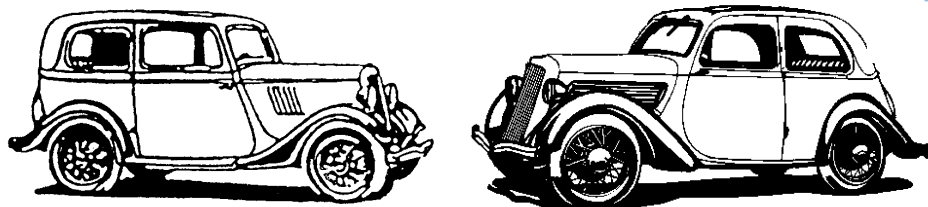


Transverse Torque



Issue 191
July - August 2011



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Editorial

I am delighted to record that the 2011 main event, the North Lancashire and Lakes Tour, was successfully completed and, as can be seen from the report, was thoroughly enjoyed by all. Congratulations to Bruce Allan on his comprehensive organisation. I hope this report, and the reports of past annual ventures, encourages more of you to take part on future tours. We have not had a duff one yet!

The June issue of 'The Automobile' reported that our Yorkshire Regional contact, Barry Diggle had presented a real poser to Michael Worthington-Williams, the compiler of the Automobilia column

in each issue. Barry had sent in a cardboard advertising

sign for Constant & Perfect (C & P) spark plugs, which he found as a backing for an old fire screen. The company C&P does not appear in the erudite Michael's large collection of ephemera or in any of his reference books and he asks for information on the company. If any of you has come across the C&P spark plug company, please tell Barry about it. His contact details are under Region 16 on the front inside cover.

Also in the same magazine, under 'Finds & Discoveries', was illustrated the Model "Y" Terrier advertised on ebay, wrongly identified as a Jensen-bodied Mistral. I couldn't resist emailing my comments to the Editor.

The red and black cardboard advertisement found by Barry Diggle. Does anyone know of this company or come across its products?



In the May edition of 'The Automobile', Nick Georgano had sent in a 'Photo Discovery' of a Model "Y" tourer bodied by Heaver Ltd, the coachbuilders from Durrington in Wiltshire, who built, primarily, bus and coach bodies. They were however commissioned by Pass & Co. Ltd., the Ford agent in Newbury, to build special bodies on Ford chassis. We have suspected for some time that the Model "Y" pick-up, now owned by Ron Viveash and supplied by Pass & Co., was converted from a 5 cwt van to a pick-up by Heaver Ltd.; however, we have no documented evidence. The Model "Y" tourer is a new one to us. I have been in contact with the authors of the book "Coachwork by Heaver Ltd." and have included a photograph and write-up on the tourer in this issue

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A clip taken from the Pathé News video showing the convoy of new long rad Model "Y"s entering the Royal Albert Hall for the 1933 Ford Exhibition. Unfortunately the script on the spare wheels cannot be read.

earlier that month. If it had been the 1934 Ford Exhibition, the convoy would have been made up of De Luxe Model "C"s. The Pathé News clip can be seen on <http://www.britishpathe.com/record.php?id=49924>

Elsewhere in this issue, mention is made of the Eric Dymock book 'The Ford of Britain Centenary File'. Coincidentally, Bob Wilkinson, on behalf of the Ford Y&C Model Register, received an invitation to attend the Ford Centenary dinner in London. I was pleased to attend on your behalf and met up with Eric Dymock.

On the subject of books, I have received a blow from the publisher of the Model "Y" book, Veloce Publishing Ltd. For the second edition, which expands the Model "Y" story and adds on two chapters to cover the Models "C","CX" and Eifel, he requires £4000, which is well beyond my means. I am going to have to think 'outside the box' on how to raise such a sum. I have asked Veloce to include it on their schedule for publishing in 2012.

We've seen our cars on postage stamps and odd advertisements, but Roger Corti found a playing card with a Model "Y" on it. This card is the 5 of hearts. Has anyone the complete pack?

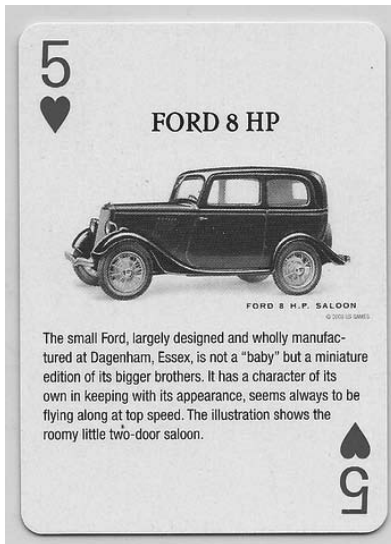
An early long rad Tudor Model "Y" in the then discontinued brown livery as it appears on a 5 of hearts playing card. Does anyone have the complete pack?

Roger Corti sent me the U-Tube reference to a Pathé News clip entitled "Straight from Dagenham", which shows long rad Model "Y"s in convoy travelling through London to the Royal Albert Hall, where a Ford Exhibition is in progress. Each of the cars has a circular, unreadable, poster on its spare wheel. The clip is undated, but we must assume that they are arriving at the 12th - 21st October 1933 Ford Exhibition. It was at this exhibition that the new long rad Model "Y" was on show, which had only started coming off the Dagenham production line

Photographs on covers:-

Front:- The August 1936 Model "CX" belonging to Duncan Davis, the landlord of the The Black Bull in Frosterley, Co. Durham after its run on National Drive-it Day. Details of what The Black Bull has to offer can be found on www.blackbullfrosterley.com

Rear:- Peter Purdy reported "I just had one of those "I've just heard the first cuckoo moments" today at the car show at Southwell Race Course and I thought I had to share it with someone. I've seen a Model "C" out in the fresh air and running! Just to prove it, here is a photo of a "Y" and "C" together. However, the C in question is a 1904 vintage owned by John Biggs who claims to know someone in our club called Bob Wilkinson, who also owns a "C"."



Please note that Paul Beck and his Vintage Supplies business has relocated to North Walsham. Details are listed under Useful Contacts. He now has a customer counter. Opening hours are 9.00 to 6.30 Monday to Friday and 9.00 to 12.00 on Saturdays – closed on Bank holidays.

One of our two invalids has been through surgery. John Keenan reports;- "I was pleased to hear the Lakes tour went well and the weather was not too wet. My thanks to all who sent best wishes. Recovery is a little slow but I am getting there. Take care; Mary and I look forward to seeing you all at the Old Ford Rally (I hope?)." Regrettably, due to the vagaries of the NHS, Owen Baldock's major op has been delayed. The latest date given is the week beginning the 11th July, but don't hold your breath, as the administration surrounding his case seems chaotic to say the least.

As you will read under 'Members' Correspondence', Chris Jarvis in Worthing has suffered a pretty hefty stroke. Fortunately, he was seen to pretty quickly so, hopefully, he will make a recovery. He is presently wheelchair bound. Fight it Chris!

Friend of the Register, Colin Argent, son of our Vice-chairman, had a narrow escape recently whilst on business in Tokyo. Having arrived on the 9th March, he arrived in the office on the third floor to be hit by a M7.2 earthquake, which didn't do much damage. However, a few days later and after a number of minor tremors, the big one hit. This was the M9.0 'quake, which caused the horrendous tsunami further north. As Colin explains, "At 2:46pm local time our dismissive opinion of earthquakes changed when the big one hit – it started fairly slowly with the whiteboard rocking gently and then gradually built up to where the whole office was shaking several inches from side to side together with a deep rumbling noise. Things were falling over in the office and drinks were spilt. At this point one of the local staff advised us to take cover under the desks, advice we happily followed before evacuat-

ing the building after about another minute. Outside the building it became evident that this was not a routine event, the local staff were as shaken as we were. Probably the most shaken was the window cleaner who had been suspended on the outside of the building on a rope at the time the quake shook. Initially this quake was posted as M7.1 but revised upwards later to M9.0. After 10 or so minutes we returned into the office, examining every crack in the sidewalks or walls and trying to recall if they had been there before. We had scarcely been in the office for 5 minutes before there was another large aftershock. This time there was no hesitation and everyone ran outside."

There has also been yet another major earthquake in Christchurch, New Zealand. Heather Trumper, the South Island sidevalve magazine editor told me, "We have suffered no damage but my nerves are a bit frayed, we have all had enough."

This issue should be on your door mats well before the Old Ford Rally on the 24th July at Gaydon. If you hadn't considered attending this year, please think again. You will enjoy the day, with or without your old Ford. Regrettably, I won't be there this year as, over that weekend, Paula and I will be celebrating our golden wedding anniversary. With family arriving from around the world, there is no way I can slink off to join you. It's a bit wimpish I know, but if I want to enjoy another 50 years, I must knuckle under on this occasion.

Enjoy the read.

Sam Roberts. Editor/Archivist

The deadline for copy for issue 192 is Friday,

Secretary's ramblings.

I am up to my ears in Old Ford Rally preparations and thus my column is short in this issue.....thank goodness I hear ?

I have just returned from the excellent Club tour to The Lake District. A report is in this issue, so suffice here to thank Bruce for his excellent organisation. As a Yorkshireman I had to quietly admit that I particularly enjoyed our forays into north Lancashire at the start of the tour. That did hurt a bit !

Reliability. A note for those members who are reluctant to go far in the old Ford. On tour, Pat and I did 800 miles in my "CX" tourer and I guess the total mileage for the 18 cars involved would be in the region of about 9,000 miles. Only very minor mechanical problems – dynamo pulley, points, fuel leak/pump – were experienced, showing that with proper preparation and maintenance (possible due to Club spares availability), our car are pretty reliable. Try it!

SORN and all that: I remind members of SORN regulations with reference to our cars. If your car is currently "taxed" then SORN rules apply if you decide to not renew your (FREE) tax disc. If your car is not in "on the road" condition, maybe not been taxed in recent years, the SORN does not apply. Once restoration is complete and the car comes into road use, the rules will apply from then.

Continuous Insurance Cover: DVLA rules apply, as with your modern car, only if your "Y" or "C" is "on the road". No road going insurance is required by law if you SORN your vehicle. However, we would suggest that our cars be insured all year round, even when not in use. Off road cover is available and worthwhile to safeguard your investment.

Membership: Despite the trend in falling membership across the classic car club scene, our Club seems to be thriving.

SUBSCRIPTIONS WERE DUE ON 1st JUNE 2011
I would like to thank all the members who have paid promptly. May I point out that, if you haven't paid by the 8th of August 2011, this will be your last issue of "Transverse Torque".
I would like to stress that paying by standing order is easier for you and me – you don't have to remember to pay – your bank does it for you!!!!. If you have a UK or Eire bank account and would like a standing order form, please contact me; my details are on the inside front cover of the magazine. Thank you for your co-operation.
Mike Malyon. Membership Officer

ing! Perhaps folk are turning to the classic car scene instead of going on expensive foreign holidays... perhaps spending savings that do not earn much interest? Who knows...perhaps our new members would like to tell us. Welcome – we hope you enjoy your Y&C motoring. Enjoy the summer restoring or simply getting out and about.

Bob Wilkinson, Secretary.

BOB'S JOKE CORNER.

This from Club members Peter and Jean Purdy:- On the Lakes Tour we visited a local Church and picked up their parish magazine and were taken with a couple of tales that you might enjoy...

"Women who know their place"

Barbara Walters, of '20/20' (the American ABC prime time news magazine programme), did a story on gender roles in Kabul, Afghanistan, several years before the Afghan conflict. She noted that women customarily walked five paces behind their husbands. She recently returned to Kabul and observed that women still walk behind their husbands. Despite the overthrow of the oppressive Taliban regime, the women now seem happy to maintain the old custom. Ms. Walters approached one of the Afghani women and asked, "Why do you now seem happy with an old custom that you once so desperately tried to change?" The woman looked Ms. Walters straight in the eyes and, without hesitation, said: "Land mines."

The second tale is headed "Apples".

The tale comes from a Roman Catholic elementary school. Up at the head table in the school cafeteria, one of the nuns had placed a big bowl of large bright red, fresh, juicy apples. Beside the bowl she had placed a note which read, "Take only one. Remember, God is watching." At the other end of the table was a bowl of freshly baked chocolate chip cookies, still warm from the oven. Beside the bowl lay a little note in a child's handwriting which read, "Take as many as you want. God is watching the apples."

Thanks for those. Why not send me your favourite story for us to share.

Bob Wilkinson.

The North Lancashire and Lakes Tour

Peter Purdy

It was amazing on reflection just how many good experiences filled our week in the North West. The first was the very welcome sight of the earlier arrival of some of the tour party in the hotel car park and the wonderful relief of getting there without major incident. Of course this could not be a Y&C gathering without bonnets being thrown open and the usual suspects just waiting to get cracking on some running repairs. Again, for the novices among the group, knowing they had the strength and expertise of the Club around them, a further reminder of a good reason to join the Register.



The accommodation throughout the week was good and the food excellent. A real plus point on this tour for me was that there were only two hotels for the whole of the week and we weren't forever packing and unpacking. Another plus was that we all had dinner together each evening, albeit on different tables, so once you had told your tales and jokes to one group you could move to another table the next night and tell them all over again. I suspect that after all the eating and drinking over the week at the end, many like myself, were looking forward to going home and have simpler fare like beans on toast.



Friend of the Register, Steve McKenna from Bury's 103E acts as right marker for a line-up of our cars outside the Crofters Hotel in Garstang.

