore owns the oldest known surviving Model "Y", the late September 1932 Tudor, WD 4526 (Warwickshire 1932 registration), chassis number Y249. It has been sitting in a store for a decade or so, waiting for him to spring into action. The time has come. Roger has approached Graham Miles, who has devised a cunning plan, which he outlines as follows:-

*"Roger has decided to spend some serious money and have his "Y" restored, the oldest we have recorded.*

*The draft programme is that in May, Jim Miles and I to go to where the car is stored near Leicester and spend up to three days on the site stripping the car down. Tim Brandon will collect the shell on slave wheels, take it home, strip out the mechanics and take the shell to Mike Meadows for painting, etc. Tim then can carry out the necessary repairs to the parts and then, when painted, build up the mechanics. He will also need to replace and cut a lot of the wormy wood.*

*In the meantime, Jim and I will deliver the wings, doors and valances, etc. to Ricky Beasley for him to do his part. [see Useful Contacts – Ed.] When completed, I will collect them and take them across to Mike Meadows. The wheels will go to Royston for blasting and painting. I will collect them and re-tyre as necessary. The shell, when painted and rolling on its own axles and wheels, will then go to my local trimmer. Kevin Briggshaw will have taken his car in the meantime to the trimmer as a pattern. We need to gain access to Tom Morgan's car at the Gaydon Heritage Centre and take lots of photos of the inside for my trimmer, as the present interior is not original.*

*It is hoped that Peter Ketchell can come to Leicester to collect all the parts for chrome work, etc. I intend taking the windscreen to Dave Tebb at the Enfield show for his views on it and I have no doubt that we will need a replacement petrol tank. I will need Dave to use the original filler neck. I'll take the radiator to my man in Watford, if he hasn't retired yet that is. He is, needless to say, one of the old school."*

At present, there is no Plan B!

### Motoring memories.

As reported in my Editorial, Friend of the Register, Les Ives has donated a copy of his 'Motoring Memories' book to the Club. In his covering letter, he writes, "I am writing to say how much I'm enjoying the copies of 'Transverse torque' coming my way – and particularly the personal accounts of interesting events related to their much loved "Y" & "C" model fords.

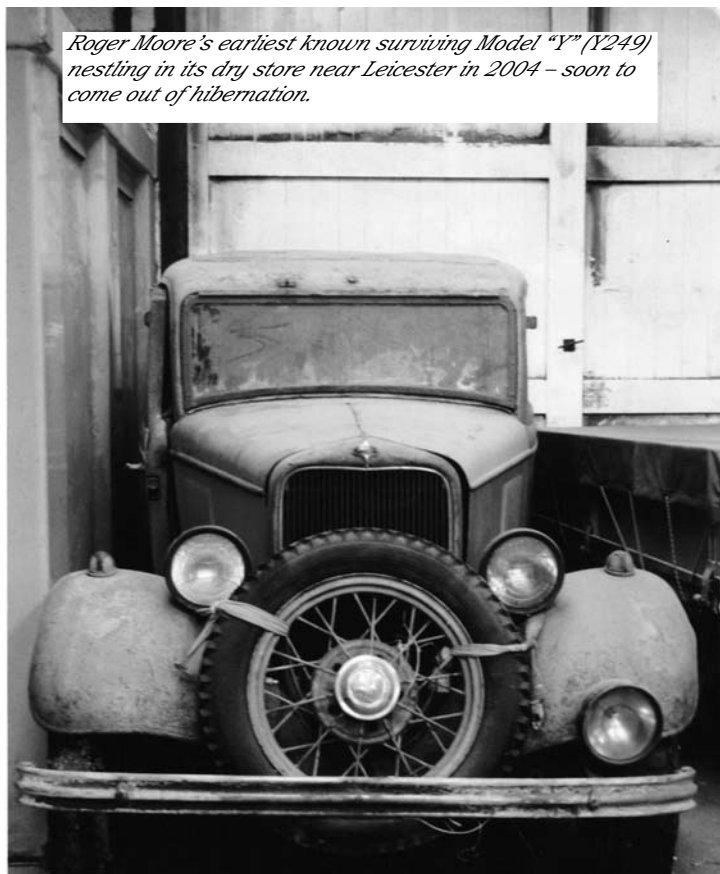
I was quite enthralled with the stories told by the former Ford employee at Dagenham – if he hasn't already – he should consider 'doing' a book! [Take a bow, Arthur Redfern – Ed.]

As a one time owner of a "Y" model Ford, your magazine pages reflect the robustness of the car's construction and reliability. This we can personally testify, from fond memories of our own and much loved '37 'Pop'.

From the magazine, I'm learning much that I didn't know about the marque and its many engineering attributes. Our 'old girl' gave us tremendous value for the £20 we paid for her. We set off on many a long run without a qualm and were never let down."

### Dependability demonstration.

Unwittingly, the photograph of a short rad, ST 7421, appeared on the Y&C Forum with the following caption:- *"The first £100 car, which Lady Burton bought. It was a Ford 8. Standing beside the car are Mr Cameron, from Harris, the Manager of*



A.W. Chapman, Mr. Fowke, representing Highland Transport, and to the left of the bicycle, Mr. Grant, the Sales Manager."

Firstly, the short rad is a 1933 Inverness registered Tudor. Lady Burton would have had to pay £120 for this car – if she did in fact buy it – as the long rad Ford "Popular" was not reduced in price to £100 before October 1935. I also doubt that she would have bought this particular car, as it would appear to be about to set off on the 72 Hour, Dependability Demonstration at 5.30 p.m. on Monday, 11<sup>th</sup> September 1933. It would probably be a demonstration model with a number of miles already under its belt.

From a Y&C archive point of view, we now know that car no: 114 was sponsored by A.W. Chapman & Co., in Inverness. We are slowly building up a listing of the different cars which took part in the UK and Ireland-wide Dependability Demonstration and their participating Ford dealership. Any member, who has a photograph or details of a short rad sporting a circular number, as shown in the photograph, are asked to give details to Sam Roberts.

### And finally, sex raises its ugly head again .....

'Members' Correspondence' in the last issue ended with a complaint by Doug Hickson over the Editor's inference of impropriety, suggested by the photograph of him fondling Eileen at the Classic Car Show in November and that the inference had caused 'some marital discord'. In a plea of mitigation, he did suggest that two club members had previously been seen assisting her into her clothing (although I fail to see how that should have a bearing on his behaviour!).

One of those members has responded:- "I was sorry to read that the harmonic and long term marital status between Doug and Bessie Hickson has been put into jeopardy by Eileen, but I'm afraid that photos don't lie and Doug did hover around her quite a bit. She has always fancied Doug topless, his car that is!! Well you know what they say, all fur and no d...s. We do have a problem getting her dressed. She's more used to being horizontal than vertical, but it's remarkable how well she strips at the end of the weekend, although she always goes to pieces Doug, you have problems----

# Memories of the 'Maine Event in Castlemaine, Victoria, Australia.

18<sup>th</sup> to 28<sup>th</sup> March 2011

by Bill Ballard



Car number 114, sponsored by Ford dealer, A.W. Chapman & Co., in Inverness, prepares to start its engine for a non-stop 72 hour Dependability Demonstration on 11 September 1933.

