

# Transverse Torque

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November - December 2011



FORD Y&C MODEL  
REGISTER





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replace first 0 in UK number with +44**

## Editorial

This is the penultimate issue of Transverse Torque for 2011, the centenary year of the Ford Motor Company Ltd. As Transverse Torque's contribution to the celebration, in addition to the article on Ford's own centenary in issue 190, coverage is being given to the four surviving family businesses who signed up with Ford during its first year of operation. In issue 186, the history of Percy Hendy Ltd. (now the Hendy Group) was reported and in the last issue, we covered Haynes of Maidstone Ltd. In this issue we report on the story of The Oldham Motor Company, Ltd. (OMC), which leaves only Gordons of Bolton to be covered. We are grateful to member, Arthur Redfern, for introducing your Editor to the present generation of owners of these very proud dealerships.

*The 10 Ford vehicles, spanning 100 years of Ford of Britain, cross Westminster Bridge on the Ford Centenary Tour. The third car back in the left-hand column is Ford's heritage Model "Y", DOA 244.*

To recap, a brief CV of Arthur's career is as follows, "I left the Ford Motor Company after 25yrs in 1969 and joined Gordons of Stockport Ltd., as opposed to Gordons (Bolton) Ltd. Both were owned by Sam Gordon until the mid-1930s. To avoid confusion, as I started to expand the Stockport dealership, I changed the trading title to Gordon Ford after permission was granted by the Ford Motor Company to add Ford to the actual trading name. This then started a trend and many other Ford Dealers added Ford to their trading name. When I retired after over 20 yrs running the company, we had become a Group of 5 Main Dealerships. Two years after I retired I bought a small Main Ford Dealership in Leek, Staffordshire and traded as Redfern Ford." So Arthur is well known amongst the older Ford dealers. The story of his time at the Ford Motor Company appeared in last years' issues 182 and 183.



*Posing in my Ford at the Royal Military College of Science in 1958.*

Also, we must not forget that this year is the 80th since the opening of the Dagenham and Cologne plants for production, so a mention of these is also made.

The two major events of the summer, the North Lancashire and Lakes tour and the North Norfolk Railway weekend both went off very successfully with glowing reports from those who attended. I was pleased to receive from Peter Ketchell for the archive, an excellently produced and edited DVD of the North Lancashire and Lakes tour

I happened upon a couple of photograph of me with my first Model "Y", a 1934 Tudor, OW 4838, taken in 1958 whilst on my degree course. What I hadn't realised or remembered was what a battered car it was. These were the pre-MoT days of empty country roads, driving tests and rallies. As can be seen in the photographs, the ends of the front bumper had been sheered off, there was no nearside running board, rust at the bottom of the door and a dent in the bodywork at the rear. In 1960, four of us drove up to Fort William in it (pre-motorways) with two 2-man bivvies, and sleep-



ing paraphernalia, cooking equipment and food. Note it had a roof rack! I remember the only problem we had was a puncture driving over Shap Fell on the A6. Those were the days!

I'm delighted to report that our two recent invalids are recovering well. Chris Jarvis, in Worthing, has regained much of his mobility following his major stroke, although his right leg has



*Probably outside The Plough pub (no longer a pub) at Little Coxwell, Wiltshire.*

not yet fully recovered. He is taking driving lessons with

a specially adapted 'left foot' automatic car and hopes to pass a driving test soon. Regrettably he will not be able to drive his Model "Y", nor his split-screen Morris Minor, so they will be going to homes that will enjoy their originality. Owen Baldock bounced back surprisingly quickly, finding that his breathing was so much easier after his major operation. Unfortunately, his right leg is taking its time to return to fitness, so it will be some time before he will be back in the driving seat of Christine's Model "Y", "Fordy". In the meantime, he is sipping cold beers on a Mediterranean cruise!

The two Geoff's, Dee and Salminen, once again flew the Y&C Register flag at the annual Stoneleigh Restoration Show. They both took their Model "Y" saloons and Geoff Dee carried out some unnecessary repairs on t'other Geoff's car as a demonstration to Jo Public – at least I believe they were unnecessary! Well done guys.

Out of interest, I did a quick scan of the membership to see in how many countries we have members. Surprisingly, apart from the UK and Ireland (Eire), we have members in: Germany, Norway, Spain, Holland, New Zealand, Poland, Canada, Portugal, Australia, Malta, Denmark, Switzerland, Cyprus, France, U.S.A., Finland, Seychelles Islands, South Africa and Sweden. I apologise if I have left anyone out!

Michael Palmer has completed his book entitled "Morgan 4/4 The First 75 Years". We contributed some information and photographs on the F Series Morgans, which were powered by our 8 h.p. and the 10 h.p. sidevalve engines. The book was launched on 7<sup>th</sup> November and is available through Amazon or direct from the publisher, [www.crowood.com](http://www.crowood.com)

I continue to battle against the odds on the publishing of the book on the Model "Y" and the "C" – ostensibly, the second edition of the Model "Y" book, but, because it adds a further 25,000 words and nearly 70 more photographs, my

publisher is treating it as a new book. Hopefully, I will have some news on this in the New Year.