Without going through a diary of on what days we did what, I can say that Bruce Allan ensured that we had our eyes opened to a part of the country that for most of us up to now has remained a hidden secret. The Trough of Bowland and the Inn at Whitewell a secret I am loath to publicise in case it gets crowded for my next visit. We stopped for morning coffee at the Inn and filled the car park, and at one point two huge Rolls Royces appeared, one a Silver Ghost. The Silver Ghost driver showed he had absolutely no sense of humour when he was told by a certain well known Yorkshire man in our party "You can't park here mate, this is a Ford do."

Jim Sharpe, Geoff Salminen, and Clive Harrison's Model "Y"s partially mask Bob Wilkinson's "CX" tourer and Geoff Dee's "Y" atop the Kirkstone Pass (1489 ft).



At Dunsop Bridge, which claims to be the centre of England, Jim Miles fell in love with the ducks, so much so we thought he might take one home. Later on that day I found one of the best wine and whisky shops in the country at Clitheroe – another hidden gem. Other highlights included a coffee stop at the wonderfully restored art deco Midland Hotel at Morecombe, which brought back memories for Peter Ketchell and Jim Miles who, with their cars, had appeared as extras in the TV series "Poirot": Peter actually at the Midland Hotel prior to restoration. Then of course we all wanted to have our photographs taken with the bronze statue of Eric Morecombe on the Promenade. Another photo opportunity came at Carnforth Station where the famous clock and tearoom that provided memorable scenes in the old movie "Brief Encounter" have been preserved. After stopping off at Sizergh Castle and exploring their wonderful grounds, we made our way further north to Ambleside, where we were joined by another four cars and the hotel had very kindly reserved covered garaging for us all.

The Lake District of course is one of the wettest places in England, which explains why it's so green and has reservoirs everywhere, so it was no surprise that we had the usual mix of sunshine and showers. When it rained it had generally gone by lunchtime. There were of course one or two mini dramas; Mark Lawrence, driving one of Neil Bray's cars, managed to use over 6 gallons of petrol on a 30 mile journey, and Graham Miles had to retrace his steps to recover a side screen. There were heroics also; two cars actually got over Wrynose and Hardknott passes so their owners could ride on

Whose is the best pose; Peter Ketchell, Clive Harrison, Bob Wilkinson or Peter Purdy? Jean Ketchell wants to know!

the "Ratty", the narrow gauge steam railway that runs from Dalegarth to Ravenglass. We had one day away from our own cars when we boarded the Steamer that took us to the Lakeside Car Museum.

The 'Last Supper' on the Friday evening followed the custom and practice of awarding the trophy for the best hard luck story. This year it went to Mark Lawrence for his profligate use of fuel and his efforts to stem the tide in the car park of the Keswick Pencil Museum. There were those who dressed for the occasion, and then there were those like myself who, because of retirement, thought ties were only for weddings and fu-

nerals. Bruce and Carol were thanked for their efforts in making the tour a memorable one. Mention must be made of the fact that Bruce's Rotary Classic Car event on our first Sunday of the tour raised over £1400 towards the campaign for eradicating polio in the developing world. Of course, no Y&C event would be complete without Geoff Salminen entertaining us on the piano and with his ukulele repertoire on our last evening.

It was a great week of exploration, socialising and enjoying the pleasure of driving our cars with some purpose in mind. It was a good illustration of the fact that the Club is alive and well. These events give the opportunity to members and friends to share experiences, develop knowledge and relationships and at the same time have an excellent holiday.

Peter Purdy 23/06/11

Post-tour comment from Michael Leete, "Nice Tour, Super Hotel, Great Organisation. Can't wait for the next one." This should encourage more of you to join in the next tour in 2012. Incidentally, Michael has written a full and illustrated report on the tour on his Blog, see www.classictrials.co.uk



Peter Purdy



Bob Wilkinson



Clive Harrison



Peter Ketchell

For sale.

1936 2door Model "Y" in need of restoration. Engine runs. Some spares. Not been on road since 1964. Has buff log book. Owner deceased. £1200 o.n.o.
Tel:- 01626 369281. (Torquay, Devon)

1936 Model Y Black in good running order. c/w Original Oil Can. NEW SPARES inc.: Kingpin set c/w bushes, Tyres x 2 , Carpets set, Powder coated dashboard, Wiring loom, Distributer cap, Running boards and correct rubber, Steering shaft c/w nut Clutch plate, Windscreen sealing rubber, o/s Brake clevis pin set, New head gasket, together with S/H SPARES; Skimmed cylinder head, Starter, Dynamos x 2, Distributer c/w cap, Carbs x 3, re con Pressure Plate, Hub caps, Speedo clock, o/s boxed Pistons , light fittings, and many other spares. Car has had Rear Axle bearings replaced, shock absorbers x 4 replaced, . and new spring shackles front and back. 2 new tyres fitted and Stainless steel exhaust. €6,000 (£5,330) o.n.o.
Andrew Sharkey. Tel: 00 353 1 825 6454
Email: wanderinggael@hotmail.com (Co. Meath, Eire)



August 1936 Model "Y" four-door (Y150933). Black and maroon. The car has been standing for a number of years in a garage. In 1994, the number 3 plug was removed by someone, and it was left out until I acquired the vehicle. I have removed and cleaned the cylinder head, cleaned the valves and freed the pistons. Three head studs and two manifold studs were twisted off, so I have drilled them out and have had new head studs made to the same pattern as the originals. The head and manifold have been re-fitted. The distributor and coil were missing, so I have fitted a second hand coil and re-conditioned distributor. I have fitted a new battery and repaired the dynamo and electrics. I have made a new driver's side door frame, and welded a patch on the offside front wing. I have made a new rain guide, on the offside. I have



a box of spare distributors, other engine parts and two gear boxes to go with the car, or to be sold separately. The vehicle will be taken for MOT. The car can be viewed at my home. To arrange a visit, I can be contacted on 07796221262. Offers in the region of £4000.
Stuart Lindley, Boston, Lincolnshire.

January 1936 Model "CX" saloon, black. Excellent condition with newly fitted steering box, drag link and track rod ends. Mot'd and has recently attended local classic car shows. Drives well. Age has regrettably caught up with the present owner. A good buy at £4500 o.n.o.
Arthur Redfern. Tel:- 01625 829828
email fourchimneys@hotmail.com
(Prestbury, Cheshire)



July 1936 Tudor Model "Y" (Y149192) in a pretty tired state. Complete, but requires a major restoration including some welding to the body panels. Also a donor Model "Y" found in a field on its side, having been driven there by 'boy racers'. £300 o.n.o. for both.
Martin Ruddle. Tel: 01249 813085
email:- lionmartin@uwclub.net
(Calne, Wiltshire)

November 1936 Tudor Model "Y" (Y163594), black with red upholstery, in excellent condition with full documentation and MoT until November 2011. Ex-Y&C Register member's car. Can't say any better than that. For those who want a fully restored example, this is it. £4500 o.n.o.
Tracey Vernon. Tel: 01664 810063
email:- stuart.machin@btinternet.com
(Leicester)



A sort of partial group photograph outside Sizergh Castle, near Kendal.

Ethanol - biofuels.

A Concern for Classic Owners.

The problem.

As reported in previous issues, we are increasingly concerned about the addition of Ethanol into petrol. UK petroleum companies currently add about 5% and are likely to increase this to 10% by 2013.

Ethanol is used to increase performance and meet emission targets for use in modern vehicles, where compatibility with fuel systems is not a problem. Ethanol absorbs water and thus becomes a problem for vehicles with any ferrous content in the fuel system. Many of "our" older cars may have ferrous items such as steel tanks, pumps, fuel lines and smaller items which, over time, will corrode. Ethanol will also loosen debris already rusted over time and cause filtration problems. The sealants used to line fuel tanks will be dissolved, gumming up filters, and thus defeat the initial object of sealants being used.

The answers?

Replacing fuel tanks and other components with, say, stainless steelvery expensive or find an additive to reduce the ethanol effect?....

This is where the Federation of British Historic Vehicle Clubs (FBHVC) comes to the rescue again – just as years ago with lead replacement additive testing. The following is an extract from the recent issue FBHVC Newsletter ...

"Biofuel additives

At the end of April the Federation contacted seven suppliers of biofuel corrosion inhibitor additives inviting them to take part in the FBHVC test programme. Those products that pass the test may then carry the FBHVC logo on the packaging. This endorsement will be similar to that given to the lead replacement additives that protect against valve seat recession and the products submitted will either be given a 'pass' or a 'fail'; we will not grade them for effectiveness.

The biofuel test regime is different to the programme used for the lead replacement additives in that it is purely a laboratory test for corrosion. The fuel has to be aged for 13 weeks while tests are conducted on each sample every two weeks and compared with a base fuel.

We still carry details on our site, at www.fbhvc.co.uk, of the lead replacement additives; look out in due course for the additional details of the biofuel additives, which will be shown after we have the latest test results in a few months time.

The Federation has been contacted by both Frost and Millers Oils, in addition to Tetraboost, who we mentioned in the last issue of the newsletter, giving information about the launch of their additives. These companies have all been invited to submit their corrosion inhibitor products for testing. It should be noted that no endorsements for any products have been granted yet.

Please remember that corrosion inhibitors should overcome many of the problems associated with the inclusion of ethanol in petrol but will not address material compatibility issues."

Thank goodness for the FBHVC and their efforts to ensure that we can continue to use our historic vehicles. As members of the FBHVC, and committed classic car owners we look forward to seeing the results of the tests.

Bob Wilkinson.

Forum activity

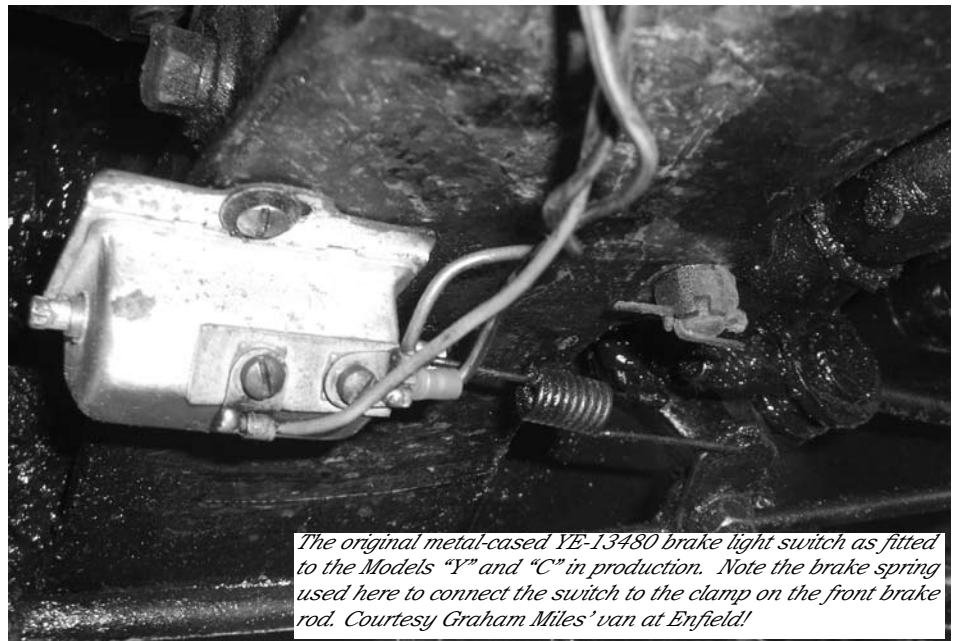
[Caveat:- Please note that suggestions and comments made on the Forum are personal and not necessarily Ford Y&C Model Register approved techniques.]

In response to two articles for which I was partly responsible, Nigel Stennett-Cox, our new Technical Advisor makes the following points:-

Brake light switch

"The brake light switch as fitted to the Model "Y"s and "C"s [YE-13480] I recognise as also being used on all the mechanically-braked Ford cars and light commercials right up to 1959. As evidenced by the recent "Transverse Torque" article on Ford tools, if the item was not changed, it would continue with the same part number, and with this being preceded by the model letter and number of the Ford on which the part was first used. This at least means that these switches are still around in fair numbers at autojumbles and the like, and may also be traded by specialists in Ford models other than "Y"s or "C"s.

Other types of simple mechanically-actuated brake light switches are commonly used on older motorcycles and consequently stocked by any motorcycle parts source including "High Street" dealers. They can easily be fitted to cars with the making of a simple mounting bracket.



The original metal-cased YE-13480 brake light switch as fitted to the Models "Y" and "C" in production. Note the brake spring used here to connect the switch to the clamp on the front brake rod. Courtesy Graham Miles' van at Enfield!

Finally, and contrary to Sam's advice, [ooh, er!] I would recommend that these switches be actuated by means of a suitable strength of expansion spring, just so that if the brakes go out of adjustment and pedal travel becomes greater, the spring can "give" rather than the travel on the switch be forced beyond its working limit."

['Sam's advice' is not always the best! Both Graham Miles and Yvon Precieux have made the point that the Bakelite brake light switch I illustrated on page 8 of the last issue is not the Model "Y"/"C" brake light switch. Our brake light switch was of a metal construction as illustrated here – my humble apologies.]

NGK spark plugs et al.

I find Geoff Dee's caveat about NGK spark plugs interesting; where he says that he's fitted plugs of this brand to Model "Y"/"C" engines and had them hit the valves. Unfortunately the type number of these plugs was not published, but I find it hard to believe that they were of the correct specification for the Ford engines. NGK make a comprehensive range of spark plugs of excellent quality, and a word or two about the correct types for our 8 and 10hp engines may be in order.