Hosted by the 'Ford Owners, Restorers & Drivers Club of Australia Inc.' ("FORDCA"), the 13<sup>th</sup> biennial National Sidevalve Rally, titled "The 'Maine Event", was based in the small town of Castlemaine (population 6,797 in 2006), on the eastern edge of the Central Goldfields Area of Victoria, about 2.5 hours' drive north west of Melbourne in a Small Ford. Our daily drives took us to Newstead, Daylesford, Clunes, Maryborough, Dunolly, Bendigo, Maldon, Harcourt and Kyneton (but not necessarily in that order) and to many

places of interest in the area bounded by those towns or cities, most of them having connections with the gold rush of the mid-19<sup>th</sup> Century. It is an area that had been drastically affected by major floods in January and February 2011, but, thankfully, these had subsided and the most visible reminder of them was some flooded woods and paddocks to the west of Newstead. However, the Cairn Curran Reservoir, between Newstead and Maryborough, was full and it wouldn't have required much rain to make it overflow and bring more flooding downstream in the Loddon Valley.

As can be expected for a "hub rally", which is based at a central point with daily runs radiating from it in all directions, there were times when we had to traverse the same stretches of road, but that does not necessarily mean we were bored doing this. Take the stretch of the B180 from Cairn Curran to Newstead; on the afternoon of the 21<sup>st</sup>, we drove through a swarm of locusts on this stretch and I was worried that my radiator would be clogged up! But I (and other drivers) slowed right down to a crawl until we had cleared the swarm and when I inspected the car back at the caravan park in Castlemaine, there was only one of the pests stuck in the grille, looking out at me. I went to get my camera to take a picture of it, but by the time I returned, it had wriggled its way free and dropped to the ground! There are no prizes for guessing what happened next! We used the B180 again on the afternoon of the 24<sup>th</sup>, and there wasn't a sign of the pests, which had obviously moved on.

Many of the places we visited were a mere shadow of what they had been in the mid-to-late 1800s. Take the ghost town of Majorca (with the "j" pronounced as in "jack"), 18 miles north of Clunes, for example. Its population had been as high as 25,000 in the gold rush, but, today, only the former General Store; Post Office; town hall and Bank of London building still exist in what had been the hub of the town and only a handful of people live there. Apparently the lack of a railway connection led to its downfall after the gold rush. In Clunes itself, the biggest hotel – the Club Hotel (built in 1870) – and the two storey Post Office – are currently derelict and the former Town Hall only sees occasional use. All are buildings of great architectural merit and should be saved.

The rally was attended by at least 97 people in 56 Small Fords from six states, with only the Australian Capital Territory and the Northern Territory not represented. The furthest driven to the rally were an A493A Prefect sedan and a 100E Prefect sedan from the same address in Brisbane, Queensland (about 1,030 miles each way), but a party of six participants from Perth, Western Australia, had to trailer their three Small Fords some 2,100 miles each way to get there.

Some vehicles (and their occupants) participated for only a day or two, and others did not arrive till well into the 11-day rally. Some vehicles were there for the duration of the rally, but were not used very often, their owners having gone to great lengths to bring along other Small Fords from their collection and preferring to use them most of the time. So as far as this writer is concerned, getting a photograph of all the sets of "wire wheels" and their owners together was a logistical nightmare and was put in the "too hard to do" box, which is a shame, as some all-time records were broken.

Fortunately, we had a record (for the Southern Hemisphere) of 10 sets of "wire wheels" present on the afternoon of Saturday, 26<sup>th</sup> March - three Model "Y"s, a Model "C" and no fewer than six Model "CX"s (itself a world record in preservation to my knowledge) - on the sunken oval near the Castlemaine Gardens Caravan Park, where Sandra and I were staying, and we've got the photographs to prove it! They formed part of the gathering of all available vehicles on that day for a photo shoot, and it was the only time they were all together in the same spot. I was unable to arrange for a shot of "our cars" on their own. All but one of the 10 vehicles were owned by members of my Australian Y&C Syndicate and comprised the Model "Y" Tudor, Fordor and roadster belonging to Jenny and Derek Bone (NSW); Bernie, Christine and Trent Bridle (VIC) and Ken and Karen Codling (NSW) respectively - the latter non-members; the Model "C" sedan belonging to Janie and Rhys Chester (VIC); and the three Model "CX" sedans belonging to John Rimon and Jenny Free (TAS), Jim and Joyce St John (VIC) and Garry and Debra Yule (VIC), and the Model "CX" coupe; roadster, well-type ute and roadster belonging to Rick and Robyn Bushell (NSW); David and Sandra Moran (VIC) and myself and Sandra (VIC) respectively. I cannot recollect another instance where we have had 11 Syndicate members and their partners present at an event. N.B. Terry Keene (QLD) was there, but with his 1955 100E Prefect; Ron and Barbara Paull (NSW) with their splendid A494A Anglia tourer; also Wal and Sue Thompson (VIC) with their 1950 A493A Prefect coupe ute and 1956 100E Prefect sedan respectively. The irony is that I am aware that the participants on the rally had the potential to produce another "Y", two "C"s and no fewer than 5 more "CX"s, so there is the potential for more record-breaking in future!

The rally dinner was held at the Castlemaine Golf Club on the evening of the 28<sup>th</sup> and there were the usual "fines" session (raising many a laugh and \$180 for the local fire brigade) and fancy dress competition. The results of the concours competition were also given. The Codlings and their 1933 Model "Y" standard roadster took away the awards



*Eight sets of 'wire wheels' at Castlemaine on 26<sup>th</sup> March.*

for "Best pre-war car" and "Car of the Rally".

The weather bureau tells us that March in Victoria was one of the wettest on record, with an average of 70% more rain than normal, but we only had rain on one evening and one day during the rally - a sure sign that we chose the right place at the right time for the rally!



*Small Fords fill the main street of Clunes on 2<sup>nd</sup> March. Jenny and Derek Bone's Dagenham produced Tudor short rad sits alongside Bill and Sandra Ballard's Model "CX" roadster.*

I am sure that I speak on behalf of all participants in congratulating the FORDCA Rally Committee on their hard work and thanking them for spending so much time and personal cash over the past two years putting the rally itinerary together and organizing it. They did a terrific job and it was a great success and very enjoyable.



*David and Sandra Moran's Model "CX" Well-type Ute on the Sunken Oval at Castlemaine*



*The 'Best Pre-war Car' and the 'Car of the Rally', Ken and Karen Codling's 1933 Model "Y" standard roadster (this photograph taken last year.)*

*The rear view of the Codlings' winning standard roadster (no 'dicky' seat) showing the flag at this years rally*



## Parts Report.

As I mentioned at the AGM, this year we are having steering nuts made in order for us to re-furbish steering boxes. We have completed several batches of re-furbished steering boxes, which relied on us having steering nuts of the right quality. These have now dried up and were very costly to buy, in excess of £80 if you could find them. The nuts being made now are being made in order to assess their quality and the practicality of re-furbishing the returned exchange boxes. We also carried out a feasibility study to see if we could use parts from later steering boxes, but this was not possible, unless you used the whole of the steering chamber and lengthened the steering shaft. This would result in a non-standard steering box and result in much more work than manufacturing new steering nuts.

We have also produced brake and clutch pedal re-furbishing kits. We have had these manufactured before and built up the pedals clusters on an exchange basis. This is costly, so this time we are selling them as a kit for members to do it yourselves. If there is enough interest in fully assembled kits, we can look to providing them. To compliment this, the trunion, clutch pedal to release arm adjuster has been manufactured. These two items are now included in the parts for sale list.

Over the past months two different styles of brake rods have been made up. As you are aware, they are very difficult to come by. These are in the process of being evaluated. Both sets were on display at the AGM and members expressed their opinions, which will be taken into consideration in our evaluation.