We receive a shedful of spurious emails from friends, most of which can be ignored. However, I received this piece of trivia the other day, "Woodward Avenue in Detroit, Michigan, carries the designation M-1 because it was the first paved road anywhere." – see photograph.

We are still looking for a volunteer on the Emerald Isle to come forward as the Regional Contact for all four provinces. Please give it some thought as there are many cars still to come out of the woodwork and we need to trace them.

Christmas is upon us once again. I hope you and your families each has an enjoyable festive season. If you are stuck for presents – when you hear that dreaded question, "What would you like for Christmas, dear?" – take a look at the Regalia list at the centre of this magazine. The Service Bulletins are always a good buy, if you don't already have a set; or how about a Y&C Register grille mounted car badge?

Finally, if the threatened heavy snow appears over the winter period, it would be very much appreciated if you can take some photographs of our cars out and about in the white stuff. They are remarkably nimble and sure-footed in snow. Unfortunately, my Kerry is white anyway, so does not take good photographs (sorry Wendy – that should read 'ivory'!)

Enjoy the read.

Sam Roberts.



*Geoff Dee, suitably attired, standing by his Model "Y", taking a break from carrying out repairs on Geoff Salminen's car at the Stoneleigh Restoration Show in October.*



*Woodward Avenue, Detroit in 1931. The first paved road anywhere.*

**Deadline for contributions to issue 194 is Saturday, 31st December 2011.**

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## Secretary's Ramblings.

Here in the UK we had a good summer. Rainfall in my region was very low, bringing consequent problems for farmers and leaving reservoirs desperately needing rain during autumn and winter. Currently, we still have some lovely autumn days enticing us to get out and about, though it will not be long before we have to check the strength of the antifreeze in the radiator. Let's hope we do not have a severe winter like last year. We are into the season of Restoration Shows and the massive Classic Car Show at the NEC in Birmingham. We are taking part in an old Ford display, along with the FSOC, V8 Club and the Model A Club, to celebrate the Ford UK Centenary. I hope you will call in and visit us.

Our November Committee meeting (6<sup>th</sup>. Nov) will have met by the time you read this, but matters covered will include Spares Update, Tours & Events for 2012, Website / Forum developments and Technical Reports. We are fortunate to have such an active and commit-

**Cover photographs.**

**Front:- Dick Lankaster captures Robin Del Mar's attractive tourer, a converted van, as it crests Ditchling Beacon on the London to Brighton Classic Car Run in 1991. Although this appeared in the last issue in black and white, our artistic publisher felt that the depth of the photograph was too good not to be given pride of place on the front cover."**

**Back:- The new Y&C Register banners described by Peter Purdy in this issue, available to members for display at shows, presentations, talks, etc.**



ted group of officers looking after the needs of members. Your Committee is always open to ideas and comments which is why contact details are listed – don't be afraid to contact them on specific issues – you will find them quite friendly!

**FBHVC.** I attended the recent FBHVC AGM and Conference where the following were discussed:-

DVLA Issues –outcomes awaited.

(a) MoT Exemptions.

You will recall that the government is minded to allow exemptions to the MoT testing regime for some older vehicles. Consultation with relevant bodies has now been completed and a decision is expected in the next few months. We will let you know the outcome and implications for Y & C owners.

(b) Cherished Registration Safeguards. You will recall that, as a result of our ongoing campaign to protect cherished registrations on historic vehicles, DVLA is considering some safeguards. Again, we await the outcome and will keep you informed. Any step towards giving owners some control will be a victory. NB. Various websites enable cherished numbers to be identified to certain car makes. As a consequence this club receives spurious, and persistent, enquiries seeking to be put in touch with the owner of particular registrations. We refuse. Only genuine past owners wishing to be reunited with their family car are followed up ....and this only following close questioning to check the validity of the connection.

(c) Ethanol: Testing report delayed. Ethanol, added to fuel to meet efficiency and "green" levels, whilst beneficial to modern vehicles, is unfriendly to older cars. Classic motoring press has highlighted the concerns, so suffice it here to let you know that FBHVC testing of branded additives has not been completed. It is hoped to have a full report in December at which stage we will be in a better position to advise our members on options available to safeguard our cars. Our Club Technical Officer, Nigel Stennett-Cox, writes elsewhere on this matter.

All of the above have far reaching consequences for our hobby. Thankfully, the FBHVC exists to ensure the freedom to continue classic motoring into the future.

**Values.** You will have noticed over the past few months that values for well restored cars have increased. This does reflect the costs of restoration and this situation may increase the willingness of many enthusiasts to tackle a restoration. Parts for our cars are of good value when you consider that we have to obtain remanufactured parts in small batches. Perhaps now is the time to consider doing more restoration on your Model "Y" or "C".