Apart from Model "Y"s manufactured before January 1935, all Ford 8 and 10hp models, even including 100Es, used a 14mm thread diameter plug of half-inch "reach", or thread length. As with all plugs, they also had to be of suitable "heat-range", i.e. to run at correct temperature in those engines, high enough to burn off carbon deposits during running, but not so high as to overheat and cause "pre-ignition" or burning of the electrodes. The pre-January 1935 Model "Y" engines referred to used larger plugs of 18mm thread diameter but still half-inch reach.

The NGK type suitable for 14mm plug "Y"s and "C"s [the overwhelming majority] is type B6HS. The digits break down as follows: "B" = 14mm thread diameter; "6" = heat range; "H" = half-inch, or "short" reach, crucial here! "S" = standard type of plug

Any NGK plug with an "E" ["extended"] in its number is of three-quarter inch, or "long" reach, and these are the ones which must not be fitted to small Ford sidevalve engines as they will hit the inlet valves, be warned! Such plugs were also correctly fitted to any contemporary and later overhead valve Ford engines such as the Anglia 105E range and all Consuls, Zephyrs and Zodiacs, so confusion can occur.

NGK do also make 18mm plugs suitable for early Model "Y"s, and these are of type A6, where "A" = 18mm thread diameter and "6" = the correct heat range. No reach need be specified here since no 18mm plugs of long reach are manufactured, nor any non-standard types of 18mm plug, e.g. resistor types.

The Champion plugs originally fitted to "Y"s and "C"s were of type L10, these are no longer manufactured but have been superseded by type L86. These are still available with again, motorcycle or even garden machinery outlets being the most fruitful source.

P.S. The very first telephone enquirer to contact me as Club Technical Advisor left a message on my ansaphone asking that I ring her back on a mobile number. Please no, we're self-funding volunteers and mobile calls are expensive!

The Ford Model Y & C Register

Pistons

Neil Fletcher in Southampton was having problems matching pistons, con rods and gudgeon pins to his engine block. Roger Corti came to the rescue with some information. Neil responded, *"Thanks for the information. This actually helps me a lot. The 9/16" pin pistons look to be unique to the very early narrow block engines. It looks as if the slightly later wider blocks use the 'short' 11/16" pin pistons with a dimension of 1.03075" from the centre of the pin to the top of the piston. The other 11/16" pin pistons with a dimension of 1.22375" from the pin centre to the piston top that you have must be the 'tall' versions that are used on the post war 8HP engines. I assume that the dimension from the crank centre to the top of the block on narrow and wider block engines is the same (I can't see why Ford would have changed it). This should therefore mean that the shorter 11/16" pin pistons can be used in either narrow or wide block engines with the 11/16" pin con rods. I'm also assuming that the block must be taller on post war 8HP engines, either that or the compression ratio is higher. It just goes to show that you have to check very carefully what parts you buy for your engine! I'm just waiting to get the bores measured in my engine to see what oversize pistons I need. I'll drop you a line as soon as I know and you can let me know what you have available."*

Last year (in issues 184 and 185), Doctor Ford, a.k.a. Graham Miles, wrote two superb articles on the changes to the sidevalve engines over the early years, but concentrated

on the differing valve lengths. With some gentle charm, which always works on Graham, we might persuade him to come out of retirement and drop us a line on the various piston and gudgeon pin sizes suitable for each block.

Compression

Roger Corti asked what the compression should be in an 8 h.p. engine. He was reminded by Colin Ellis that: - "In the January-February 2011 'Transverse Torque', page 14, there is an article written by Jeff Cole, He suggest an ideal reading is 107 lbs p.s.i. plus or minus 10 lbs.

Flooring and loom

Colin also asked about the right thickness of plywood for the floor panels and help in producing a wiring loom. A number of helpful members suggested 18 mm ply for the floor panels and pointed out that Auto Sparks under 'Useful Contacts' in the magazine, provide superb braided, as original, cotton covered looms to any specification, e.g., Model "Y" with two rear lights, flashing indicators front and rear and with a return earth for the lamps. Colin said that he had approached Auto Sparks but they had a two months lead time at present.

Semaphore trafficators.

One question that was not resolved on this subject was, where was the trafficator switch located on the De Luxe long rad Model "Y", which had semaphore trafficators fitted in production? Can anyone answer this question?

Archive updates

Holland sauce

Job van Huizen contacted Bob Wilkinson asking for information on a Model "Y" coupé he had photographed in Holland. Bob passed the query to me. Lo and behold, the coupé was the Cairn which came to light in Belgium in 2008, belonging to Paul Raemdonck. I was able to give him the coachbuilder details, chassis number, etc., for which he was very grateful. He followed up with the date of the car's first registration in Holland - 18 September 1989. I'm even more convinced now that this is the illusive Cairn, which was reported to me in the 1980s as being in Essex.

Job then asked if I would identify some Eifels for him and sent three photographs of Eifels and one of a Model "Y" Deutsch-bodied Köln cabriolet. Two of the Eifel photographs were of the later 1936 - 1939 roadsters, a beautiful car and hence there are a number of survivors. The third Eifel was an earlier roadster with a Dutch number plate, AH-92-07. I immediately recognised it as the car that we were shown in the back workshop of the fabulous Den Hartog Museum on our tour of Holland in 2006. The car was subsequently bought from the museum by Jim Miles and it is now a regular participant on our tours and at shows. Imagine Job's surprise when I was able to give him chapter and verse on that car also!



The Cairn coupe, C6660, now registered in Belgium, captured by Job van Huizen in Holland in 2004.

owner and, some time ago, had sent me a photograph of the car on the road in the 1970s, registered BL 60636. Apparently, it was first registered in Norway in May 1936. Terje has since bought the car, plus a 'spares' Model "Y" and has joined the Y&C Register

France

I mentioned in the last issue that Samuel Bohbot, in Paris, had unearthed Graham Tomlinson's Kelsch coupé, Y2644, JSU 291, that we thought had departed for the U.S.A. after being auctioned at Sothebys in 1994. He reports it being in Bordeaux, still with its UK registration. He also sent in a photograph of a red and black Kelsch fixed-head coupé near Metz and a maroon short rad Tudor saloon (or 'coach' as they are called in France) in Chaumont, Y17872.



The, now, Jim Miles early Eifel roadster enjoying the Dutch countryside before we found it in a poor state in the Den Hartog museum on the Y&C Register tour of Holland in 2006.



The drop-head Kelsch coupé after its restoration by Graham Tomlinson in the early 1990s. Now near Bordeaux in France.



The tired-looking 1935 Tudor Model "Y", now with Terje Sæthre, who is actively restoring it.



The fixed-head Kelsch coupé which lives near Metz in France.

Portugal.

Member, Rogério Machado in Portugal, spotted two short rad Tudors, one green (registration UJ-11-03) and one maroon (AC-86-25). He is chasing up the owners to find out their chassis numbers. (Illustrated on next page)

Identification needed

I have found three photographs, which have no home in the archive files. Do you recognise one of these photographs? If so, please let me know.

Norway

Ola Hegseth, the Chairman of the Early V8 Club of Norway, sent me a photograph of a eminently restorable left-hand-drive December 1935 Tudor Model "Y" (Ford 'Junior'), which has attracted the attention of their Editor, Terje Sæthre. Terje knew a previous



The dark green short rad Model "Y" seen in Portugal. Note the huge tyres!



Each to his own!

See what happens when your back is turned. EMX first came to our attention in 2005 when it was sold as a restoration project on ebay to a B. Field in Leeds. It has now re-appeared on ebay with an asking price of £12000! Look at the photographs to see why! Shame!

Above: EMX as it appeared on ebay in 2005.

Below: EMX as it appeared on ebay last month!"



Photograph 1. Who owns this Model "Y" chassis? The clue could be the registration of the red hatchback, C671 KFJ.



Photograph 2. This left-hand drive "CX or Eifel has a Ford Y&C model Register tax disk holder and key fob.



Photograph 3. Who owns this one? Clue could be the red lamp above a small finger switch in the centre of the dashboard.

News of new members.

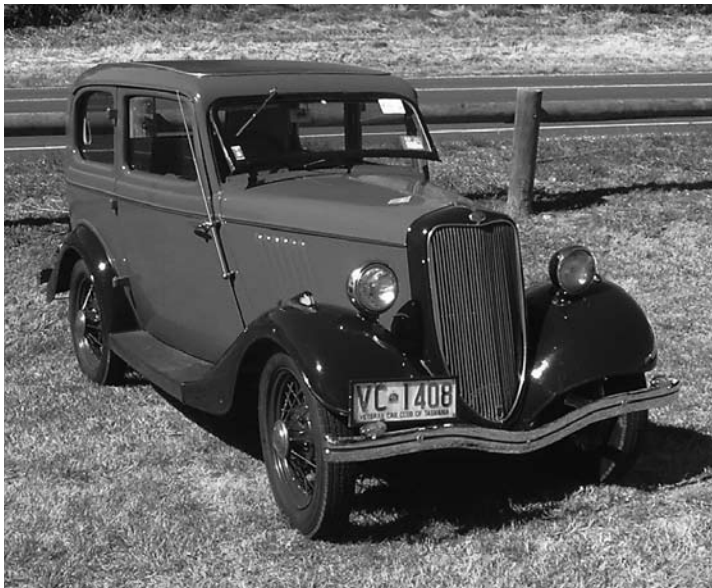
Prepared by Mike Malyon 26th June 2011

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 11 new members & 1 rejoining member.

David Atkinson	O-A104	Annandale, Queensland, Australia
David Broad	B1401	Haydock, Merseyside
Manuel Castell Ortiz	O-C106	Ulldecona, Spain
Barrie Clarke	C1303	Norwich, Norfolk
Terry Durrant	D0301	Wimborne, Dorset
John Herd	H1802	Kincardine, Fife
Colin Perry	P1201	Rampton, Cambridgeshire
Mike Riches	R1024	Danbury, Essex
Charles Rowe	R1101	Elford, Staffordshire
Terje Sæthre	O-S108	Rælingen, Norway
Edward Upton	U1102	Hednesford Staffordshire
Keith Williams	W0402	Addlestone Surrey

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

David Atkinson – we welcome David and Kathy from Queensland, Australia. David has a Model “Y” Tudor (Y81828) which Bill Ballard feared was going to be hot-rodded last February by its previous owner. Bill’s persuasive tongue obviously changed his mind and he put the car up for sale. It is now under restoration. The car used to belong to Tim Johnson of Tasmania, one of the Australian Syndicate members. We wish you well with the restoration David and thank you for joining the Club.



David and Kathy Atkinson’s New Zealand assembled September 1934 Tudor Model “Y” when it was owned by Tim Johnson, here seen on the 2005 National Rally, which was held on Tim’s home ground in Tasmania.

David Broad – we welcome Dave to the Club. He has purchased ex-member Don King’s CX tourer. It has the registration FK



Restoration well under way on Merseyside with David Broad’s Model “CX” tourer.

7393 (C44444) and Briggs body number 462/957. It was first registered 17/06/1936. The car is under restoration with major work being done on the front end and engine. Thanks for joining and good luck with the project. Please keep us informed of your progress.

Barrie Clarke – Barrie has the maroon and black Model “C” saloon, LSU 166 (C17931), which we have often featured in ‘Transverse Torque’ in the ownership of various members over the years. The car was first registered 31/12/1935. It is on the road with a few minor jobs to be done. We hope that you have many happy years of enjoyment

driving your “C” around Norfolk. I hope you will be able to join up with the Y&C cars at Holt station over the North Norfolk Railway ‘40s weekend in September.

Terry Durrant – we extend a warm welcome to Terry. He has a black, Tudor Model “Y”, registration CMK 544, chassis number Y102200, which is under restoration. Terry purchased the car at auction over 20 years ago. We wish you well with the restoration

and thank you for joining the Club.

John Herd has purchased member, Alan

Rusell’s unusually coloured maroon and cream Model “Y” Tudor saloon. The registration number is AXK 677, a London January/February 1934

registration. Although the chassis number isn’t known as yet, the Briggs body number is 165/5480, putting its date of manufacture as January 1934. The car is under restoration. Welcome to the Club John and thanks for joining.

Colin Perry – we extend a warm welcome to Colin, who is looking for a Model “Y”. The Club is here to assist in any way we can. Good luck with the search and thanks for joining us.

Mike Riches has rejoined the Club. He has a 1936, black Model “CX” tourer, which we often see at the Enfield Pageant – but not this year! The registration is BYD 402, chassis number C50230 and Briggs body number 462/1279. The car is on the road. We hope you continue to enjoy your motoring in and around Essex. Thank you for rejoining and welcome back on board.

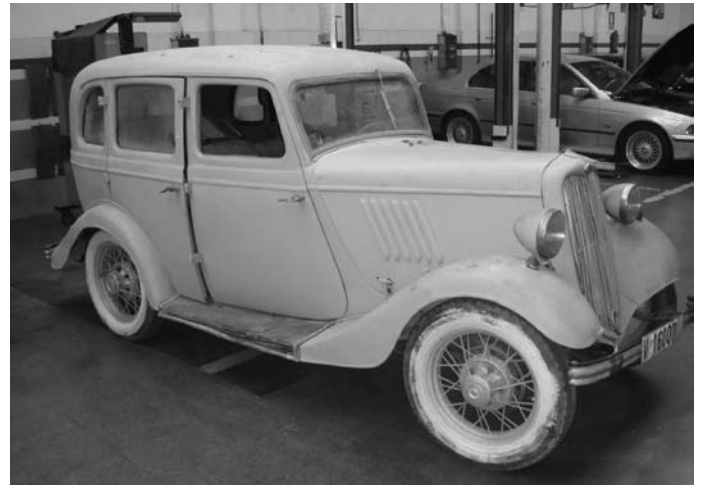
Charles Rowe owns DNU 394, a black Fordor Model “Y”, chassis number Y159876 and Briggs body number 164/5538. It was first registered on 11/11/1936. The car is under restoration, the rear wheel arches and back floor currently being re-fabricated. We wish you well with the restoration. Thank you for joining and a very warm welcome to the Club.