There are several new items in the Parts for Sale list in the centrefold of this issue, which include: B6. Brake Pull-off Springs, EN21. Side Plate Gasket, EN22. Dip Stick Tubes Late Engine, EN23. Ring Gear, G4. Gearbox Bearing and BF26. Spare Wheel Bracket.

Peter Ketchell, Spares Officer.

## 20 years ago – issue 70 April/ May 1991

John Guy, in his editorial, waxes eloquently about his favourite book, 'Oldhams Practical Automobile Engineering', which he had recovered from a friend's attic, where he had stored most of his books whilst converting Garth Barn into a habitable family residence. As he explained, "It is a favourite because my father bought a copy before I was born and I grew up with its wonders of automobile engineering. Perhaps you know the book. On the fly-sheet is a photograph of a mechanic (suitably attired in the humble working man's flat cap of the period) whilst he adjusts the points of a Ford V8 engine. The book gives a thorough grounding in the design principles and maintenance of cars of the 30s and early 40s. A thoroughly enjoyable time capsule in its own right ..... " Most of us have our favourite much-thumbed reference book.

Being the issue following the A.G.M., issue 70 included the minutes of the 12<sup>th</sup> annual gathering in the Willoughby Village Hall. [Not much changes – in this present issue we report on the 32<sup>nd</sup> A.G.M. at Willoughby Village Hall– Ed.]. As always, there was a good turnout of some 30 members, which, with an overall membership figure of 365, is a good percentage. It was regretted that the annual subscription had to be raised to £18, which shows what good value present members receive for their current £25 subscription – inflation on £18 over 20 years?

Spares sales were good with 200 hub caps having been sold over the previous two years. 300 blank straight bumper bars had been purchased and were ready for bending and chroming. Graham Miles had located a new storage site and with the help of Kevin Briginshaw, Jeff Cole and Jim Miles, it had been properly racked and the spares transferred from Graham's council lock-ups.

There were 11 new members this time round, two of which are still with us. The remainder have sold their cars and moved on. The two still with us are Graeme Duncan, in Angus, Scotland, who it was declared owns the only "CX" tourer north of the border [Graeme, you will see from the List of Known Survivors that we need some information on your car – please get in touch – Ed] and Peter Brooke in Rawcliffe in Yorkshire. Peter's Model "Y", Emily (EML 150) has been with him for 45 years now and underwent a major restoration in the 1980s. I see we are still showing it as being under restoration – what happened Peter?

Other new members were Ken Brindle of Knutsford, who owned CTV 201, now owned by Tony Wilkinson; Patrick Killion, in Dublin with IY 3345, now owned by Paschal Fenton in Co. Limerick; Peter Hart who, according to our records, still owns XSC 880 in Bracknell, Berkshire; as does Kevin Taylor of Ruislip, Middlesex, who still owns FCM 546. Duncan Edwardes, who was running a guesthouse in the Yorkshire Dales, owned CLJ 633, which is now in Co. Kildare, Eire, owned by Christopher Ward under the guise of ZV 2133. Mike Wrixon now owns JN 9279, the 1936 Model "Y" then owned by 'Sam' Salmons. Both live on Hayling Island in Hampshire. As with all our cars, it would be of interest to know how they are performing and what changes have occurred to their status.

We have lost track of Dave Plant's 1936 "Y" that he was restoring in 1991. We have Mr. E. Tucker from Taunton, Somerset, listed as the current owner. Finally, Bob Garner in Hemel

Hempstead, Hertfordshire, had two Model "Y"s requiring restoration. As reported, "His first, a 1937 Y, DYU 188, was bought a while ago for full restoration and to help him with this, he bought parts of another car. Some while even later he was offered the rest of the second car by a chap who had changed his mind about customising it! Only when Bob took delivery of the second car and documents, did he realise that he had owned CPP 926 some years ago." I am pleased to report that the first car was eventually restored and is now owned by Neil Bray, our very own 'One Armed Bandit' and is a regular visitor on our longer rallies. CPP 926 is now on the road and owned by member, Ben Pyke, in Folkestone, Kent.

On the events front, the Enfield Pageant was looming and there was the usual plea for members to bring their cars along on the Bank Holiday Monday. At the 1990 event



*Peter Brooke's 'Emily' nearing completion of its restoration. She still has her 'double-barrelled' headlamps.*

we had won £150 as runners-up in the best stand at the show award, with Jim Miles' superb recreation of Arthur Daly's second hand car lot. Finally, there was a plea for members' assistance at the All Ford Rally, which the Y&C Register was organising and running the following September [As I said earlier; not much changes! – Ed]

A snippet from the 5<sup>th</sup> July 1935 issue of 'The Light Car', "The Ford Motor Co. Ltd. inform us that the accident rate for their Dagenham works is 0.79 per 100,000 hours worked, which, they claim, is one of the lowest in the whole of the motor industry."

# Events 2011

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 1898	Enfield Pageant of Motoring Enfield, Middlesex	Forms from EDVVT 020 8367
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>
25 June	Thwaite Water Mills Event Stourton, Leeds	Barry Diggle 01274 614729
26 June	Guiseley Gala (West Yorkshire)	Barry Diggle 01274 614729
24 July	<b>Old Ford Rally 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
17 July	Newby Hall rally Ripon, North Yorkshire	Barry Diggle 01274 614729
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
25 September	John Mould open day Nr. Reading, Berkshire (see below)	Mike Cobell 01594 834 321
6 November	Y&C Committee meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463
11 – 13 Nov	International Classic Car Show NEC Birmingham	Geoff Salminen 0121 427 2189

## Events 2012

12 February	Y&C Committee meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463
29 April	33rd Annual General Meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463

### 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.

### 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 hostels.

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@btpen-world.com](mailto:jo.hanslip@btpen-world.com) with your name and address and car registration or tel. 01945 430325.

Look forward to seeing you in Norfolk.

# International correspondence

## Sweden

Terje Saethre, from Norway, sent the following extract from the October 1934 issue of 'Ford Nyt', the Danish equivalent of 'The Ford Times.' He summarises the article, "Enclosed is a picture of a Swedish 1934 Model Y that was driven from Ystad (in the south of Sweden to Haparanda (north in Sweden) in 26 hours.

*A Ford salesman named Rolf Zetterlund from Stockholm did this to show that the Model Y is an economic and fast car (for its time). He started on June 29th at 10.00 AM from Ystad and arrived in Stockholm at 6.30 PM. After filling up the car with petrol, changed the oil and got himself a good meal, Zetterlund started from Stockholm at 7.10 PM. He headed for Haparanda, and he arrived there at 2.45 at night. He had travelled for 28 hours and 3 quarters. When they deducted the time when he filled petrol, changed oil, repaired 2 flat tyres and a ferry, the driving time was just 26 hours. The total length of the drive was 1860 kilometers. The little Model Y went 15 kilometers per litre of petrol (total petrol consumption on the trip was 126 litres). It must be said that Sweden did not have a speed limit in 1934!"*



Mr. Rolf Zetterlund med sin Ford Junim

## Ystad - Haparanda

*The photograph accompanying the article in the Danish 'Ford Nyt' showing the route of the Swedish Model "Y"*

## Australia – post-flood report.

In the March edition of 'The Ford Upwrite', the newsletter of the 8&10 Sidevalve Club of Queensland, Brian Shields, the President reported, "As I contemplated which Club issues to comment upon for this edition of the "Upwrite" the events of January/February 2011 overtook us all! The usual tittle-tattle of club politics paled into insignificance. My main concern was the welfare of Club members and families who may have been caught in January's flood disaster. I am happy to report that, apart from a couple of close calls, all members came through unscathed, although everyone will know someone who was not so lucky. Just when things were starting to get back to some kind of normality, the biggest cyclone in recorded history (bigger than the state

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

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

**ON SUNDAY SEPTEMBER 25TH 2011**  
(Between 10.00 am and 4.00 pm)



We are looking to have an eclectic mix of vehicles from the various Ford Sidevalve clubs. If you are interested in attending please Contact Mike Cobell [mike.cobell@btinternet.com](mailto:mike.cobell@btinternet.com) 01594 834 321 10-14 Newland St, Coleford, Gloucestershire. GL16 8AN

The Paradise collection is on the outskirts of Reading, Postcode RG30 3XT

of Tasmania) hit North Queensland. Again I can report, thankfully, that our North Queensland members came through OK."