**"CX" Tourer.** I have sold my "CX" Tourer! Member Bob Brown from Towcester had

been looking for one for several years to revisit his youthful days. Any sadness at selling has been offset by knowing that the Tourer will be used and cherished for many years as Bob tootles around his area taking advantage of the countryside on his doorstep. It does seem strange to see the empty space .... Be assured that I will not be long without a "Y" or "C" Model!

**Old Ford Rally.** Note the date, Sunday, 22<sup>nd</sup> July 2012 for next year's Old Ford Rally at Gaydon. This show has grown into prominence and numbers are expected to be even greater next year. Fortunately, we have obtained some help from other Ford clubs to ease the workload. I am still in negotiation with Gaydon and the Ford clubs over the details and administration, but look for some good news for exhibitors in our next issue.

This may be the last issue of 2011 ....in which case may I be the first to wish you a happy festive season and a fulfilling New Year! Long may we be able to enjoy our cars on the open road.

Go and sort out the antifreeze now, ready for those winter fine day trips out....well wrapped up of course!

**Bob Wilkinson, Secretary.**

### Competition answers.

*On page 24 in issue 191, there was an article titled 'Landmark Cars – Ford Model Y'. Members were challenged to list the errors in the article; the winner who submitted the greatest number of mistakes receiving the prize of an Eric Dymock book 'Ford in Britain Centenary', kindly donated by John Neville, Friend of the Register and a Ford Motor Company manager. The deadline for entries was the end of September. I was disappointed and totally underwhelmed with the zero response! However, to keep up my end of the bargain, I list some of the more obvious errors:-*

*1. At the top of the second column, it states that the short rad was in production for two years before the introduction of the long rad. Wrong - it was only one year (22 September 1932 - October 1933).*

*2. The change to worm and nut steering was well before the introduction of the long rad, in fact, only two months after the introduction of the start of production - in November 1932.*

*3. The central instrument cluster on the dashboard was not introduced until April 1935 and the electric fuel gauge in June 1935 - well after the introduction of the long rad. The brakes were improved (double rods at rear) in November 1933 – the month after the introduction of the long rad.*

*4. The 10 h.p. was not called a C-type. Model "C" or the "De Luxe" maybe. It's the same as calling the Model T a T-type! The C-type was a Jaguar!*

*5. The Model "C" was introduced as the De Luxe in September 1934. The name "Popular" was introduced at that stage for the 8 h.p. to distinguish it from the "De Luxe". The price of the Model "Y" was dropped to £100 over a year later, in October 1935, after a number of cost-cutting measures, mainly instigated by Patrick Hennessy.*

### Bob's Joke Corner.

A different sort of humour this issue.....

PARAPROSDOKIANS: "Figure of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently used in a humorous situation" (i.e. "Where there's a will, there's a relative," is a type of paraproisdokian.....and one of mine!).

1. Do not argue with an idiot. He will drag you down to his level and beat you with experience.
2. A diplomat is someone who tells you to go to hell in such a way that you look forward to the trip.
3. Light travels faster than sound. This is why some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.
5. Hospitality is making your guests feel at home even when you wish they were.
6. Going to church doesn't make you a Christian, any more than standing in a garage makes you a car.
7. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
8. I didn't say it was your fault, I said I was blaming you.
9. To steal ideas from one person is plagiarism. To steal from many is research.
10. I asked God for a new car, but I know God doesn't work that way. So I stole a car, and asked for forgiveness

And now the best one just for me!...  
11. You're never too old to learn something stupid.

I hope you had a chuckle at these. Why not send me your favourite chuckle for all of us to enjoy?

# Photographic finds

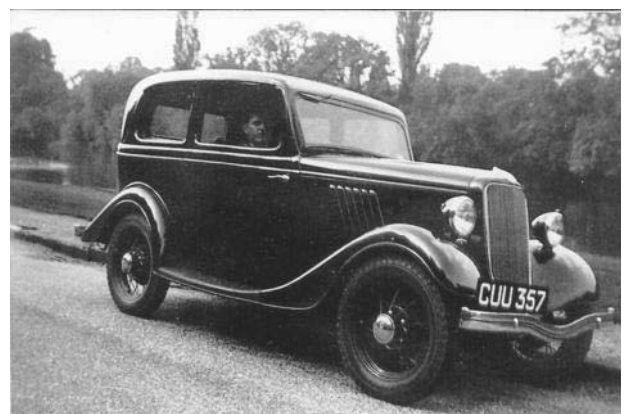


*A funeral cortège moves slowly along star Lane, St. Mary's Cray, with pall-bearers carrying the coffin of a 20 year old Pilot Officer, William Watling, who was killed on February 7<sup>th</sup>, 1941. Watling, who was with 92 Squadron for all of his eight months as a fighter pilot, was buried with full military honours in the Star Lane cemetery alongside Flying Officer James Paterson, Flight Sergeant Charles Sydney, Squadron Leader Joseph O'Brien and many of those killed in the bombing of Biggin Hill. The cortège is passing a May 1936 London registered Model "Y" complete with its blackout white paint on bumpers and running boards. Photograph from the book 'Biggin on the Bump' and courtesy Tony Etheridge.*