Terje Sæthre – we extend a warm welcome to Terje from Norway, who many will recognise as the author of a number of historical articles on the Scandinavian Ford companies in recent issues of Transverse Torque. He is also the Editor of the V8 Forum newsletter of the Early V8 Club of Norway, in which, with our help, he has written an erudite, lengthy article on the Model “Y”. Have we converted him, as he has recently bought two left-hand-drive Model “Y” Tudors locally, Y79830 and Y11861? They are both under restoration. We wish you the best of luck with the restorations Terje and thank you for joining the Y&C Register.

Edward Upton. We welcome Eddie to the Club. He is the owner of a Fordor, maroon/black Model “Y”, FV 4912. The defining numbers being Y69320 and 166/4251. It was first registered 05/07/1934. The 166 in the Briggs number, allied to the 1934 date of manufacture, tells us that Eddie has a De Luxe long rad Model “Y”, the styling which was discontinued on the introduction of the De Luxe Model “C” later that year. We hope you enjoy motoring in your pride and joy.

Keith Williams purchased a “Y” Tudor off ebay. We haven’t any other details about the car at present. Please email Sam Roberts with the details so that they can be added to the List of Known Surviving Vehicles; that is assuming the car is not already listed. Good luck with the project of restoring your “Y” and thanks for joining the Club.

Manuel Castell Ortiz - we are pleased to welcome Manuel, to the Club. He has a left-hand-drive 1935 Fordor Model "Y", V-16007, chassis number Y100640. The car which is under restoration was assembled in Barcelona. Good luck with the restoration Manue



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

Mike Malyon. Membership Officer.

A tired looking left-hand-drive Fordor Model "Y" now safely in the hands of Manuel Castell in Ulldaona, by the sea at the southern tip of Catalonia in Spain.

The Enfield Pageant of Motoring:- 28th to 30th May 2011



"The Club stand on the Monday with a good variety of Model "Y"s and a pretend Model "C" – actually, an even rarer 1938 Opel Cadet belonging to Jim Miles.

This year's Enfield show was blessed with dry weather over the entire long Whitsun weekend. Graham Miles brought along the Club bunting in his 1933 short rad "Y" van and helped set up the Register site. It was nice to meet, for the first time, our Internet Forum Mentor, Roger Corti, who had just driven the longest distance so far in his electric blue, October 1933, De Luxe Fordor Model "Y" (22 miles!) since finishing its restoration in September. Roger stayed with us on the site over the entire weekend.

Flying the short rad car flags were Michael and Christine Leete, with their Tudor, and Tim Brandon, who attended for two days running, travelling all the way from Suffolk. The Model "C" flag was flown by Neil Bray who, along with his co-driver, Heather, brought along his black "C" saloon. Marc

Lawrence drove Neil's long rad Model "Y".

It was a pleasant surprise to see our former Chairman, Rod Janes, walking about and getting better. Sam Roberts came up from Hampshire to Enfield on the Monday in his Model "Y" Kerry and, always the eye-catcher, Jack Clarke's shiny black long rad Tudor, ENO 344, complete with Shirley, came along to make a welcome addition to our growing fleet of Fords! Our new Technical Advi-

Cont'd on next page



Little lad considers running off with the £50 cheque, whilst Jim Miles shakes hands with his dad!

Members' correspondence.

'Classic & Sports Car' article

Brian Godfrey writes:- "Jon Pressnel, the 'Classic & Sports Car' motoring correspondent contacted me regarding a comparative article between a Ford, a Morris and a Singer and a provisional date was set for Monday 16th May. Time progressed and eventually 12 hours before the meet, details came forward. I drove to Chawton near Alton (home of Jane Austen) in my short rad Fordor Model "Y" and met up with Martin from Stockbridge in a Morris 8 and David from Woking in a Singer Bantam at 10.30 as arranged. An hour later the photographer arrived and two hours later Jon arrived. He had clutch failure returning from Beaulieu and had to hire a car.

We then had a great day; first, photos in the village, then in front of Jane Austen's house, a pub lunch, action pictures and detailed pictures of each vehicle. The finale came with Jon driving each car in turn. My car had never been driven so fast and, as Jon lives in France, he seemed to drive on the right hand side of the road. He had no adverse comments. I changed my underclothes and set off home.



Brian's Model "Y" with the Morris 8 and Singer Bantam at Chawton, Jane Austen's house.

Cont'd from page 13

son, Nigel Stennett-Cox, was spotted searching the vast autojumble which, by the way, turned up quite a few Y&C parts, especially on John Hampton's stall.

Helping to swell our ranks were two further long rad Tudor "Y"s with Jim and Joan Sharpe and John Argent. All in all a good weekend was had by all and it was nice to receive a cheque for £50 from the Enfield & District Vintage Vehicle Trust for having vehicles on show for the entire weekend! I took along my four-door 1938 Opel Cadet saloon. Very rare! I know it is not a "Y" or "C", but it was classed as the Register tender vehicle! By the way, if anybody out there has any literature or spares for a 1938 Opel Cadet, please give me a call (07901 561866 – afternoons).

As I said before, the weather was fine for the entire show and it was good visiting all the attractions, including an American W.W.II USO (their equivalent to our ENSA) with their military entertainment nightly and, of course, the Wall of Death, complete with vintage Scott motor-cycles. Please forgive me if I have missed out your name from the show. Put it down to the pressures of modern living!

Jim Miles, Regional Contact, London.

The company was great, hospitality superb and a thoroughly good day was enjoyed by all.

Jon is not sure when the article will be published as he has other bits to organise."

Beaulieu report

Chris Jarvis in Worthing, Sussex emailed:- "Just a little note to say I am sorry for not being able to attend the AGM this year and to say a big thank you to you and all other contributors to the magazine. The snippets and articles still seem as fresh and interesting to me as when I first became a member way back in the early 90s. One thing I have noticed in fairly recent times though is the lack of private advertisements.

I have managed to purchase a pair of 'Y' front seats which I hope to get re-upholstered for BRR. The ones currently fitted are not correct, although are in good condition. I also managed to obtain a pair of the rear steel foot 'wells' in very good condition from a guy in Somerset.

I went to the Beaulieu autojumble last Saturday with two of my Ford pals, David Pickett, Y&C member, and Seth Brown, Sidevalve Owners' Club, both

from Sussex and a great day down there it was as usual, especially so as the sun shone on proceedings! A few of the usual stall-holders were absent however, a notable one in particular - Small Ford Spares, first time for many years. I remarked to my pals during the day that I heard mention of e-Bay at least 10 times - mainly along the lines of "These fetch £xxxx on e-Bay" or "Its not worth me selling those any more - you can find them on e-Bay". It occurred to me that the on-line auction could possibly be causing big problems for the traditional autojumlbers, who may ultimately think its not worth turning up to events using fuel and paying for a pitch, which would be a real shame as, like me, a lot of people love rummaging in amongst boxes of rusty bits! I did manage to buy

a Ford oil can and bracket though, and I also bought five SU electric fuel pumps for restoration, which I very pleased about, so well worth going - apart from the pleasure of going to the New Forest.

Thank you once again for your continued hard work in keeping the club and its excellent magazine going."

Sadly, following Chris' above submission, I received an email from Carol to say that Chris suffered a major stroke on Wednesday, 1st June. He was swiftly treated in hospital in Hove and, we hope, is making good progress to fitness. I passed our condolences and best wishes to Chris, who, as I write, has lost the use of his right arm and leg and finds it difficult to speak.

The IVCC Pegum Perpetual trophy.

We are grateful to Robin McCullagh for sending in the following article by the late Finbarr Corry, which appeared in the Irish Veteran and Vintage Car Club Summer Journal of 1995.

"The above trophy, awarded each year by the Classic Section to the member considered to have done most to promote social interaction within the club, was bestowed this year (at the Powerscourt Picnic run on 13th August) on Club Director, Jim Fitzgerald, whose record of serving on numerous committees over the past 27 years made him a worthy candidate for this honour. The presentation was made by Classic Section and IVCC Director Noel Williams who addressed the assembled multitude, listing the excellent qualities and extolling the fine record of Jim Fitz. within all branches of the club.

Jim was caught totally unaware of the intention to bestow the trophy on him, the all-encompassing secrecy being, as he later remarked, worthy of "This is your Life!! In his acceptance speech - which preceded the statutory rendition of "When Irish Eyes Are Smiling, Jim thanked those who considered him worthy of this presentation. This was all the more acceptable because it was awarded in memory of his great friends and colleagues, the late Bill Pegum R.I.P. and Bill's wife Vera. One of the special memories on which Jim's speech focused was that of the very first "Outing to Powerscourt Demense" which took place on Sunday 22nd May 1977. It was organised by the old 40/50 Section (forerunner of the Classic Section) and the organising committee was chaired by Jim himself. Jim was delighted that this most enjoyable of events had continued year after year with every prospect of continuing into the distant future. Jim went on to say that his joining of the IVCC decades ago had given him a passion for old cars, which originated with the 1937 Model 'Y' Ford TI 3205. He derived tremendous enjoyment from attending rallies all over the country, which provided him with an ever-widening circle of friends, his favourite slogan being "Let the Hinges of Friendship Never Rust". Another outstanding memory for Jim was the first-

The Ford Model Y & C Register

ever foray IVCC foray into France when he took part in the 1970 Le Mans Rally, where he took first prize in his class, possibly due, as he said, to the excellent navigation of his eldest son, John, then a mere 16.

Finally, Jim thanked everybody present for their applause and wished them many years of enjoyment with real motor-cars.

Finbarr Corry."

Regrettably, Jim, who joined the Ford Y&C Model Register shortly after it was formed in 1978, passed away in 1999. His son, John, was instrument in gaining affiliation of the Y&C Register to the Irish Veteran and Vintage Car Club (IVCC) and we have had some enjoyable journeys across the Irish Sea to Powerscourt. The Fitzgerald Model "Y" is now in this country in the joint ownership of two of Jim's other sons, member, Pat Fitzgerald and Declan Fitzgerald. Laura Fitzgerald, Jim's granddaughter is presently the Register Contact for Ireland.



The photograph which accompanied the IVCC journal article showing Jim with the Fitzgerald Model "Y", complete with Y&C register grille badge, in 1995.

COFF Report. Progress so far.

The first exploratory meeting of the Classic Old Ford Federation (COFF) was held at Gaydon in early May. Despite a moderate turnout (it was Cup Final day!) the group were enthusiastic in their support for the continuance of the Old Ford Rally (OFR). Our club has created a show which caters for genuine old Fords and the group felt that all support possible should be mustered to ensure that the OFR runs into the future under a Ford club umbrella organisation - COFF - rather than be run solely by the Ford Y & C Model Register.

It was acknowledged that Y&C Register resources are stretched in the preparation and delivery of the OFR. Other possible activities resulting from the formation of COFF, such as joint promotion, joint tours and general collaboration, were discussed.

Organisation of the OFR was divided into separate portfolios with the notion of each element being picked up by a different Ford club, e.g. Advertising, Exhibitor Applications, Trade, etc. Initial coordination could be undertaken by the Y&C Register based upon recent experience in delivering the rally.

A new business structure was discussed whereby the display area would be hired from Gaydon and income, to pay for this hire, be derived from trade and sponsorship, with (initially) a small nominal contribution per entry. ULTIMATELY THIS COULD MEAN A FREE SHOW FOR ALL ENTRANTS. The only change would be that museum entry would attract a charge. However, access to the restaurant and toilet areas would remain.

The next step will be taken on Sunday, 2nd October, when Ford clubs will be invited to attend a meeting where final decisions will be made. Meanwhile, we must all encourage other Ford clubs to become involved. Please talk about all this at rallies this summer.

Bob Wilkinson.

REMINDER. 2011 Old Ford Rally - July 24th.

You may just have time to attend 2011 Old Ford Rally - contact me a.s.a.p. for your Club pass..

Members' Cars

Gerald Jenkinson, from Dunston Heath in Staffordshire, emailed the drama surrounding the chequered life of CXD 254 (Y129109):-

"I bought this vehicle 18years ago. We went to look at it in a small village garage, from where it had originally been sold, when new, to a salesman, who later moved to London. He drove the car up until 1970 and, when he stopped driving altogether, he sent the car back to the garage from where he bought it, free of charge, with a covering letter thanking them for their past service and saying that he thought the car should be returned to the place it had come from originally.

I bought it and trailered it home. Within two weeks, the engine, gearbox, wings and running boards were removed and I started welding up. I stripped the engine ready for overhauling and found one of the pistons was broken off. I was told of a man who did Ford parts and I bought £800 of spares from him. I also found that I had a bastard block. Note, this is a block from Ford, which, during production, rarely scrapped a block. If the mains did not clean up to standard machining, then they were machined oversize and Vandervell would make oversize bearings to fit the block. I found a 10hp engine and bought a donor car, which was only a chassis, wheels and a lot of rusty tinwork. I had a lot of strange looks whilst I was trailering that up the M6.

I didn't get much further with the restoration as my son was using my garage and I could never get near to the car. I decided to sell the car and all the spares. I sold it all to Ned Dickenson in Wicklow, Southern Ireland. I heard that he died some 5 years after and nothing had ever been done to the car.