Although this is good news from the 'sidevalve' point of view, our thoughts and best wishes go to those less fortunate.

### New Zealand – post-earthquake report

Heather Trumper's Foreword in the April/May newsletter of the Ford 8&10 Enthusiasts Club, South Island began:- "THERE ARE SEVERAL WORDS that I could use to describe the last six weeks - some of them polite, others not so polite, but however you want to describe what we have been through, the word TUMULTUOUS pretty much covers it - that 6.3 "shocker" at 12.51pm on Tuesday 22 February 2011 will be forever etched in our minds.

Thank you to those Club Members who responded to my email letting me know they were okay. From the conversations I have had, the damage suffered by some Members has been quite severe and my thoughts are with everyone as we all adjust to a new way of living - in time our beautiful city will be restored to its former glory. I also want to thank those 'out-of-town' Members who sent messages of support and offers of accommodation. From what I have been able to gather all our little cars are safe - even Jill's little Fordy, which had not been on the road very

comes around. It could be a 2, 3 or 4 year wait!!! This gang has 1000 houses to weathertight and make safe so people can technically move back in. Time will tell. We have no heating and will have plywood over the windows." I am delighted to say that there is no report of damage to her two Model "Y"s.

Our congratulations go to Jill, who has been elected the first female President of the Club at their A.G.M. two days before the earthquake!

### Austria – Sahara Desert

Roger Corti alerted us on the Forum to this extract from 'The Sunday Times', Perth, Western Australia, February 9<sup>th</sup>, 1936.

#### ACROSS THE SAHARA IN AN 8-HP FORD

Engaged on a major tour of the world in a Ford saloon, a Viennese journalist is about to drive the length of the African continent, his route including the crossing of



Although not part of the Perth 'The Sunday Times' article, coincidentally, we happen to have this photograph of the intrepid couple in the V&C archive, which we illustrated in as recent an issue as 187.

the Sahara desert. He will be accompanied only by his wife and will carry no special equipment. The car has already covered 200,000 miles on tour, and some of the most hazardous stretches of the journey have yet to be undertaken.

### Australia

Congratulations to Bill Ballard on winning the "Anglia & Prefect Class" (the class for all Small Fords, from 1932 to 1968), and the "Real Restorations Award" (including a \$50 voucher) at Small Ford Sunday at Bundoora Park, Victoria, on 6th February last with his 1936 Model "CX" De Luxe roadster and to Janie and Rhys Chester for being the runners-up in the "Anglia & Prefect Class" at the same event with their 1935 Model "C" De Luxe sedan. This was only the second

event they'd taken "SeeC" to since buying her.

In South Australia, Richard Flashman questioned my entry against his car "Bucephalus" in the List of Known Surviving Vehicles. As it has a Briggs body number, it could not have been manufactured in the Australian Geelong plant, hence it is an import. I had assumed that it had been assembled at Ford's Lower Hutt plant near Wellington New Zealand. As it has chassis and Briggs numbers dating the manufacture as May 1937, I asked Richard to look for the Lower Hutt assembly number on the front of the battery box – there is none, so the car must have been imported from the UK (there is an outside chance that it was imported by its owner from Singapore, India or Port Elizabeth, South Africa).

Richard then reported, "When Australia began the ten pound migration scheme for Brits, there was provision for them to bring their car at a very low cost (another tenner I believe). This offer was taken up by quite a few migrants who were aware that cars in Australia were in short supply and very expensive by UK standards and also that hire-purchase

was quite restrictive. Although a friend of mine brought his Vauxhall Victor (early 'F' series, then near new) he tells me that older cars were also 'accompanied baggage' on his voyage. I think that my car is simply a UK migrant's car from the 50s-60s that has miraculously survived."

Afternote:- Richard subsequently sent this missive:- "As I began to rub down the body in prep for paintwork I noticed a faded oval area at the left rear. I had not noticed it before as it was almost invisible. I used a "CSI" trick and blew some talcum powder over the area and lightly dusted it. What was revealed was the shadow of a stick-on GB plate. I think we can safely say that Bucephalus accompanied a migrant family back in the 50s or 60s.

Despite my real doubt about getting a registration number off the windscreen sticker, I have been able to discern the following:- Victoria registration label number 70164 (year 1972) Victoria registered number JYE580."



Work is proceeding on making Jill Peter's house habitable, especially through the winter. The bricks not already dislodged by the earthquake have been removed to allow plywood sheets to be placed over the wooden frames of the house.

long after its last 'mishap'. With its cover still on, it was only covered in masonry rubble and fortunately parked under a load bearing beam."

Jill Peters, the owner of the Model "Y", Fordy, mentioned above, sent some more photographs of earthquake damage. She says, "This will give you an idea about how they are sealing the house until rebuilding



*Bill Ballard's Model "CX" roadster (C31277 - 20B R220) and Janie Chester's Model "C" sedan (C20222 - 20 S391) sit on the winner's rostrum at the Bundoora Park, Small Ford Sunday rally in February.*

## Spain

Luis Cascante finds 1930's English quaint! He emails:- "I've been reading the last issue of *Transverse Torque*, very good read, as always is. The reproduction of an article from 'The Ford Times' on the Blackpool Convention is very interesting and the peculiar literary style, almost for my poor Hispanic English, of his author E.N.D., has recalled me a book in my bookshelves. It's written by the same Edgar N. Duffield (E.N.D.) who was the Editor of *The Ford Times* between 1931 and 1947, and entitled *Ford through European eyeglasses*. It's much a book in praise of Henry Ford and Percival Perry but, in my opinion, there are some interesting comments, especially on Percival Perry."

# Regional News

## Region 5. Kent and East Sussex

Owen Baldock reports, "Chris and I were at the Chatham steam and transport rally on Sunday, 24<sup>th</sup> April, and we were approached by a gentleman by the name of Nick Carter, who helped run the Historic Police Motorcycle exhibition at the dockyard. He recalled that he had owned two Model "Y"s and wondered if they were still on the road. He thinks that both cars were around in the early 1960s.

I have checked the register and unfortunately it appears not, but he did send me a very nice photo of one of the cars, CEL 361, which he has agreed that we can publish in the magazine. I notice the non-standard headlamp lenses plus the broken bumper bar. It also appears to be a de luxe model with sunroof. The registration of the 2<sup>nd</sup> car he thinks is DUG 406, but he is not sure that the numbers are correct!

*One of Nick Carter's Model "Y"s, photographed in the early 1960s. It carries a 1936 Bournemouth registration. There were no De Luxe Model "Y"s following the introduction of the 10 h.p. De Luxe model "C" in September 1934. CEL certainly has*

*a sliding roof; the water drain outlets are clearly visible above the door. The car also has twin wipers and trafficators.*

## Region 16. Most of Yorkshire



## Northern Sidelights by Barry Diggle

As the weather picks up, a little more activity on the old car front is evident. On Drive-It Day I ventured into the Yorkshire Dales and encountered several classics, mainly of the Abingdon variety, and a coterie of old British motorcycles, each offering a cheery wave, but nothing pre-war. The following week I attended the Aire Valley Vintage Machinery Easter "Crank Up" at Ingrow preserved line Railway Station, where once again I was the only pre-war exhibitor.