*Two chums on a tour in their Model "Y". Note the bunch of heather tied to the nearside of the front bumper. Although registered Middlesex in August/September 1934, the black-rimmed circular Magniflex barred headlamps indicate a pre-March 1934 model. Twin wind-screen wipers have also been retro-fitted*

*A very new looking March 1936 London registered Tudor Ford "Popular" with a slight modification to the windscreen wiper, which has been bent such that it does not sit on the windscreen when not in use*





## For Sale

December 1933 early long rad Tudor Model "Y" (Y46287): black with light blue lower body. Car extensively overhauled ten years ago and stored in dry store since then. Has 10 hp engine. £4400

Gordon Lawrence:- Tel: 01379 890759 (Diss, Norfolk)

Illustrated right....

## Wanted

A pair of sidelamps as fitted to some Model "Y"s and "C"s. These are the ones with a cover over the top and a front lens divided by a vertical bar.

Nigel Stennett-Cox Tel:- 01692 406075  
email:- [binroundabit@btinternet.com](mailto:binroundabit@btinternet.com)

An unrestored but complete 10 h.p. sidevalve engine.

Bob Brown. Tel:- 01327 857514 (Towcester, Northamptonshire)



## Comments

### from Nigel Stennett-Cox Our Technical Advisor

A follow-up to my recent spark plug article might be in order, given that there were no pictures included at the time. The NGK sparking plug on the right is of the correct type for all Model "Y"s and "C"s except those few remaining early Model "Y"s which still use the bigger 18mm thread type. The pictured one is type B6HS and they are still readily available for about £3 to £4 each - less if you shop at autojumbles. The Champion brand equivalent is type L86, or L86C is fine with the 'C' just denoting a copper centre electrode.

All NGK plugs have this feature anyway and they are of first-class quality; an NGK is furthermore available for the 18mm "Y"s and is type A6. Plugs with a different number in the designation, e.g. a 7 or 8 instead of the 6 for the NGKs, will fit but be of the wrong heat-rating for our engines.

I've put a "long-reach" spark plug alongside the correct one in the picture to show the quarter-inch longer thread and thereby illustrate the sort of plug to NOT fit to a "Y", "C", or any other small side-valve Ford. The one in the picture furthermore has an "extended-nose" feature with the electrodes and insulator projecting out of the main body. However, even without this feature, the 3/4 inch, or long-reach plug cannot be used in any Model "Y" or "C."

### E93A engines

Last evening a member rang me to ask whether a later Ford "E93A" engine would fit his recently-acquired Model "C". I was able to tell him with confidence that it would, and that I assumed by "E93A" he meant any 10hp Ford side-valve engine excepting the 100E model. He did, and it reminded me of how the term E93A fell into generic use some years ago to apply to any post-Model "Y" or "C" small Ford, or its engine, and which was not the 100E model.

I don't kid myself that I'm going to change the world, having given up that idea long ago, but it might be helpful to mention that the E93A model of Ford was specifically the 10hp "Prefect" model, current from late 1938 [1939 model year] to late 1948. It was only one of a succession of models to use the 1172cc 10hp engine, replacing the model 7W, also with the same power unit, and being itself replaced by the E493A model.

The 10hp, 1172cc engine carried on being fitted to the "upright" Ford Popular during its production run from 1953 to 1959. The engine was, throughout its whole production run from 1934 to 1959, known simply as the model "C" engine, this character preceding the engine number on every one produced.

[Note:- The 8hp[933cc] engine has its engine number preceded by a letter Y, and it was put into cars, the last of which was the 1949-53 E494A Anglia, up to 1953.]

## The Ford Model Y & C Register

## New Display Banners

Members might like to be aware that two display banners have been produced to help publicise the Register.

The banners will have their first outing on the Y & C stand at the Classic Car Show at the NEC in November. The visible graphic area of each banner is 2165mm by 1000mm. They are lightweight and have a retractable internal roller that makes setting up for presentation very quick and effective; they each come with a shoulder bag which also makes them very portable.

As can be seen on the back cover of this issue, one illustrates the range of vehicles the Register represents and the other outlines, through a series of bullet points, the benefits of membership. The banners will be available for use by members when giving talks, presentations or displays. The November Committee Meeting will determine the method by which they may be obtained. Details are available from Peter Purdy, Assistant Secretary.