Last year I decided to retrieve the car, as I had been told that it was still lying in the same place that I had left it years ago, in a virtually empty factory. Ned Dickinson's son now does saloon car racing and has little or no time for his father's collection. It took me six or seven months to contact his son and to obtain a decision to sell the car back to me. Then the fun started. Things had been moved around in the disused factory and getting a four wheel trailer into position to retrieve it was a bit of a nightmare. Rubble, glass and iron had to be removed but, with the help of two friends, we eventually dug it out. All the parts were in the same boxes and nothing had been moved. The front and rear axles and steering box from the donor car were missing though. We hunted around and couldn't find them anywhere. In the next bay of the factory lay a 1950's MG TD with 4 flat tyres and covered in an inch of dust, a 1938 7Y which was 80% restored, a miniature Fordson Major and various racing cars. Whilst photographing the MG, something came into view. High in the roof of the factory were the axles and the steering box from my donor car, all lashed to a girder. Well, you can imagine the fun we had getting them down (long ropes, high ladders and one monkey.)

I eventually got the car back in April 2010. The car is now in my garage under restoration, and between two Pierce Arrows, a Morris Six and a Belsize, it may see the light of day again in about two years time. George, the carpenter, has made all new floor boards and a complete set of roof sticks and the frame. We have shot-blasted the body and chassis, cut the bottoms off the driver and passenger doors and re-built them. The 10hp engine has surprised a lot of side-valve owners. When I knocked out the split valve guides, one of them would not allow me to remove the valve. I put a screwdriver between the split in the guides to separate them and two pieces of a very thin sleeve fell into the valve chamber. I found that this block had been re-worked at the factory and they must have fitted re-worked valve guide sleeves. It came as something of a surprise. Has anyone else heard of this? I hope I don't have many more surprises in the next two years or so!

The rather forlorn looking green and black Model "Y" is winched onto the trailer from the disused factory in Co. Wicklow.



Long ropes, one ladder and a monkey retrieve the axles and steering column from the roof girder in the factory.



Back home in Staffordshire looking better already.

20 years ago.

Issue 71 – June/July 1991

Part from a write-up by David Grace on the excellent day at the Club's annual gathering at Stanford Hall, this issue was very committee orientated with the history of Bob Wilkinson's interaction with classic cars in the first of a new series of articles entitled 'Spotlight on Members', a lengthy, but comprehensive article by Graham Miles on the strides being made in the procurement of spares and my story of the Model "Y" breakdowns I had experienced, which I shall repeat below.

But first, Stanford Hall. David Grace referred to *'The highlight of a rather damp Saturday afternoon was the distant sighting of the Chairman's ivory white Kerry tourer picking its way along the track (to the camp-site) on its maiden voyage since restoration. Sam and Paula had achieved their target of having Kerry at Stanford Hall this year, despite the weather and the fact that it only had 9 miles on the clock at the outset. I only wish more members showed the same determination etc.'* Because of the weather, a polythene extension to the marquee had to be erected over the barbecue, ably cooked by Bob Wilkinson, Peter Ketchell and Gordon Batchelor. This was followed by slices of one of Jean Hunt's cakes with their Y&C themed icing decoration. On the Sunday, despite the weather, a goodly number of cars appeared and many took part in Peter Ketchell's driving tests. At 4 o'clock was the prize-giving at which Peter Ketchell received the Maurice Billings trophy and I won the Eric Bufton trophy for the best restoration on Kerry. The competition awards were monopolised by the Hunt family, Reg Hunt winning the driving tests, with Jean and Terry King (Model "CX") tied for second. The highest mileage award over the previous year went to Jean Hunt (5,500 miles), second place to Jeff Cole (4,900 miles) and Dave Curtis third with 3,000 miles.

Bob Wilkinson's profile refers to his first experience of a Model "Y" – his Dad's at the end of the war (AAT 447)

and how he had to disappear rather quickly after parking his tricycle in the wrong place, such that his father reversed over it, puncturing the petrol tank! He did quite a bit

The Ford Model Y & C Register

of tinkering whilst owning various makes of mid-thirties' tinware. As a young school master he bought his first 'modern' in 1964 – a 1956 A40, not returning to old cars until a friend offered him a basket case Model "Y" tourer (what turned out to be a very rare Jensen-bodied "Mistral", now owned by Winston McAdoo in Co. Tyrone, Northern Ireland). Jobs, houses, and babies delayed the restoration until 1983, a few months before he volunteered to help the founder of the Y&C Register, Graham Miles, with 'a bit of admin work!' The rest, as they say, is history.

Graham Miles, in his lengthy spares report touched on the remanufacture of Ford enamel badges, badge mounts, engine studs, seat frames, windscreens, chassis, running boards, electrical cables, dynamos, starter motors. There was a lot going on. He also reported that the Ford Sidevalve Club and other Ford clubs met up once or twice a year to review common interests, but in practice, there is very little in common that we can afford to manufacture. He concludes his report by discussing fuel vaporisation, which he said lies in the design; the fan being too high, such that the air flow is not directed past the fuel pipe from the pump to the carburettor. Once the pressure builds up (*in the pipe*), the pump goes into free wheel. So you need to break up the air flow. Carry 4 or 5 wooden clothes pegs in the tool box. When necessary, clip them on (*to the pipe*) and the air flow is then broken.

There were 13 new members this time round and a couple of re-joiners (Alan Ogden and Clive Brook). Mervyn Cullimore joined after buying the maroon Model "Y" Kerry from Ian Smith. This is the Kerry that is now in Wixom, Michigan in the ownership of Mark Turner and goes under the name of 'Henry'. We learned of the Model "Y" tourer bodied

by Bradshaw, which was discovered by Chris Felstead of Stubbington, near Fareham. Clive Harrison is now struggling to complete its restoration. Of the new members, only Chris Sparling is still soldiering on in membership with his 1935 Tudor Model "Y", WV 4710, which we show as still being under restoration. Hopefully, Chris, after 20 years there

are signs of progress?

I finish this review by reprinting the article I wrote for issue 71:-

OH, YOU'LL NEVER GET TO HEAVEN ...

One of the less vulgar songs we used to sing after rugby matches had a verse which went:

Oh, you'll never get to heaven
in an old Ford car,
'cos an old Ford car
won't go that far.

We would be pretty oiled by the time we got to this particular ditty and really only sang it as it lent itself to harmony in the chorus, which was a repeat of the verse but to a different tune. By that time of the evening, we were convinced that our harmony was superb! However, it does beg the question of the reliability of the 'old Ford car' to actually get you from A to B (even if B is heaven!). I've been driving Model Y Fords for a total of 15 years of my life, covering about 50,000 miles in all and have yet not to arrive at B in the car(s). I know that there are many members of the Register who suck their teeth at the thought of driving what they consider to be a long distance to a gathering. Rest assured that as long as you keep your oil levels topped up, carry out your routine maintenance tasks, and carry a pretty basic first aid kit, you should get to your destination without having to leave the car at the wayside, unless you are very unlucky. I would suggest a good first aid kit consists of:-

Jack (puncture)

AF socket set (wheel nuts, spark plugs, most other nuts)

1/2 inch and 5/8 inch open ended spanner and an adjustable

Small and large screwdrivers (float chamber screws)

String, length of wire, length of rubber

Round-ended penknife (to cut string, adjust third brush, etc.)

Mole wrench

Optional extras include:-

A foot pump and tyre pressure gauge

Tin foil and clothes pegs

Puncture repair kit (in case of second puncture!)

The only spare part I carry is a replacement diaphragm for the fuel pump - but don't ask me why, as I have never had one fail on me! Other members may wish to add to the list of essential items and also to the optional extras or spare parts to be carried.

After restoration, the more you drive your car, the sooner the initial teething problems disappear and you get to know her limitations, can sense when a new knock, rattle or squeak appears and you can feel at one and in harmony with her peculiarities. You blend together as a team and find yourself talk-



Jean Hunt drives through the narrow posts at Stanford Hall, having guessed the width of her Ford Model "Y" (now owned by Peter Ketchell).

ing to her, patting the steering wheel when she's running well and generally treating her as a human partner. It's silly, really! Many cars on the Register have given names: Bessie and Agatha are two which have been referred to in letters to me from members. My first Model Y was Arabella, but I refer to my present one simply as CNN.

However, like human partners, they do sometimes misbehave. Before I discovered the cause, CNN used to suffer from fuel evaporation in the feed pipe from the pump to the float chamber on hot days. I recall returning from the Y&C London Run in 1982 or thereabouts with Paula. We had ended up in Syon Park and driving back over Kew Bridge, CNN stopped. I was convinced that the fuel pump had packed up and with great difficulty in the Sunday pedestrian traffic, managed to get the pump off (1/2 inch open ended spanner), found it to be OK and replaced it. By this time, of course, the pipe had cooled down and she started again. I soon twigged that, if I left her standing for half an hour with the bonnet up, she cooled down and started. It was a long journey back home - but we made it. The cause was, of course, a fairly gunged up radiator and cooling system. Each Spring now, I drain off the anti-freeze and flush out with Holts 3-phase cooling system cleanser - problem solved. The Bob Wilkinson modification of tin foil and clothes pegs, which I included as an optional extra in the first aid kit, allows you to shield the feed pipe from the exhaust manifold, which is the heat source which causes the evaporation.

To demonstrate the resistance of our cars to misfortune, I was driving to London one day to the Y&C A.G.M., which used to be held in Tom Morgan's glass factory at Brent Cross. I was passing Mecca (Twickenham) on the A316, when suddenly there was a fantastic rattling of metal against metal from under the bonnet; which focussed the mind pretty quickly away from my inglorious rugby past to matters more immediate. On inspection, I found that the crankshaft pulley had split in two (the two halves are spot welded together). The front half, still on the spindle, was clattering against the front chassis cross member. Of course, what was more worrying was that it is an impossible fault to cure without major surgery and I was left with no fan belt drive: hence no fan or generator! Fortunately, it was not a hot day and the battery was well charged and we rattled on for another eighty miles with no problem. Mind you, if I had had to use headlights, it might have been a different story!

On another occasion - in midwinter - I had driven about half a mile from cold and had obviously let in the choke too soon as she cut out on the approach to a roundabout. Never mind, thought I, we'll bump start. So I changed from top to second, let out the clutch, to be greeted with the most horrendous noise from the back axle. I drove on

home with a noisy rear end, realised that things were serious, and in slower time, removed the back axle, split it and discovered that I had sheared three teeth off the half shaft. Of course, what had happened, I then realised, was that I had engaged reverse instead of second! However, despite the minimal sump space under the crown wheel, she had motored home with three dead teeth lying in the base of the differential casing!

I suffered a nasty a few months ago when suddenly the return spring on the accelerator linkage snapped (the one under the horn). That caused a temporary heart attack condition as the accelerator pedal crashed to the floor and stayed there; the engine revved away like mad as I automatically declutched and applied the handbrake. I switched off, found the cause and rigged up a bungie from the pedal to the steering column to replace the spring (hence length of rubber in first aid kit). We motored home that way.

On two or three occasions over the years, I've had dirt in the carburettor jets, which causes the engine to splutter or even to cut out completely. I remember it first happening crossing the busy A29 near Petworth in Sussex, which was rather embarrassing. Whenever she starts spluttering now or if she cuts out while motoring, I pull the choke out. This bypasses the fuel jets and restores the situation. With luck the jets will clear themselves. If not, and in any event, at the next opportunity, you should unscrew the float chamber, take out the float and remove the gunge in the chamber. Rinse out with petrol and blow through from the inlet manifold side before replacing float and chamber onto the carburettor.

That's enough of my tales. Suffice it to say that 'old Ford cars' are far more resilient than the rigger song suggests. I'm sure

that other members have had similar experiences to mine. We would all benefit from reading how you overcame the problems, so please put pen to paper and let John Guy (*the Editor in 1991*) have some hints for us all - especially for those whose faith in their cars is not as strong as it ought to be!

Sam Roberts

P.S. In the same issue, in my Chairman's Newsletter, I recounted an experience where I failed to get home and had to resort to calling out a friend - but it was under extreme pressure! You will recall from the report on the Stanford Hall gathering above, that I had dragged Paula up to Leicestershire in the newly restored Kerry. Apart from getting us both drenched in the awful weather, I had managed to drive back as far as Newbury. It was raining, I had a very unhappy, wet Paula in the passenger seat and it was getting dark. My entry went as follows:-

"As no doubt others will tell, I did manage to get Kerry to Stanford, but it was a damned close run thing. Paula says I was mad to try it. She spent the journey through the rains in a cold, wet (no side-screens), miserable and petrified state (no windscreen wipers, as the new canvas hood had shrunk onto the wiper spiggots, and there was a dead short somewhere in the sidelight circuit!). I must say, we were damned lucky not to be shunted up the back end on a very busy A34 full of road spray on the Sunday evening. Kerry let me down 12 miles from home - in the rain! She stopped dead with a pool of petrol under the pump on the splash pan. I thought the diaphragm had ruptured and gave up as the weather conditions were so foul. If I had the stamina to stick at it, I would have discovered that the cause was the loss of the screw-in plug under the pump inlet pipe. All it needed was a piece of wood whittled to the right diameter and screwed in and we could have motored home - ah well!"

Parts Report

Not much to report this time. We still await the new manufactured steering nuts before we can proceed to assess their quality and the practicality of refurbishing the returned exchange boxes.

In order to complete the evaluation of the brake rods, we are awaiting load tests on the rods, as the firms that do this type of work are few and far between. We are relying on the one company and have to fit in with their timescales. If any member knows of firms that can do tensile testing or load testing, please let me know as soon as possible.