This led me to think. When I attended my first old car rally in 1971 in a thirties car, such cars were about 35 years old and many of us used them as everyday transport, which was great fun. Flash forward forty years and our thirties cars would be the equivalent of a true veteran in 1971! Oh, *tempus fugit*.

Just a reminder that the Newby Hall Rally is on Sunday 17<sup>th</sup> July and the closing date for entries is 24<sup>th</sup> June. I also have details of the Thwaite Water Mills Event at Stourton, Leeds, on 25<sup>th</sup> June, which is the day after the Guisley Gala. Please let me know if you intend being present at some of these.

Sam mentioned 30mph indicator lines on some speedometers, a while back. These, of course were a response to the speed restrictions introduced in the mid-thirties. In fact, my other car, an Austin Big Seven, does have such a marking. Actually I find it quite effective and useful in those many speed-camera zones - the Austin *can* do forty very comfortably!

## FBHVC NEWS



### MoT and Registrations.

There is an undoubted change in the air with regard to the UK government engaging in dialogue with the classic car movement through the good offices of the Federation of British Historic Vehicle Clubs (FBHVC) organisation. Meetings have taken place with government officials and were reported in the FBHVC Newsletter (Jan. 2011). The main issues raised by Greg Knight and the FBHVC were:

1. DfT - Amending legislation to allow DVLA to mark V5Cs and computer records 'non-transferable' to enable current owners of historic vehicles to safeguard the permanent attachment of the registration to the original vehicle.  
HOORAY! Your Club has campaigned for this over recent years ....let's hope this is accepted.
2. Since the meeting, the Minister has agreed in principle with the suggestion of exempting cars and smaller vehicles built on or before 31 December 1920 and PCVs built on or before 31 December 1940 from MoT testing. He has asked DfT officials to begin the process of consultation and making the necessary legislative changes. It is anticipated that these dates could be reviewed periodically and the introduction of a rolling date provision has not been ruled out. Public Service Vehicles will not be included in these concessions. This measure is welcomed by the FBHVC as it will mitigate many of the problems experienced by the owners of vehicles in these categories at the annual test. We must emphasise that road-going vehicles must be maintained in full working order at all times and we must strive to ensure that our accident level does not rise from the present virtually zero position.

Comments: Exemption from annual MoT – possibly extended to cover up to 1940 – is based upon negligible accident rates for our vehicles, with low mileage being an important factor. Additionally MoT testing garages are becoming increasingly distanced from mechanical familiarity with cars of our era and grapple with problems with regard to the myriad of regulations which affect 1930's cars.

The debate with regard to 1930's cars' possible MoT exemption is wide ranging. However, do not lose sight of the fact that an MoT pass today would not prevent you being prosecuted next week if your car proved to be unroadworthy. Individual responsibility is paramount. Please let me (Bob Wilkinson) have your views on this issue.

MoT Garages: FBHVC is generating a nationwide list of garages which are sympathetic to the testing of our cars. Please let me (Bob Wilkinson) have contact details for any garage you would wish to recommend. ...or you can submit direct to FBHVC website.

### IMPORTANT SURVEY - Your participation is required

The Federation of British Historic Vehicle Clubs exists to ensure that we all continue to have the right to use our vehicles on the road - whatever their age.

It does this by lobbying politicians and government officials, but it can only be really effective if it is armed with accurate information about the interests it represents, such as the number of people involved and the number of vehicles they own, as well as the value the movement brings to the economy.

FBHVC's last survey was in 2006, when the gross value of the movement was shown to be in excess of £3bn annual expenditure. This now needs to be brought up to date, so a new survey has been started.

We urge all our members to take part and to encourage their friends to do so as well: the more people who do, the more accurate the results will be, and the more accurate the results are, the better FBHVC will be able to protect all our interests.

The simplest way to participate is to go to [www.fbhvc.co.uk](http://www.fbhvc.co.uk) and click the link to the survey. The link will open early in May and remain open until the end of July.

If you prefer to complete a paper questionnaire, please send a C5 stamped addressed envelope to FBHVC, Kernshill, Shute Street, Stogumber, Taunton. TA4 3TU

## Centenary of the Morgan Motor Company – 2010

Regrettably, we missed recording the centenary of the first public appearance of a Morgan three-wheeler at the Olympia Motor Show in 1910. The Ford Motor Company and the Morgan Motor Company enjoyed a close partnership from 1932 to 1956, which involved our vehicles; hence this belated contribution.

The Morgan Motor Company was founded in 1910 by Harry Frederick Stanley Morgan, generally known as "HFS" and was run by him until he died in 1959, aged 77. Peter Morgan, son of H.F.S., ran the company until a few years before his death in 2003. The company is currently run by Charles Morgan, the son of Peter Morgan, and is based in Malvern Link, an area of Malvern in Worcestershire. It employs 163 people and, in 2007, produced 640 cars. All the cars are assembled by hand, with the shell made out of metal and much of the vehicle made out of wood. Working on the wood interior, workers use metal shears to individually shape a hood because each car has to be different. The waiting list for a car is approximately one to two years, although it has been as high as ten years in the past. A base model is about £30,000, with some cars costing up to £200,000.

### The Ford connection.

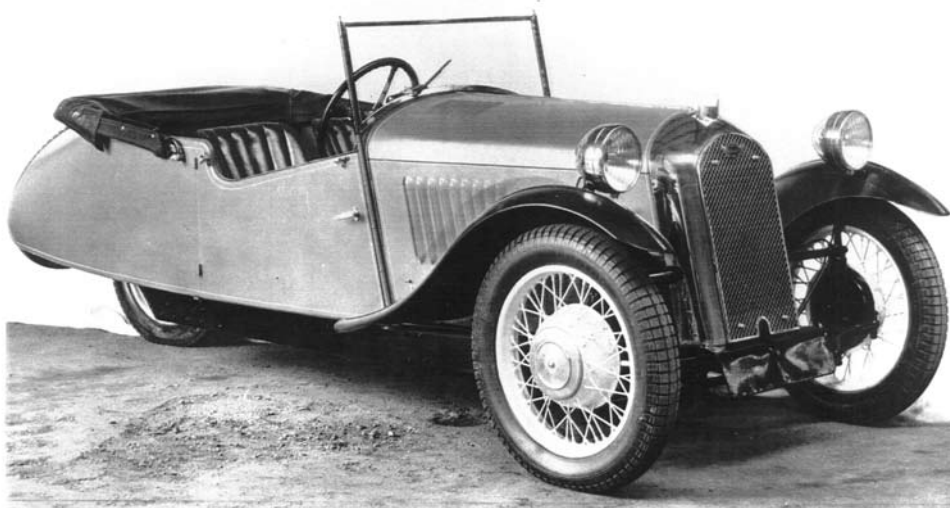
In 1932, due to the slow start up of production of complete cars at Dagenham (Model "Y"s, Model 'BF's and Model 'B's), there was a surplus of built up engines (8 h.p., 14.9 h.p. and 24 h.p. respectively). A separate specialist department was established to sell off the power units. During the first year, some 150 surplus engines were sold. So great became the demand for these units that Ford decided to produce engines specifically for sale to the many companies who needed them. At the demise of the Model 'Y' in 1937, Ford was offering a range of five power units and sales had reached 2000 per year. There was a variety of uses for the power units, ranging from light aeroplanes, light railways, motor boats, winches, to generator plants and pumps. An early customer was the Morgan Motor Company.