# North Norfolk '40s weekend.

Once again the weather was kind to us with just one or two short showers. We had a good selection of our cars on display at Holt on both days. Unfortunately, Freda and David's Model "Y" would not behave itself, so they had to leave it at home and come in their everyday car. Gary Whittle and Vicky Edwards also abandoned their car on the side of the road and got the RAC to bring them to the hotel. All that aside, everyone had a great time.

The hotel has changed hands and many improvements have been made; they are even considering running a 40s do on the Saturday evening next year. The owner is a keen vintage car enthusiast, so even better. I am provisionally booking rooms for next September, so please let me know if you are remotely interested. I can then have an idea as to how many will be coming. This is becoming a very popular event, and as you can see in the photographs, the atmosphere is fantastic. All agreed that it was a 'right good do' so we do hope that you will put the dates in your diary for next year - September 14th/16th, and please let me know if you would like to be included.

Jo Hanslip (Tel: 01945 430325 or email: [jo.hanslip@bopenworld.com](mailto:jo.hanslip@bopenworld.com))

And another report from Vicky Edwards:- "Hi. Gary and I are new (ish) members of the Ford Y & C Club. We received our Transverse Torque, last November and were taken by the article "North Norfolk Tour". It looked that good, as soon as I had an opportunity I contacted Jo Hanslip, booking our room with The Links Hotel, Hanslip Party.

Well, not to go on, we went for the first time ever this year, I wanted to ask if you wouldn't mind adding in the next edition if possible, the following message, "Gary Whittle and Vicky Edwards, newbies, would like to extend a massive



*So many people dress in 40's gear. Here are Joan and Jim Sharpe strutting their stuff.*

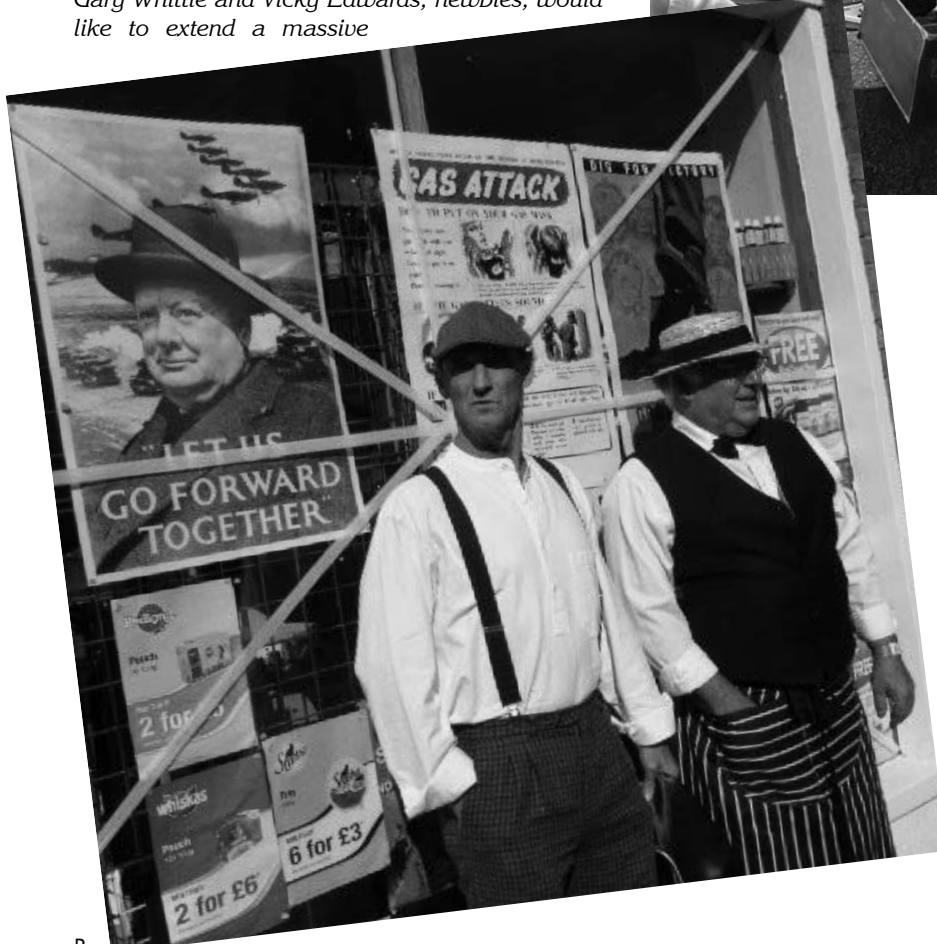
*Even Noel Page has turned into a black-marketeer!*



*thanks to everyone at the 2011 Tour. You all made us feel so welcome. Our special thanks must go to Jo and Roger Hanslip, as they took us under their wing, (given that we had broken down in a modern vehicle and were car-less). They showed us a really good time. We would also like to thanks Peter and Jean Ketchell, as they too are a god- send. I know it did help that we were all as mad as hatters. Here's to seeing you all next year. Many thanks, Vicky."*