We have been busy preparing for the reallocation of spares to new and existing spares holders in order to give an even more effective spares ordering system.

**Peter Ketchell
Spares Officer.**

Ford Centenary

As Ford of Britain is celebrating its 100th year as a limited company in the UK, many local Ford dealerships around the UK will be putting on classic car events to showcase cars throughout Ford's history. We would be really keen to hear from owners of classic Ford's (of all ages) who might want to bring their vehicle along on the day; we will have special prizes for the best presented car on the day at each dealership.

So far, the following dealerships are participating in a classic car day during either June or July:

Dagenham Motors Alperton	16th July
Dagenham Motors Banstead	23rd July
Dagenham Motors Barking	17th July
Dagenham Motors Cobham	10th July
Dagenham Motors Edgware	25th June
Dagenham Motors Enfield	30th July
Dagenham Motors Gillingham	23rd July
Dagenham Motors Plaistow	14th July
Dagenham Motors Strood	20th July
Heartlands Ford, Erdington, Birmingham	16th July
Polar Ford Bradford	10th July
Polar Ford Castleford	23rd July
Polar Ford Huddersfield	17th July
Polar Ford Runcorn	23rd July
Polar Ford St Helens	2nd July
Polar Ford Stockport	2nd July
Polar Ford Wakefield	30th July
Polar Ford Wilmslow	23rd July

Some dealerships are also putting on family activities (bouncy castles, BBQs etc) so we are hoping that it will be a really good day out. I would be really interested in speaking to Model Y & C owners near these locations about displaying their vehicles on the day. Please provide as many contact details as possible. Alternatively, individuals from the Ford Y&C Model Register can email ford100@dagenhammotors.co.uk stating which event they are interested in attending and we will be in touch.

Chris Overall, Account Executive, Ford Retail Genesis PR
Tel: 01473 326404 Email: chris.overall@genesisspr.co.uk

Ford of Britain centenary dinner by Sam Roberts

On behalf of the Ford Y&C Model Register, Bob Wilkinson received an invitation from Joe Greenwell, the Chairman of Ford of Britain, to attend their centenary dinner at the Science Museum in South Kensington, London, on 26th May. Bob was otherwise engaged and asked me to attend on our behalf. The timings meant that I had to stay over-night in London and found a relatively cheap Travelodge near Waterloo station. Having not seen rain in Andover for almost 10 weeks, I arrived at Waterloo in the most horrendous thunder storm and managed to get pretty wet en route to my digs!

In best togs, I made my way, via the Tube, to South Ken, standing alongside a crowd of rowdy German football supporters heading west on the District Line. I arrived at the entrance to the museum at



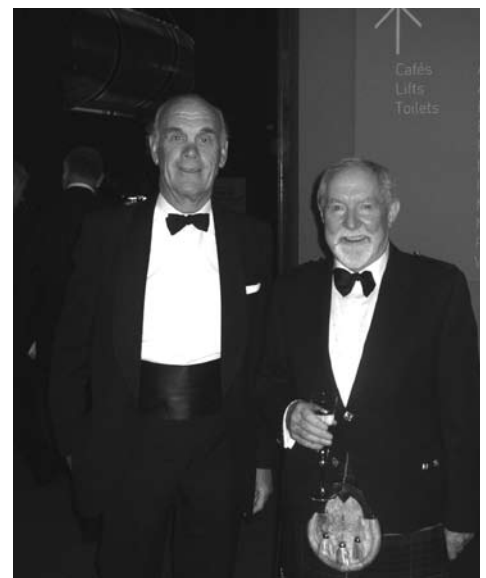
the appointed time of 7.30p.m. and immediately met up with the author of 'The Ford in Britain Centenary File', Eric Dymock. Having already given him stick by email for not authenticating statements in his book, but choosing instead to write Ford "folklore", e.g. that the Model "Y" was a scaled down version of the V8 model 40, we had a pleasant discussion on publishing matters before going in for the champagne reception and canapés.

The guest of honour was William Clay "Bill" Ford Jr., the Executive Chairman of the Ford Motor Company and the great-grandson of Henry [William Clay Jr. is the son of William Clay Snr., who was the son of Edsel, who was the only son of Henry and Clara]. After an excellent dinner, he gave a keynote speech, praising engine manufacture at Dagenham and Bridgend and the research being carried out at Dunton.

I later heard that an apprentice at Dunton had asked him why car manufacturers don't make cars suitable for young drivers in the same way that low powered 250 cc motorbikes are available to young bike riders, thus reducing the exorbitant insurance premiums paid by car owners under 25 years of age. A brilliant question! Talking after dinner to an American Ford Director, he told me that, in the States, they are working on the concept of providing two ignition keys for family cars; one for the adults and one for the kids. Special software is built into the engine management system such that the power, acceleration and top speed are limited when the kids' ignition key is inserted. I hope Ford of Britain took note. If they were to build such an engine management system and liaise with the insurance companies to negotiate a deal for young drivers using the kids' ignition key, what a huge market would open up to them.

The 200 or so guests at the dinner included Ford managers and representatives from the major dealerships, journalists and motor-ing correspondents, the odd GT40 racing driver and two chaps in wheelchairs. One was a frail looking Lord Montagu and the other, a sprightly looking centenarian, who had worked with Ford since he was a lad, at Trafford Park and Dagenham. I was one of three classic Ford car representatives present. I sat next to Peter Lee of the Transit Club (1000 members) on my left and Kevin Cannon of the RS Owners' Club (4000 members –down from 7000) on my right. It was a memorable evening which finished at 11 p.m. We all came away with a Ford goody-bag, which contained, yes, you've guessed it, a copy of Eric Dymock's book!

'Yours Truly' with a kilted Eric Dymock at the Ford Centenary dinner.



Events 2011

24 July	Old Ford Rally Gaydon	Bob Wilkinson 01832 734463
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 Sept	East Anglia Transport Museum, Lowestoft. Trolleybus museum	Colin Pck 01784 482336
16/19 Sept	North Norfolk Railway 1940s Weekend. (see below)	Jo Hanslip 01945 430325
25 Sept	John Mould open day Nr. Reading, Berkshire (see below)	Mike Cobell 01594 834 321
9 October	Horton Historic Vehicle club run to Calne museum, Wiltshire.	Ivor Bryant 01454 411028
6 November	Y&C Committee meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463
11 – 13 Nov	International Classic Car Show NEC Birmingham (see advert below)	Geoff Salminen 0121 427 2189

Events 2012

12 Feb	Y&C Committee meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463
22 April	National Drive-it Day	
29 April	33rd Annual General Meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463

OLD FORD RALLY 24th. JULY 2011.

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

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

What's on:

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

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

Club, Trade & Individual enquiries to: Bob Wilkinson. 01832734463, or email bobwilkinson49@hotmail.co.uk and mark your message "Old Ford Rally".

North Norfolk Railway 1940's weekend 16th to 19th 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 hosteleries.

Free day tickets for unlimited train journeys on The Poppy Line are available to all members dressing in the 40's era (strictly no German Uniforms) -

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

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

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

Members who have booked tickets so far are:

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

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

Look forward to seeing you in Norfolk.

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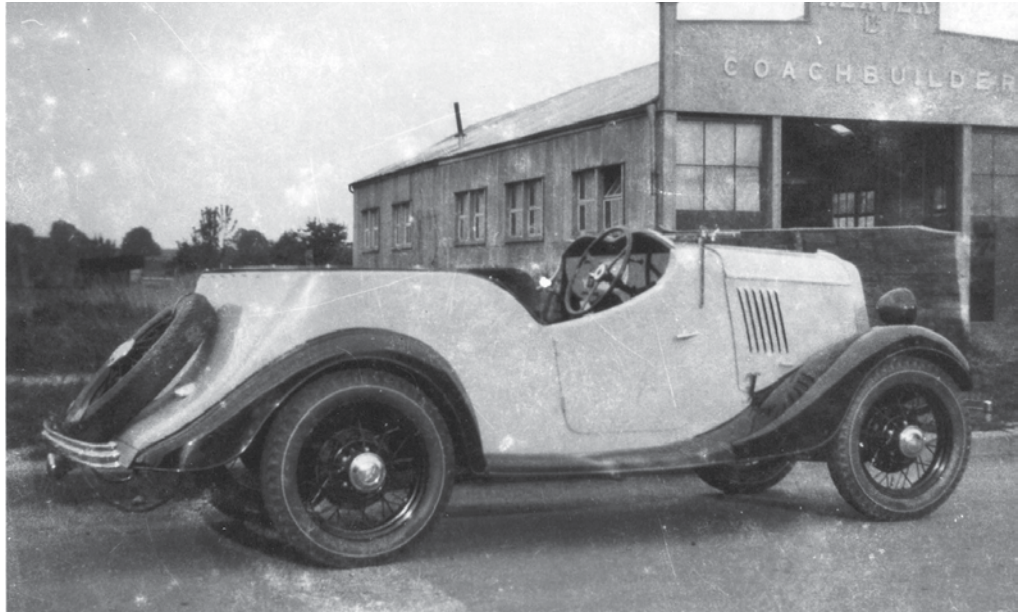
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The Ford Model Y & C Register

Heaver Ltd.

John Thomas Heaver, born in Fulham in 1883, followed family tradition by completing an apprenticeship with the well-known Hammersmith carriage makers, George S. Peters, qualifying as a coach trimmer. He was drafted into the army in 1915, serving his time in the Army Service Corps at Bulford Camp on the Salisbury Plain repairing and finishing some of the many vehicles being pressed into service. He lived and settled with his wife and children in Durrington, a neighbouring village to Bulford, where he was later joined by his parents and sister. Here he bought a builder's yard and established a family business in the coach trade, eventually employing some 60 staff. His first of many similar commissions was for a charabanc body on a surplus army 3-ton AEC chassis from a coach operator in Manchester called Catterall. It is assumed that John Heaver served with Catterall in Bulford during the war. There were thousands of surplus lorries in various states of repair, both here and in Europe, at the end of the war.

The coach building business expanded rapidly, Heaver Motor Works' reputation bringing in major contracts for coach bodies from as far afield as Guernsey and South Africa. Pass & Co. Ltd., the Ford agent in Newbury, heard of John Heaver's skills and placed a contract to build a landaulet version of the Model T. The bare chassis were driven the 25 miles from Newbury to Durrington, where the bodies were built over several weeks and thoroughly tested for rattles and leaks. Other contracts followed for special bodies on Pass & Co. Ford chassis, such as cattle trucks. In 1934, Pass & Co. followed the trend of most major Ford agents and commissioned Heaver Ltd., the name under which they had been registered that year, to build an attractive tourer body on the Model 'Y' chassis for display in their showroom to bring in customers. The resulting four-seater open-top car was of a fairly standard tourer design, the main distinguishing features being twin cowls on the scuttle, rear hinged doors and a sloping rear panel on which sat the spare wheel. In keeping with Heaver policy, the body was painted cream, which contrasted with the black, Ford-provided, front and rear wings. It is not known how many additional tourers, if any, were commissioned by Pass & Co. Ltd. However, it is thought that one surviving Model "Y" pick-up may well have been bodied by Heaver Ltd. on behalf of a Pass & Co. Ltd. customer.



The Heaver Ltd. tourer commissioned by Pass & Co. Ltd. in Newbury in 1934. The photograph was taken, probably by Herbert Light, outside the Heaver Ltd. workshop in Bulford Road, Durrington, Wiltshire. Photograph courtesy D.J.N. (David) Pennels."

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International correspondence

Norway

Terje Sæthre sent in this fabulous photograph, taken probably in the 1960s of a 1934 Model "Y" in less than concours condition. Note the hinge on the rear door, i.e. a Fordor. Hence it is a De Luxe model with twin wipers, a chromed windscreen surround and, although they cannot be clearly seen, pointed rimmed 'rustless steel' headlamp bowls and sidelight covers.



Australia

Bill Ballard reports that on Saturday, 25th June, Garry Yule ("CX" sedan), David Moran ("CX" well-type 'ute') and Bill ("CX" roadster) took their "CXs" to the Ford Discovery Centre in Geelong for a 2-month stay (at their request) in July/August to celebrate the 75th Anniversary of the marque in Australia. Each of the cars started life pre-restoration in Alan Stevens' yard.

Ola Hegseth, the Chairman of the Early V8 Club – Norway, sent photographs of member Bernt Solheim's Model "Y" restoration.

He has used a Model 40 V8 windscreen surround for the Model "Y". As Ola explains, "The windscreen of the Model Y is smaller than the Ford V8 1933/34. The Model Y's windscreen is not as high and not as wide as the American Ford V8, but Bernt fixed it. In the photograph, you'll see that he has put a piece of wood in the middle of windscreen for making the correct level. In the same picture you'll see that he has also made a new inside rear window frame, which was missing." Well done Bernt; the car is coming along well.



Bernt Solheim's June 1934 Tudor Model "Y" with the sawn off 1933/34 V8 Model 40 windscreen surround fitted.

The three Model "CX"s (Roadster, well-type 'ute' and sedan) at the Ford Discovery Centre in Geelong, Victoria, waiting to go on display.



Photographic finds

This time, the finds are all from Terje Sæthre, our enthusiastic Norwegian V8 Club contributor and new member of the Y&C Register. All three are of the same vehicle; the 1935 left-hand-drive Model "Y" van belonging to his father

This picture is taken just after my father bought the 1935 Ford Model "Y" van in 1947. I can tell because the Company logo on the side of the van is painted over. My father bought the van from a lady who sold ladies dresses in Oslo.



The only full photograph of the van.