On the 8th November 1932, only a few weeks after the introduction of the Model "Y", Sir Percival Perry, the chairman of the

Ford Motor Company Ltd., wrote to Sorensen, Henry Ford's overseas production manager in Dearborn,:-

“Sale of 8 h.p. engines as power unit for Morgan 3-wheeler.”

*This vehicle is a little 3-wheeler made by an old established firm of coach-builders, who have been using a bought engine. The present sales are about 300 per annum - although quantity is not big, we should like to have the added volume. I understand that there is no objection in principle, providing we get an adequate price and safeguard our goodwill and name. I have therefore given instructions that negotiations can proceed along these lines.”*



*The 1935 F2 two-seater Morgan which was fitted with the Model “Y” 8 h.p. engine*

The first Morgan to be fitted with the Model ‘Y’ engine left their factory on 25th April 1934 (chassis number FD1 and engine number Y38054). It was the first of the F Type Morgans, which used the 8 and 10 h.p. Ford engines. The F4, four-seater Morgan used solely the 8 h.p. engine and was in production both pre and post-war. The F2, two-seater Morgan was introduced in 1935 and was fitted mainly with the 8 h.p engine, although the customer could select a 10 h.p. version if preferred. In order to adapt the engine to fit into the Morgan chassis, a different timing cover was bolted onto the front, with a cast in transverse bar, incorporating a supporting boss for the F-Type front brake compensator. Because of the 2½ gallon capacity of the Morgan’s radiator, there was no need for a fan on the dynamo to aid cooling. The Morgan version of the engine was also fitted with a specially made ‘Silvertop’ aluminium head of similar external appearance to the cast iron Ford head, other than having the Morgan script cast into the upper surface, but with increased compression.



*Back to their roots. The new 2011, 3-wheeler Morgan being introduced later this year.”*

Production of the Ford-engined three-wheelers continued until 1952. As if to close a circle, this year, 2011, Morgan is reintroducing a three-wheeler model – not with a Ford side-valve engine, I hasten to add!



*Morgan’s latest 2011 model is a far cry from the original three-wheelers.*

## Smithfield tourer/racer – post script.

Member Yvon Precieux, the pre-war registrar of the Sidevalve Owners' Club, sent in the following having read the article on the Smithfield tourer in the last issue:-

"Over the years I have endeavoured to identify the racing capabilities of the small Fords, especially the pre-war specials that form part of our history from 1932 to the late 60s. Having received the latest issue of Transverse Torque, I was interested in the Leinster trophy article, as I have the full write up of the race and an illustration of the quite bulky rear view of the car with both Toohey and J Cody, his passenger. The average speed depicted in the advert in Transverse Torque is incorrect, as is the speed of 59.93mph further down. The average speed identified is 59.33mph and, with the Leinster trophy being a handicap race, the small Ford started out with a 5 lap and 2 minute advantage. This turned out to be too much of an advantage and there was a reduction of the additional 2 minutes. There was much concern over Toohey's passenger, J Coady (famous motor cyclist), using perilous motor cycle tactics. There is also a mention of the need to de-tune his engine, possibly by way of introducing a thicker head gasket to lower the compression ratio."

The 'full write up' Yvon refers to is and extract from the July 25<sup>th</sup> 1935 edition of 'Autocar', which I reprint here:-

"The second Leinster Trophy Race was held on Saturday last on a new circuit of 5 11/12<sup>th</sup> miles in the neighbourhood of Tallaght, a few miles from Dublin's municipal boundary. The course did not seem to appeal to many of those who contemplated entering for the race, but the result proved it to be quite as good as the thirteen-miles circuit at Skerries over which the inaugural race was held last year.

The race resulted in a win for the limit man on the handicap, J. Toohey, who, driving an 8 h.p. Ford, received five laps start from A. Dobson on a 2,332 c.c. Alfa-Romeo. Toohey got away from the other limit cars very early in the race, and, leading throughout, won by 1 min. 49 sec., covering the distance (153 miles) at an average speed of 59.33 m.p.h. In second place was A.P. Huet with his 847 c.c. M.G. He might have been a little nearer to the winner had he not buckled a wheel on the last lap. He was set to give Toohey a lap less 4½ min., and averaged 59.06 miles per hour. The third place was filled by C.G. Neill, one of the Belfast competitors, on a 1.990 Bugatti, who averaged 66.49 m.p.h.

Neill was the only back marker who at any time looked like coming through. The scratch man, Dobson, did not fancy his chances in the handicap. He was handi-

capped to average 77 m.p.h., and his fastest lap was 70.5, the fastest of the race. The handicap had been altered just before the race by Toohey's start being reduced by 2 min. – an alteration which did not prevent Toohey winning or materially improve Dobson's chance. After doing eleven laps Dobson retired.

Of the 29 entries for the race there were 23 starters. Eleven of them finished; three were flagged on the expiration of the time limit and the others retired, mostly from mechanical causes, although one local man, O'Riordan, of Tallaght, overturned his car, but escaped without injury.

While the proportion of finishers was fairly high (nearly 50 per cent.), the six teams entered suffered badly. The M.G. team was the only one to finish intact. Of the club teams, the Ulster A.C. was the first to lose a man, when L. Briggs (847 M.G.) was forced to retire on his sixth lap. Rarely does one see as many pit stops in a race of only 150 miles as there were in this event.

The winner, J. Toohey (933 Ford), who had gone very fast in practice was penalised by having his handicap reduced from 5 laps and 2 minutes to 5 laps. He accepted this in a most sporting way, despite the fact that he found it necessary for the race to reduce the compression ratio he had employed in practice, with consequent loss of speed, though at a gain in reliability. His passenger, J. Cody, the well-known Dublin motor cyclist, employed sidecar racing tactics, leaning out in an apparent perilous manner on corners. This caused the car to be flagged in twice towards the end.

Behind Toohey there was a certain amount of change taking place. Sheare (M.G.) lay in second place for a long time, until passed by Huet (M.G.), and later by Kay (M.G.). the Adlers, when not shedding mudguards, were running very well and quietly, Manders being the fastest, though rather slow at first. Davis, with his Balilla Fiat, struck a hedge and damaged his wheel and hub cap, causing his retirement. This was really hard luck, as he was the man best placed to challenge the leaders.

Despite Autocar's report that the average

speed of Jack Toohey's Smithfield racer was 59.33 m.p.h., which Yvon believes to be correct, Robin McCullagh in Ireland states:-

"I looked at the average speed for Jack Toohey in 1935 and reports are split evenly between 59.93 and 59.33, but I came across another report stating his average speed at 59.19 and this is also the speed that the Smithfield Motor Company claimed in their Newspaper advertisement (see last issue – Ed.), so I think it might be better to stick with that one.

Details of the varying reports in Ireland are:-'Sunday Independent', July 21st 1935 = 59.93m.p.h.;'U.M.C.Monthly Review' = 59.93 m.p.h.; 'Irish Independent', July 22nd 1935 = 59.33 m.p.h.; 'Green Dust' by Brendan Lynch Pg. 107 = 59.33 m.p.h.; 'A History of Motorsport in Ireland' = 59.19 m.p.h.

Incidentally, the only other racing Smithfield Ford, ex-Fitzsimmons/Manley, has turned up (in Ireland)and I understand that it is likely to change hands shortly. I notice a difference in the radiator grill between the two racing Smithfield's: the ex-Toohey one has a Model "Y" long rad, while the other has a wider/straighter version."