At the hotel were:- Gary Whittle and Vicky Edwards, Ken and Brenda Waller, Pete and Jean Ketchell, David and Freda Kent, Jim and Joan Sharpe, Wendy Grace and family, Jim Miles, Lynn and John D'Alessio, Noel and Terry Page, Nick and Monique Smith, Jo and Roger Hanslip, Terry and Dot Mortiboy, Carol and Brian Shipton (friends of Noel's). Also present:- Tim Brandon and Glynis, Dave Tanner and friend Leon

*A furtive looking Gary Whittle and Roger Hanslip stand out side a suitably attired shop in Sheringham.*







*As always, we discovered some fantastic talent in our group; this time in the guise of Ken Waller, who managed to borrow the barman's guitar and, with the help of a spoon to tune it and a tray to mark time, entertained us all on Sunday evening. Pete Ketchell, not content with one dancing partner, encouraged Vicky to join in*

*Some of the cast on the sea front at Sheringham."*



# News of new members.

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 7 new members plus 4 rejoining members.

Robert Brown	B1202	Sholebroke, Northamptonshire
Paul Clarke	C0901	Stevenage, Hertfordshire
Paul Hejnowicz	H1102	Blurton, Staffordshire
Tom Kelsey	K0220	Kingsholm, Gloucestershire
Jack Kirwan	K1908	Ashtown, Co. Waterford, Eire
Malcolm Macleod	M1802	Isle of Lewis, Scotland
John Noke	N0201	Hewish, Somerset
Eamon O'Donnell	O1905	Meenigorman, Co. Cork, Eire
Josep Pladellorens	O-P106	Terrassa, Spain
Patrick Reddy	R1902	Newbridge, Co. Kildare, Eire
Robin Stearne	S1303	Felixstowe, Suffolk

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

**Robert Brown** has rejoined the Club. Bob used his charm and considerable negotiating skills to persuade Bob Wilkinson to part with EMF 151 (C46124), his 1936, green "CX" tourer. As we know, the car is on the road and in superb condition. We hope you enjoy driving out and about in Northamptonshire Bob. Welcome back on board and thanks for rejoining.

**Paul Clarke.** We are pleased to welcome Paul to the Club. Paul has a black, Model "Y" Tudor, registration is CER 46 and Briggs body number is 165/72432. The car is on the road with some attention needed to the steering box. Paul is the fifth member to own the car since the mid-1980s. We hope you enjoy many hours of motoring in it.

**Paul Hejnowicz** - we extend a warm welcome to Paul. Paul has purchased AWY 462 (Y189292), a black Tudor, which is new to the Club and has been added to the List of Known Surviving Vehicles. The first registration date is not known as the vehicle's documents have been misplaced by the previous owner, who had the car from July 1969 until this year. The car needs a full restoration. We wish you well with the project. Please, keep us informed of your progress.

**Tom Kelsey** has rejoined the Club. He has a very late, July 1937, black Model "Y" Tudor (Y194429). The 'age-related' registration is SSY 981, replacing its original, JK 6868. The car is currently under restoration with loads to do. We wish you well with the restoration, Tom, and welcome you back to Ford Y & C Model Register.

**Jack Kirwan.** We extend a warm welcome to Jack. He has a brown 1937 Tudor Model "Y" (Y177056) with a Dublin registration ZC 1055. The car is under restoration. Good luck with the project and please, keep us informed of your progress.

**Malcolm Macleod.** We extend a warm welcome to Malcolm, who has joined the Club, doubling our membership in the Isle of Lewis! Malcolm has a black, Model "Y" Tudor. The registration, XG 4547, being issued in Middlesborough in 1936 ties in with the November 1936 chassis number (Y163594) and hence its date of production. The car is on the road. We hope you enjoy many hours of motoring around the Isle of Lewis.

**John Noke** owns DXP 27, a green and black Model "Y" Tudor. The chassis number is Y180494. It was first registered on the 18<sup>th</sup> April 1937, when it belonged to John's father. It was his father's first car. It has been in the same family since new. The car is now under restoration, having seen daylight for the first time since 1966. We wish you luck with the restoration. We hope it isn't too long before the car is back to its former glory. A very warm welcome is



*John Noke's Model "Y" having just been hauled out of the shed in which it has resided since 1966.*

extended to you.

**Eamon O'Donnell** in County Cork has rejoined the Club and is currently looking for a Model "Y". He has owned a Model "Y" and a "CX" in the past. We hope you find a suitable "Y" soon. Welcome back to the Club and thanks for rejoining.

**Josep Pladellorens** is another rejoining member. Josep has a red, 1935 Model "Y" (Y105553), which carries the Vizcaya, Spain registration BI 12558. The car is on the road. Thanks for rejoining and welcome back to the Club. We hope you continue to enjoy driving your "Y".