My father is at the right on the picture, with his back towards the camera. Next is my mother's cousin, Fridtjof, who had an accident with his motorcycle and broke both his arms! Then you can see my mother, Marit, and my sister, Britt, in front of her. My sister was born in 1942. This picture was probably taken at about the time she started school, aged seven."



Competition.

Richard Flashman, in South Australia, sent me the following article which appeared in the May issue of the Motor Industry Magazine, the mouthpiece of the Institute of the Motor Industry (UK); the IMI. On the same day as I received this article, I also received an email from John Nevill of the Ford Motor Company, kindly offering a copy of Eric Dymock's book, "Ford in Britain Centenary", which I mentioned in the last issue of Transverse Torque, as a prize for a magazine competition.

I reproduce below the IMI article. The Eric Dymock book will go to the member who lists the most mistakes in the article. As a guide, I have identified eight errors. There may be more! Answers to me, Sam Roberts, before the end of September 2011.

LANDMARK CARS – FORD MODEL Y

Was the model Y really a landmark car? Not in any technological sense. Launched in 1932, the "Y" could trace its ancestry back to the Model T, with its transverse leaf springs, mechanical brakes and torque tube transmission. The mechanical layout also set a mould for Anglias, Prefects and Populars up to 1959. In addition to the Model T technology we can add a small four-cylinder side-valve engine displacing 933cc in the Y, three-speed gearbox with synchromesh on second and top, and vacuum-operated windscreen wiper.

The Y was designed in the US, but was the first Ford to be built outside America from the start of production. It was an immediate hit in Britain, where the cheapest model, the two-door Tudor went on sale for £120. The four-door Fordor cost an extra £15 and there was a 5 cwt van too for £115. The Y soon accounted for two out of every new 8hp cars sold and remained in production for two years before being revised for 1934. These later models were distinguished by the longer radiator grille and dip in the front bumper. Worm and nut steering replaced the planetary gearbox type, the brakes were improved and the dashboard redesigned with centrally positioned instruments, including an electric fuel gauge.

The arrival of the larger 10hp C-type in 1935 gave Ford an excuse to lower the price to £100, the first four seat car to be sold at that price. Ford's first Popular was born. The four-seat Austin 7 Ruby was its closest rival on price at £118. Ford's share of the 8 hp market rose to 41 per cent. If the Austin 7 mobilised the British public, the Y's achievement was to open up motoring still further with a relatively cheap, reliable family car. When production ended in 1937, a total of 135,244 Model Ys had been produced.

The 'Road Fund' tax.

Joseph P. Cabadas, in the U.S.A., sent me a copy of his recently published book " '40 Ford. Evolution, Design, Racing, Hot Rodding" (ISBN 978-0-7603-3761-5(plc) – published by MBI Publishing Company, Minneapolis). The book now resides in the Club library. In the book, he traces the history of the Ford Motor Company and the Ford V8 in particular, through the 1930's streamlined designs to the glory days of V8 Daytona Beach and oval track racing. However, he does stray into 'sidevalve' territory and European manufacture in chapter 5. Based on my research for the Model Y book, I cringed at a number of statements and claims he makes, but felt moved to comment on his statement that it was the British Horsepower Tax, based on the cubic capacity of the engines, which nearly killed off Ford in Europe in the late 1920s and early 1930s – hence the need for a 'bantam' Ford for the European market. As we all know(?) it was the size of the bore and the number of cylinders, which dictated the 'Horsepower Tax' and not the cubic capacity, the American 'square' engines, with equal bore and stroke sizes, attracting high annual expenditure. It was not until 1955 that the annual Vehicle Excise Duty in the UK was calculated on the cubic capacity of engines

I sent Joe my congratulations on a very enjoyable book, but felt I should comment on the Horsepower Tax. I sent him a copy of chapter 1 of my book, which explains the pre-1955 fiscal horse power calculations across Europe.

Sam Roberts.

CHAPTER 1. The Need for a Small Car.

The Ford 8 h.p. Model 'Y' was arguably the one British economy car which, more than any other in the twentieth century, changed the image of popular motoring. Introduced in the depths of the Great Depression in 1932, it was to rescue the Ford Motor Company Ltd.

from bankruptcy; sales of the Model 'A' and 'AA' cars having reduced to a trickle and the Company having spent £5 million on the construction of the massive plant at Dagenham. It spawned a range of small Ford cars which, to this day, present major competition to other British and European motor manufacturers, shaping their development and strategy. The design of the Model 'Y', although of American origin, was revolutionary in its day; marking the end of the traditionally upright designs of the twenties and causing other manufacturers to radically change their styling. The mass production and management techniques employed at Dagenham were to gradually reduce the unit cost such that, in 1935, the standard Model 'Y' could be bought for £100; the first and only saloon car to be sold at that price. The previous year, more than half the cars of 8 h.p. and under sold in Great Britain were Model 'Y's. It was a remarkable car; rugged, reliable, cheap, economic, comfortable and ahead of its competitors in styling and mechanical design. No other car has made such an impact on the British motor industry.

The story of the Model 'Y' really begins at the birth of the British 'light' car industry following the 'Peoples' Budget' of 1910. The phenomenal increase in the number of motor vehicles on Britain's roads, from 8000 in 1904 to 48,000 in 1908, necessitated the raising of revenue to maintain the highways. As a result, Lloyd George, the Chancellor of the Exchequer in Asquith's government, in his Finance Act of 1910, introduced a motor taxation system based on a fiscal horsepower (f.h.p.) rating. The annual rates charged were:

6 ½- 12 f.h.p.:	£3 0s 0d
26 - 33 f.h.p.:	£8 8s 0d
12 - 16 f.h.p.:	£4 4s 0d
33 -40 f.h.p.:	£10 10s 0d
16 - 26 f.h.p.:	£6 6s 0d
40 -60 f.h.p.:	£21 0s 0d
Over 60 f.h.p.:	£42 0s 0d

As early as February 1909, the Treasury had asked the Institution of Automobile Engineers 'to investigate the relations between the horse-power and the dimensions of petrol engines'. A key member of the Institution was the Royal Automobile Club (RAC), who tasked their 'Expert and Technical Committee' to address the subject. Although the subsequent report, entitled 'The Computation of Engine Horse-power Rating Formula' was presented by Mr. W. Worby Beaumont, the committee member who was responsible for developing the formula was Colonel H.C.L. Holden of the Royal Artillery. The formula for calculating fiscal horse-power, which was accepted by the Treasury and which became known as the 'RAC formula', was based solely on the bore of a cylinder and the number of cylinders in the engine, as follows:-

The Ford Model Y & C Register

$$\text{f.h.p. rating} = \frac{(\text{Diameter of cylinder in inches})^2 \times \text{number of cylinders}}{2.5}$$

$$\text{or,} = \frac{(\text{Diameter of cylinder in millimetres})^2 \times \text{number of cylinders}}{1613}$$

When subsequently applied to the 1932 Model 'Y', with a cylinder diameter of 2.23 ins (56.6 mm), its fiscal horse-power rating was calculated at:-

$$\frac{(2.23 \times 2.23) \times 4}{2.5} \text{ or } \frac{(56.6 \times 56.6) \times 4}{1613} = 7.956 \text{ or } 7.944 \text{ f.h.p.}$$

which rounds up nicely to 8 h.p.

The terms 'brake horse-power' (bhp) and 'fiscal horse-power' (fhp) should be explained at this point. The unit of horse-power was calculated by the Scottish engineer, James Watt, as a result of experiments with strong dray horses in the late eighteenth century, to measure the output from his steam engines. In 'imperial' measurement, one horse-power is the rate at which work is done to lift 550 pounds through one foot in one second (1 hp = 550 ft.lbs/sec). It is equal to 746 watts. On internal combustion engines the power is measured by a dynamometer brake attached to the output shaft; hence the expression 'brake horse-power'. The stated brake horse-power of the Model 'Y' was 22 at 3,750 revolutions per minute.

As has been stated, fiscal horse-power has little to do with actual power, but was purely a Treasury device for raising vehicle excise duty. However, at the time of the introduction of fiscal horse-power, with the early, low powered, single or double large diameter cylinder engines, there was little difference, numerically, between brake and fiscal horse-power ratings.

To complicate matters, the metric countries of Europe calculated brake horse-power using metric units. Hence one 'cheval-vapeur' (1 CV = Cheval Vapeur, literally 'Horse Power' in French) in France and one (1 PS = Pferde Stärke, 'Horse Power' in German) in Germany is the work done to raise 75 kilograms through one metre in one second (1 hp = 75 Kg.ms/sec). This is equivalent to 736 watts. Thus the metric brake horse-power is only 0.986 of an imperial brake horse-power. France and Germany also used different calculations to rate the car for tax purposes. As will be seen in later chapters, the 8 h.p. Model 'Y' was rated as 6CV in France and 4/21 PS in Germany; 4 PS being the fiscal horse-power and 21 PS being the brake horse-power.

Despite major objections in the House of Lords to the 'Peoples' Budget', which taxed the rich to help the poor, and which necessitated the recently crowned King George V to threaten his peers if they vetoed it, the Treasury Regulation on motor taxation was published on 22nd November, 1912 and came into force on 1st January, 1913. It was from this moment that, if they were to keep to minimum vehicle excise duty, British motor manufacturers and designers were restricted in one dimension, i.e. bore. They, therefore, devoted their attention to experimenting with increased piston travel, i.e. stroke. It is interesting to note that, as a result of the RAC formula, there was a rapid development of small bore, long stroke racing engines, which secured many speed records for Great Britain in the 1920s and 1930s. The introduction of the RAC formula was also the beginning of the end in Europe for the relatively large cylinder diameter American engine, which was to remain 'square' i.e. with bore and stroke being roughly equal.

Private motor vehicle legislation and development came to a halt with the outbreak of the 'Great War' of 1914 -1918, when the ownership of a private car was considered to be an unpatriotic luxury. It was not until after the Armistice that the subject of motor taxation was reviewed. The country was almost bankrupt and the development of a network of roads and their maintenance had been neglected. An increase in revenue from the motoring public was necessary. As a result, the Finance Act of 1920,

'the Budget', removed both the customs and excise duties on "imported motor spirit" (petrol) and raised the annual motor taxation rate to one pound per fiscal horse-power "or part of a unit of horse power," for vehicles exceeding 6 horse power. The effective date of both measures was the 1st January 1921. The RAC formula continued to be used and was to remain in force until 1947, when the method of raising tax was changed to one based on the cubic capacity of the engine. Alongside the Finance Act, the Roads Act of 1920 confirmed the authority of the County and County Borough Councils as vehicle registration and licensing authorities. It was to these authorities that the road fund taxes were paid. The Roads Act of 1920 also introduced the standard buff registration document (log book), familiar to historic vehicle enthusiasts, and made the display of 'tax disks' legally binding.

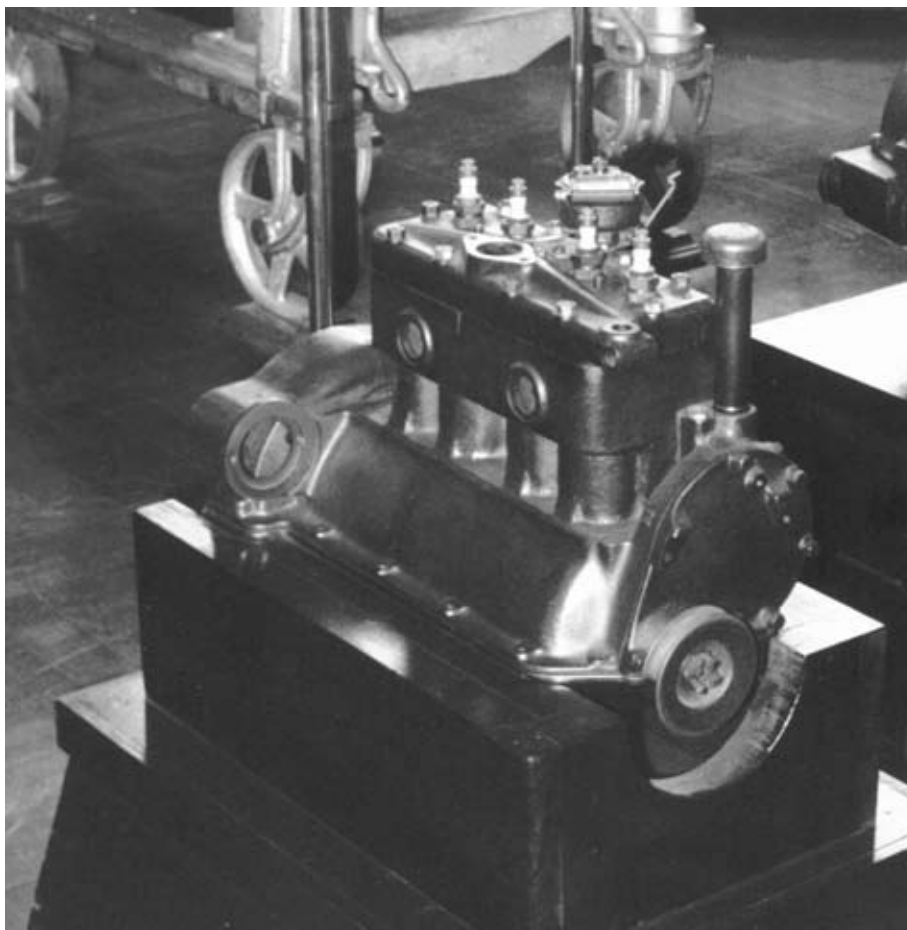
Many of the more fortunate young men who had survived the war, had become acquainted with, or learned to drive Army vehicles during their service and thus, as the economy picked up, helped to create a demand for cheap motoring. Gone were the days, pre war, when only the affluent owned motor vehicles. British and continental Europe manufacturers responded by introducing 'baby cars', the fore-runners of the Volkswagen Beetle and the Mini; the best example being the Austin Seven, launched in 1922, which was built under licence by Rosengart and BMW, in France and Germany respectively. In Britain alone, no fewer than 600 different makes were being manufactured in 1919. As the 1920s dawned, the Model 'T' Ford, which was manufactured at Ford's Old Trafford plant in Manchester, supplied 41 per cent of the British domestic car and truck market. With a cylinder bore of 3.375 inches, it carried a high fiscal horse-power rating of 22.5. But, because the Model 'T' sold for the amazingly low price of £120 for the four seat model, the small engined British cars were unable to dent its market dominance. Even the Austin Seven Chummy carried a price tag of £150 at the demise of the Model 'T' in 1927. As such, the significantly lower buying price of the Model 'T' outweighed the disadvantage of its larger engine and the higher annual road fund tax that attracted. However, sales of the Model 'T' were to drop off significantly as the 1920s progressed; due more to its out of date styling, which gave it a 'cheap and nasty' reputation, than to its running costs. It must have been at this time that many of the derisory ditties damning Ford cars came into being: ditties such as "A Ford is a fraud; four wheels and a board; guaranteed to go if you push it." and "You'll never get to heaven in an old Ford car, 'cos an old Ford car won't go that far." Tax on petrol was re-introduced in 1928, which added to the running costs of cars and made the motoring public even more cost conscious.