**Placings, Handicaps and Speeds**

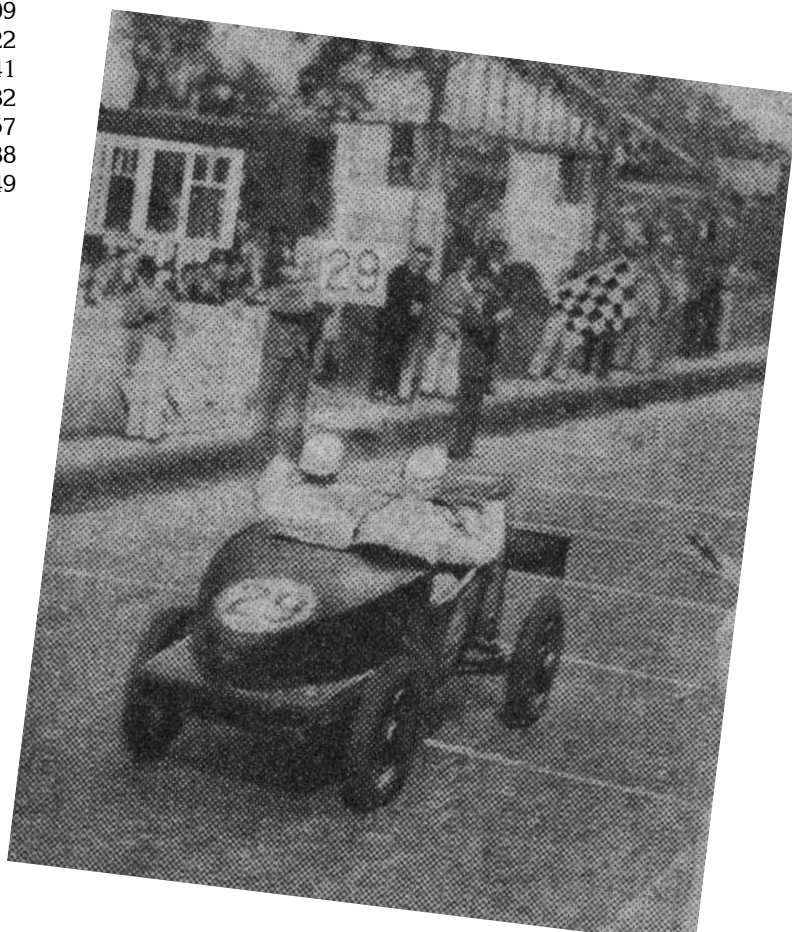
**m.p.h.**

1. J. Toohey (933 c.c. Ford), 5 laps	59.33
2. A.P. Huet (847 c.c. M.G.), 4 laps 4½ mins	59.06
3. C.G. Neill (1,990 c.c. Bugatti), 1 lap, 4 mins	66.49
4. R.Kay (847 c.c. M.G.), 5 laps	57.54
5. C.H.W. Manders (995 c.c. Adler), 4 laps, 3½ mins	58.09
6. W.J. Kavanagh (1,287 c.c. M.G.), 3 laps	62.22
7. S.R. Sheare (847 c.c.M.G.), 5 laps	56.41
8. R. Marsh (847 c.c. M.G.), 5 laps	55.82
9. R.B.S. Le Fanu (995 c.c. Adler), 4 laps, 3½ mins	56.57
10. D.M. McKenzie (1,089 c.c. Riley) 2 laps, 3 mins	58.88
11. D. Yule (747 c.c. Austin S), 4 laps, 4½ mins	52.49

*The rear view of Jack Toohey's Smithfield Ford crossing the line at the end of the 1935 Leinster Trophey race, the front view was printed in issue 189 of Transverse Torque. Note the beetle back to the body-tub.*



*The surviving Smithfield racing car, ZA 4668, at the 75th anniversary of the Limerick Grand Prix in 2010.*



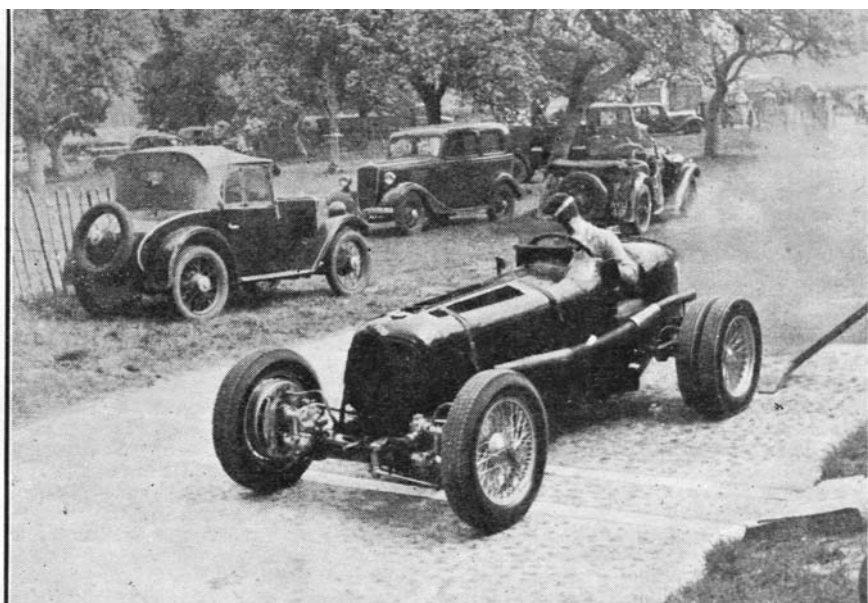
*The only other racing Smithfield Ford on the grid in Dublin's Pheonix Park at the first race to be held there post-war, in 1950. With the highest handicap, it would have been on the front row. Note the beetle back*



# Photographic finds



*The Model "Y" in the photograph is from my late mother's family album and shows her brother, William Harman (born 1905) and her sister, Elsie Harman (born 1907) with his Model "Y". The registration number is a London issue for June 1936 and I am assuming that the photograph was taken in about 1939 as the little girl, Doreen Harman, was born in 1933. The car was still in good condition apart from the missing hubcap. My understanding is that the car was sold during the war and its fate is unknown, but was undoubtedly scrapped. Try as I might I can't find any photographs of my late father's Model "Y" which was a 1933 model, registration number JJ 9100.. Colin Spong*



*Raymond Mays' black 2-litre E.R.A., photographed by Sir Anthony Stamer, Bt., at the Prescott International. He captured a Tudor "Popular" spectating the racing. The photograph accompanied a report on the event in the October 1946 'Motor Sport' magazine, kindly sent in by Malcolm Grace.*





Two Model "C"s parked outside Heaton Park Radio Station, near Manchester in the 1950s.

## Four Model "Y"s into one

Before the advent of the DVLA, V765 scheme in 1987, which has formalised the authentication of original registration numbers on classic cars, it was quite acceptable to obtain a genuine old log book for, say, a Model "Y" Ford and to submit that log book with a change to the chassis number to DVLA and for them to allocate the registration number in the log book to your Model "Y". Assuming, that is, that the number had not already been re-allocated.

Although not condoned by the purists, this practice was quite common and, indeed, there has been quite a bit of heat generated in recent years amongst members of the Y&C Register who were misled into thinking that this practice was the same as the present-day practice of selling registration numbers for financial gain, which we are strongly against.