**Patrick Reddy.** We are pleased to welcome Patrick to the Club. Patrick, who hails from Newbridge, Co. Kildare, has a black 1936 Tudor Model "Y" (Y144362) with the local Kildare registration IO 4250. The car is currently under restoration. We wish you well with the restoration, Patrick. Let's hope it won't be too long before you are driving it once more along the roads of County Kildare.

**Robin Stearne.** Welcome to the Club, Robin. Robin has a black, 4-door (Ford) Model "CX" (C53318). It was first registered DVX 833 in Essex on 21<sup>st</sup> October 1936. The car is currently undergoing restoration, with work to be done on the roof, steering and lighting. Good luck with the restoration and we hope that you soon have the vehicle back on the road. Robin purchased the car in June 2009. The car had previously been owned by S Pearce and his family for 42 years.

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.

*As this is the last issue of "Transverse*



# Regional News

## Region 5 – East Sussex and Kent

Goodwood Revival 2011 - Ford of Great Britain Centenary Parade.  
 John Keenan reports, "The Ford of Great Britain Centenary Parade celebrated the rich diversity of road and competition cars, lorries, vans, military vehicles and 'specials' that left the Ford factories across Great Britain from 1911 to 1970. In keeping with the 100-year landmark, 100 Fords took part in the display and parade round the circuit each day at the Goodwood Revival. These vehicles have transported all manner of people and products, taken victory in major sporting events across the world and even helped the war effort at home and abroad; leaving what is undoubtedly the most profound impression of any manufacturer in the history of the British car industry. Mary and I were invited to bring along our Model "C" for the event and asked to dress in period costume. They gave us a great hospitality package in addition to the daily entrance tickets along with exclusive Goodwood Revival metal badges, which provided access to the Richmond Lawn enclosure and grandstand. We also received an invitation for two to the Cocktail Party at Goodwood House on the Friday and vehicle passes into the competitors Support car park. It was a most enjoyable event with so many wonderful vintage vehicles on display and taking part in the races. Each day there were stunning low-level air displays and, on the last day, along with the Battle of Britain Lancaster there were ten Spitfires."



*Robin Stearn's Fordor Model "CX" requiring a little TLC to get it back on the road.*

*Torque" before Christmas, I would like to wish all our members and their families a very happy and peaceful Christmas.*

Mike Malyon. Membership Officer

## Archive news

One of the main aims of the Y&C Register archive is to record for posterity the known histories of our surviving vehicles, such that, in the distant future, once our driving days are over, subsequent owners of our cars can turn to the Y&C Register archive and learn the history of their vehicle.

I am delighted to say that the hours of work that has been put in to recording individual vehicle histories has already paid off for one new owner. In the last issue of 'Transverse Torque', Mike Malyon welcomed new member, Jim Jebb from North Somercotes in Lincolnshire. In the write-up, we were able to give the date of first registration for his Model "Y", which he had purchased from a dealer in Poole, Dorset. I also added from the archive a photograph of the car when with its previous owner. Jim was amazed when he read this in the published magazine as he had not been given any documentation with the car and knew nothing of its past. He contacted me and I was able to give him the history of the car back to 1937.

In the archive so far, I have text files on approximately 575 different Model "Y" registration numbers and 100 Models "C" and "CX". I have 620 Model "Y" and 200 Models "C"/"CX"/Eifel photographic folios. I would ask owners, please, to let me have photocopies or scanned copies of their car's log books and any other historical documentation and photographs, so that I can open a text file and a photographic folio on each car.



*John and Mary Keenan with their representative early Model "C", C00647.*



*A dapper, period-dressed Julian Janicki representing the Model "Y" owners at the Goodwood Ford Centenary Parade with his April 1936 Tudor.*



**Region 16 – Most of Yorkshire  
'Northern Sidelights' submitted by Barry Diggle**

Congratulations to Pat Jennings who scooped the second prize in the pre-1960's class at the Otley Vintage Transport Extravaganza with his Ford Model "Y". His trophy and rosette were well earned and he was up against some very strong competition. Well done, Pat! This splendid event attracts a great variety of transport exhibits, but public attendances seemed to be well down this year, largely due to an appalling weather forecast which, in reality, amounted only to a stiff breeze.

Other local events attended were Bolton Abbey, which attracted only a few cars and seemed to lack any organisation, but a brief word was had with Ken Sleight prior to his early departure from the field, and the Aire Valley Vintage Machinery Club's crank-up at Ingrow Railway Station.

That just about marks the end of the season for this year. May I make my usual plea for any restoration stories, pictures etc. to include in this column over the coming dark months of winter?