In the U.S.A., sales of the Model 'T' also dropped significantly between 1923 and 1926. Despite many pleas by Edsel Ford to his father, Henry, the old man refused to update the Model 'T' to make it more competitive. Charles Sorensen, a production manager at the River Rouge plant in Dearborn, urged on by Ernest Kanzler, a Ford executive and brother-in-law to Edsel, also tried, less forcefully, to persuade Henry that a new car was needed to stop the rising sales of Chevrolet and General Motors. Eventually, Henry gave in to the inevitable and production of the Model 'T' ceased in May 1927. There was then a lull in production until the 20th October 1927 when the first Model 'A' Sedan was assembled. To Henry, the Model 'A' was purely an interim model between the legendary Model 'T' and his next innovative model, with which he hoped to dominate the passenger car market.

Since 1923, he had been experimenting with an X-8 engine, with banks of four cylinders vertically opposed to each other. It proved to be too complicated and heavy for mass production. Problems were also encountered with the lower bank's spark plugs, which were exposed to the dirt thrown up from the roads. The project was abandoned in 1926. He eventually upstaged his competitors with the introduction of his famous V8 engine, initially in the Model 18 in 1932 and then in the Model 40 in 1933, a car which, as we shall see, was styled on the lines of the Model 'Y'.

Although it was a tremendous advance on the Model 'T', the Model 'A' was technically outclassed in comparison to its competitors. The body style was typical 1920's, with perpendicular lines and a flat radiator. It retained the four cylinder engine, whereas most other manufacturers had developed successful high speed, high power output, six cylinder engines. Henry's comment on this matter was a throw-back to his farming background: "I've got no use for a motor that has more spark plugs than a cow has teats." From the British point of view, its larger bore than the Model 'T' placed it in the yet higher 24 fiscal horse-power bracket, which, with its higher price of £185, did not improve the fortunes of the Ford Motor Company in Great Britain or in Europe. Even the four cylinder, three litre Bentley, with its small bore to stroke ratio, was rated at only 16 fiscal horse-power, despite its brake horse-power being approximately twice that of the Model 'A'!

By now, other European countries had introduced motor taxes based on engine capacity. During the latter half of the 1920s, Ford was in danger of being priced out of the European market altogether. Something had to be done to reverse the downward spiral of Ford sales in Europe. That 'something' was thought to be a smaller engined Model 'A', the 'AF', which was simply a Model 'A' engine with a bore of 3.05 inches. This reduced its fiscal rating from 24 to 14.88 horse-power, which was still high compared to its British competitors. Additionally, as the crankshaft was unchanged, the brake horse-power dropped to only 28 at 2000 revolutions per minute which, because of its weight, made it a very sluggish car. In Great Britain, in particular, it was soon apparent that, with the Model 'AF', the response of Ford to the rising popularity of the Austin, Morris, Standard, Singer and other economy cars, was inadequate. There was only one answer. If Ford wanted to compete in Europe, it had to come up with a comparable small car.



An early experimental 8 hp engine, which was on display in the Henry Ford Museum in the 1970s. It was photographed by Luis Cascante whilst on a visit there. Unfortunately, it appears to have been scrapped as it can no longer be traced

Engine overhaul

On page 9 of the last issue, Peter Purdy commented that he had met an elderly gentleman on National Drive-it Day, who had served his apprenticeship on "Y"s and, in 1942, had worked for a company in Mansfield re-manufacturing Ford engines. He gave Peter his telephone number and I contacted the octogenarian, whose memory is as bright as a button. He offered to write his experiences down. Here is his first epistle:-

Tony Holmes' Tale

I am Anthony (Tony) Holmes, born in the mining village of Clipstone, near Mansfield, Nottinghamshire on May 12th 1928 [note, now 83 years old – Ed.]. On leaving school during the summer break of 1942, I never had any intention of following the usual path in the village of working in the local coal mine. As from childhood I was 'car mad' and chose that trade to be my future. To that end, I applied for employment at the Ford Main Agents, C. P. Evinson Ltd., in Mansfield. (This arrangements of having Agents to represent the Manufacturers, was later dropped, and all such agents later became Dealers. It all had something to do with guarantees I think.)

However, the Works Manager (today they are Service managers) told me I would have to wait for a few weeks as he was working on an idea he had for starting an apprentice training scheme and wanted me and five other 14yr olds as his first recruits. I therefore took on another temporary job and waited for the promised letter. So it was that I found myself joining a group of six for our initial training and this turned out to be part of a team to 're-manufacture' (not recondition) Ford engines for the Ministry of Supply, the work being carried out to the same exacting standards as if the engine had been returned to the Ford factory. Note, the Ford factory was totally involved in wartime armaments and truck manufacture.

On our first day, we saw that this production line was already well under way in what was the showroom for Ford vehicles; being wartime it was no longer used as a showroom. In addition to our group, there were four female mechanics (who were very good at their job) and the foreman, Alf Jackson. The females were Doris Green, Edith Clark, May Kimberley, and Connie Baines. Alf had been promoted from the shop floor in the main workshop to train us all and supervise every aspect of our production.

Our six were:- Aubrey Benham, Bernard Silcock, Cliff Bradley, Dennis Holliday, Sid Wiltshire and myself; the first of many Apprentice Groups the firm had. Other school

During WWII.

leavers joined our group in 1943, and there was plenty to do for all of us.

My first introduction to the internal combustion engine was to join May Kimberley in dismantling the 'shipped in' engines of whatever size; removing all cylinder head studs, etc. The component parts were then taken in a strong wire basket to the degreasing plant where they were 'cooked' in a Trichlorethylene vapour, which thoroughly removed every vestige of filthy oil and carbon deposits. They were then returned to our workshop where we wire brushed and cleaned every component, scraped out all inlet and exhaust ports, and buffed up all gasket faces. All machined faces had to be oiled to prevent rust forming on the surfaces. From there, Alf, with a girl from the office taking notes, and using micrometers, measured bores and crankshafts to determine what new parts were needed to rework the engine, i.e. the size of the cylinder bores and thus, pistons, and what size the crankshaft needed to be ground at. The reboring process could take the bore size up to .060" oversize, (sixty thousandths of an inch). A bore which couldn't be cleared to .060" had to be re-sleeved to bring back to Standard size. All re-boring went up in .010" increments, depending on the amount of wear. All the crankshafts were sent away to be re-ground, we didn't do that on our premises. Our workshop floor was covered in dismantled engines in trays, with more on shelving off the floor.

Eventually I joined Doris to learn engine assembly, grinding (reseating) valves, adjusting valve clearances in the process. In this process we used a V.L. Churchill valve refacing machine, (None of these engines had adjustable tappets). Then we had to re-bed the crankshaft in its new white metal bearings, using 'mechanic's blue'. The new pistons had already been fitted to the con-rods by Connie, who also had 'bedded' the rods to the crankshaft. She fitted the crank into a vice by the flywheel flange, with soft vice jaws supporting the pulley end on a special timber prop. It was up to the assemblers to fit the piston rings. This we did by first trying them in the cylinder bores, adjusting the ring gap by filing to give an expansion allowance of one thou (.001") per inch of bore diameter, then fitting them to the pistons. Doris and I could eventually rebuild a V8 in 5 hours. It was whilst working on engine rebuilds that we started to receive engines which had the new Thin Wall shell bearing, which didn't have to be re-metalled, nor did they have to be scraped to bed them in. I understood that they were patented by Tony Vanderbilt, from racing car technol-

ogy, and even today these shells have a VP stamp on the rear for Vanwall Products. All vehicles today now have shell Big End and Main Bearings. With the advent of these new shell bearings, new cylinder blocks and main bearing caps had to be made, as the shells wouldn't fit into existing blocks.

Progressing through all aspects of the re-manufacturing process, I went on to learning to use the Van Norman cylinder boring machine and, in the process, to fit new sleeves when required using a hydraulic press. In the meantime, all my other colleagues were following different learning paths and so we all blended into a smooth and efficient working team.

My path through all the processes led me into 're-metalling' main bearings, which entailed chiseling out all the old white metal, fitting a 'jig' onto the upturned block, melting the old metal, with the addition of new metal, in a crucible and heating it to the right temperature. Then, after heating the cylinder block to remove all moisture, pouring the molten metal into the jig moulds. As we all know, don't we?, that paper self combusts at 451 degs F. (Hence the title of the film 'Fahrenheit 451'). When I dipped a screwed up piece of paper into the crucible and it immediately burst into flame, I knew the white metal was hot enough to pour, after scraping off the top slag. (White Metal is a mixture of Lead, Tin and Antimony.) When the whole lot cooled down sufficiently, I removed the jig then had to 'pein' the new bearings with the correct V.L.C tool, using a 4lb lump hammer and slogging it until I could hear the bearing 'ring' when tapped with the ball end of a hammer. Thus they were 'work hardened' and ready to line-bore to the crankshaft size after fitting new main bearing caps, which had already been re-metalled. The line boring machine was powered by a 3-phase 3hp motor, powering the bar through a reduction gear box by an open 3" drive belt. Today's 'Elf 'n' Safety' would have had a field day with that set-up.

Having gone through all these re build processes, I was transferred to the engine test shop, working first on an afternoon shift, from 2.0pm to 10pm as, at the now 16yrs of age, I wasn't allowed to work overtime. Here I worked with a skilled mechanic from the shop floor, who ran the test procedures. Every model of these engines had to undergo a running in procedure, with one fitted to each end of a special chassis with the flywheels facing outwards. These were run for two hours on coal gas through a gas carburetor; then run for one hour on petrol with a conventional carburetor fitted. We were allowed one gallon of petrol for each engine test. During this running time, we fitted a 'Heath Robinson' brake horse power test rig to the flywheel, cobbled up for the Ministry of Supply for this purpose. It is simply too complicated to describe in a few words. All

the engines were cooled by a pumped water supply from a five hundred gallon tank in the corner of the test shop. Having completed the final test, the engines were cleaned, painted and then shipped out by the lorry load to their workshop destinations.

I eventually finished up running this test shop on my own and, during the cold weather, I aimed to have a V8 ready to start up at 8am each day to warm up the cold shop. The winters of 1942/3 and 43/4 were very cold indeed.

Epilogue

When this whole operation finally closed down mid to late 1944, the assembly line we had was dismantled, and the whole workshop turned over to overhauling Fordson 'N' type agricultural tractors, which up to now had been carried out in a section of the main workshop and using the same skills I had already learned. I joined this new team and stayed with them until I was called up for National Service in the Royal Air Force, where I trained to be a Flight Mechanic (Engines) on the Rolls Royce Merlin, The Bristol Hercules, and Group Captain Frank Whittle's Welland Jet engine, among others.

I rejoined the old firm after my service 'stint', staying with them in various capacities for many more years, with the exception of a three year break from 1950 to 53, working for a heavy commercial firm on Gardner powered Scammels. My progression through the firm involved me having to attend many product courses, starting with the Ford school at Dagenham, then Slough, and also Lucas Electrical. The old firm had been taken over after the death of the founder, Charles Percival Evinson, by a group under the directorship of Reginald Blackshaw, still retaining the Evinson name, who then launched another Ford dealership in Sutton in Ashfield, Nottinghamshire, (Blackton Garage,) where I later ran an apprentice training school with the firm, after gaining professional qualifications (three years at night School) through the auspices of the Road Transport Industry Training Board. The new group had, in the meantime, moved to Chesterfield Road, Mansfield, into a more modern new building, and the old premises comprising C.P.Evinson Ltd., and the Portland Motor Co. Ltd., were demolished and replaced by new shops and nothing now remains of it. Now even the Evinson named depot has gone, replaced by a Tesco store. That company was bought out by the G.K Group from Chesterfield, again moving to new premises on Southwell Road. There is now nothing left of the old Evinson name or the Portland Motor Co., though I think that someone must still own that name. I moved around quite a bit in the intervening years. My last post with the firm ended with my retirement at the age of 65.



Informational sign on a black post.

Informational sign on a black post.