A case of the log book practice has come to light. In September 1998, an ex-member bought, in good faith, a Model "Y", with an 'age-related' registration number. This had been allocated by DVLA when the previous owner sold the stated original number, 'ABC 123', a registration issued between September 1935 and January 1936. According to the V5, the car was first registered on 11 January 1936. Apart from not liking the idea of selling registrations, the registration date tallies with the registration number - so far, so good.

However, the chassis number on the car and on the V5 is Y123456, giving a date of manufacture of April 1936 (three months after the date of registration) and the Tudor body has a Briggs number 167/12345, which tells us that the body was manufactured in August 1936 (seven months after registration). As the ex-member said at the time, "There is something cock-eyed somewhere."

He then carried out some detective work and found that the car had been restored by a chap who bought the car in boxes in the 1960s, having paid £25 for the bits. He sold the car in 1988. From there the trail went dead - until this December. Out of the blue, I received a letter and two log books from a member in Coventry. The log books were the original buff and continuation green books for a Model "Y", AB 1234 (issued, 30 April 1936). The covering letter read "I was clearing out some papers the other day and came across these old log books of a car that I acquired many years ago and dismantled for parts. The strange thing is that the chassis number is the same as ABC 123, Y123456 (on the List of Surviving Vehicles). I wonder if it was a factory mistake or some skulduggery going on!"

Putting two and two together, it would seem that, when AB 1234 was broken for parts, the chassis, with its number stamped on it, somehow found its way to the restoration chap and joined his £25 box of bits. As did also the body from another Model "Y" with a Briggs number, 167/12345. A car was built (it is untrue to say it was restored) using the box of bits, the chassis and the body (at least three different cars).

It was at this stage that a log book for a Model "Y" would have been obtained, found

or bought and submitted to DVLA with a change of details, namely the chassis number. The log book belonged to a fourth Model "Y" in the story, ABC 123, which probably had been written off for some reason. Surplus log books were readily available for purchase at autojumbles. As far as DVLA was concerned, or as far as they were aware, this was a bona fide application and allocated ABC 123, the registration in the log book, to that car.

Nowadays, of course, the classic car clubs are far more knowledgeable and DVLA use their expertise and records to certify the authenticity of claims for original registrations. For Models "Y"/"C" and "CX" our 'List of Known Surviving Vehicles' gives a complete guide to inspectors (normally Club officials) of what to look for on a restoration project when the owner is looking to retain the original registration. Bob Wilkinson, the Club Secretary, has a tight grip on the V765 scheme and has the confidence of DVLA when his signature accompanies an application.

The registration, chassis and body numbers have been disguised in this article as the new owner of the car, who is unknown to us, could be very upset to know that his car is made up of three, maybe more, different cars.

# One Hundred Years Old – Happy Anniversary!

This year Ford has celebrated 100 years since its foundation in Britain on March 8<sup>th</sup> 1911 as Ford Motor Company (England) Ltd. This was only 8 years after Henry Ford had formed The Ford Motor Company in Detroit. Two of the early "Model A`s" arrived here for the London motor show as early as 1904, following which an entrepreneur, Aubrey Blakeston, ordered more and set up a sales agency, Central Motor Company (CMC) in Convent Garden, selling a dozen cars in his first year. It was Bristol man, Percival Perry, who, after becoming managing director of CMC, negotiated the Ford franchise for Europe at a cost of £500, in 1905. The Model "B"s, used as London cabs, appeared at the 1906 Olympia motor show as the cheapest 4 cylinder car at £165. By 1908 the Model T had been launched at Olympia (Ford having gone from A to letter T in the alphabet in just 4 years). This was the start of a production run spanning nearly 20 years, producing 15 million cars worldwide at up to 9,000 cars a day at its peak.

Percival Perry opened the first Ford Motor Company (England), a subsidiary of the Ford Motor Co (of Detroit), on March 8<sup>th</sup> 1911, at premises in Shaftesbury Avenue, London. Cars were shipped from Detroit with wheels, screens and bonnets packed separately for re-assembly at a small workshop in nearby Vauxhall. Henry Ford, wishing to expand rapidly, ordered that all overseas assembly plants should be accessible to the coast. Initially, Ford favoured Cork where his Irish father had embarked for America half a century earlier. It was a 5 acre site of a former tram factory in Trafford Park, Manchester, alongside the Manchester ship canal, which was rented and which would produce the first assembled KD (knock down) Model Ts in October 1911. The new factory was cunning in its recruitment of the workforce. It was the handymen of Manchester and not its tradesmen, who were employed so that assembly workers could switch activities

without demarcation issues. These men were to enjoy the best pay rates in the city. Production reached 3,700 cars per year in 1912. By the end of 1913 annual output had risen to 7,300 (now 20% of all British car production).

pairing pocket watches, and later studying Swiss watchmakers methods of component production.

There were various colour schemes for the Model Ts, nick-named 'Tin Lizzies' (a US slang expression for a good and dependable servant) initially blue, green and brown all with black wings. However Ford decreed any "colour as long as it`s black" because of the quick drying properties of black japan enamel! Finished cars were shipped from Ford`s own railway siding at Trafford Park in covered wagons to its 1000 franchised dealers throughout the UK. Left hand drive models were produced for continental Europe.

Henry Ford was obsessed by a global vision, with consumerism being led by intense commitment to systematically lowering cost through technical innovation. By 1920, Trafford Park was producing nearly 50,000 cars a year. The Model T was now Britain`s top seller.

By the mid 1920s, Percival Perry had resigned over dealership policy. The increasing post World War I competition and rising import taxes on components

such as castings produced in Ireland, meant the company needed radical change. A new British phase was conceived by Henry and he assigned the project of acquiring a greenfield site with sea access to Edward Grace, the American Managing Director of Henry Ford & Son Ltd in Cork. Grace toured the length and breadth of England in a Model T until he found the site which most closely fitted Henry's ideals. This was the 295 acre Dagenham site, which cost £12m to develop on the marshy Thames riverside. The project was supported by the government, which invested in house-building for



*The first Fords to arrive in England were the two 1903 Model As, which appeared at the 1904 London Motor Show. The Model A seen here is being driven past Henry Ford's birthplace, which was relocated to Greenfield village, Dearborn, two miles east from its original site.*

In 1914, a moving track was installed advancing at 2 feet per hour, raising hourly production to 21 cars. By now, all components were sourced in Britain. Henry Ford was a pioneer contributing greatly to the moving track; the idea emanating from the study of reversing the process of dismantling slaughtered cattle in an abattoir! The idea of mass produced interchangeable parts, which could be sourced anywhere in the world, was inspired by Henry`s teenage mechanical exploits, dismantling and re-



*Model Ts being assembled at Trafford Park. Ford occupied what had been the tramcar factory belonging to the British Electric Car Company.*

the 25,000 strong work force, many of whom would re-locate from Manchester. Production commenced in 1931, but it was not until a year after the birth of Henry`s car for Europe in 1932, designed in Michigan in less than a year - the Model "Y", that Dagenham was able to made a profit. The car, launched as an 8hp rugged saloon, was the result of a close look by the US designers at British small cars, such as the Standard 9, Morris Minor and the Austin 7. It was to become a best seller. By 1935, Henry had reduced the price of its "Popular" version, by value engineering, to just £100.

Part of the year-long centenary celebrations organised by Ford, marking the formation of Ford of England in March and the start of production in Manchester during October, there will be related events at the National Motor Museum Beaulieu, the Heritage Motor Centre Gaydon, with a number of classic Fords due to take the to the track at this year`s Goodwood revival.

Colin Rowe.

*Work on the building of the huge Dagenham factory well under way on 21<sup>st</sup> March 1930.*