*Pat Jennings' December 1936 Tudor Model "Y", complete with trophy and rosette awarded at the Otley Vintage Transport Extravaganza.*

**Members correspondence**

**Re-Spray of car not needed.**

The comments on the Forum about depth of shine prompted Steve Waldenberg, our magazine publisher, to relate his experiences with his Austin and Jowett classics:-

"My 1938 Austin Cambridge was restored and repainted in the early 1970s. Obviously cellulose paint was used and it was done in its original colours of two shades of brown. Cordoba and Malay. When I got the car in 2008, the paint was looking very tired. I used some T cut to remove surface oxidation, then used a good quality carnauba wax polish which I buy in the USA from a firm called "Detail King" I have found this wax (called Excite Paste wax) excellent, especially on my Jowett Javelin, but this is painted with a modern 2-pack paint.

Having used this on the Austin, initially the paint really shone. However, after a rain storm, the car became marked with white spots. I had this problem with a dark red Mk1 Cortina I used to own. Further polishing really did not improve the Austin, nor did it improve the Cortina, which I eventually had re-painted in 2-pack. After a few weeks the Austin's paint surface became "chalky", as it had done on the Ford. I was at the stage where I considered a full re-spray in modern paints would be needed. But have you enquired the cost of a job like this? Telephone number figures were quoted and quite honestly the value of the car would not stand such an investment.

I had seen in various classic car magazines, adverts for "Swissvax", a very expensive wax polish. You are talking about £80 for the cheapest. Discovering there was an agent not far away in Knaresborough (I live in north Leeds), I made an appointment to visit them. Their MD who was in to fine detailing of very expensive cars (e.g. £700 to "detail" a newish Audi Coupe) took a look at the car. He said older cellulose paints dry out and



normal polishes do not feed it, merely remaining on the surface and shining for a while before de-grading. He said using abrasive polishes is not a good idea as eventually you will polish through the layer of paint. Sounds logical. Taking a small block of detailing clay, he worked on one side of the bonnet. The clay bar, used with a lubricant, removes all surface contaminants, and he showed me the dirt on the surface of the clay. Next he used two pre-wax surface preparations, a medium and a fine. These feed the paint with a very fine vegetable based oil (cellulose comes from wood, but I am not sure



*Steve Waldenberg's shiny Austin Cambridge glistening in the sun in Bridlington earlier this year.*

if cellulose paint is, it might be a by-product of oil refining). Each coat brought the paint to a nice shiny finish. Then the 'coup de grace' - the wax made especially for cellulose paint. This he applied with a pad and quickly buffed it off. The result was outstanding. The paint almost glowed!

I decided to purchase the clay, the two pre-wax polishes and their "nitro" wax, together with a few pads for applying it. The lot came to £150. Yes, not a cheap do. The following week I gradually worked my way around the whole car, and the end result was amazing. The car was as good as new, apart from a blemish on a front wing which

will have to be re-painted some time. Also it has been rained upon and has not water marked. So I reckon to have saved at least



£1850 - the difference between a re-spray and the cost of the polish.

If you put "Swissvax" into a search engine such as Google, all will be revealed. I would add I have no financial connection with the dealer or the company!

As a post script; the car was given the treatment in August 2009. In Spring of this year (2011) it was still nice and shiny, but, as you do, I gave it another polish with the wax, just for the "hell of it"!

Steve Waldenberg

### The 'Flying Flea' et al.

Nigel Stennett-Cox proffered the following feedback on issue 192:- "A couple of months ago I seem to recall that you counselled against "over-exposure" of certain contributors to Transverse Torque, and it's taken until the current issue to fully understand your meaning!

Is the youthful committee member in the picture on page 4 showing his bare arse to the camera one who failed to heed your warning? Or, worse still, is our editor about to receive a knock on the door from the anti child porn mob?

Changing tack, what a lovely picture of a Flying Flea which Jo Hanslip sent in. These were famously banned by the civil aviation authority in period, on account of an inherent serious design fault to do with airflow over the foremost wing interfering with that over the lower plane in such a way at certain speeds, that the aircraft would go into a terminal dive. Several were lost that way prior to the ban.

Really though, the picture served to remind me of the multitude of uses to which the engines of our cars, particularly the 10hp Model "C" unit, were put. Ford were and perhaps still are, always happy to supply engines to anyone who may want them, and may still have an "Industrial Engines" division for this purpose. A list, purely from the top of my head, of applications in which the Model C engine was employed would be as follows (and this is far from exhaustive):- OTA, Singer, and Monarch tractors, Mercury factory trucks, and innumerable other similar small haulers, Aveling Barford road rollers, for pavement use, Bean mechanical hoes, various portable welding and generating sets, a mechanical elephant, the TB three-wheeled aircraft re-fueller, other aircraft, e.g. The Chiltern monoplane, the Pattisson roller, light locomotives for rail use, innumerable boats - various marine conversions existed, such as those by Parsons, Brooklands Museum has a light aircraft in their "Wellington Hangar" with a Carden-Ford converted Model "C" engine fitted. [and don't forget the Morgan three-wheeler F series - Ed.]

### The Ford Model Y & C Register

Finally, Nigel makes an observation on the photograph of Great Yarmouth sea front submitted by Yvonne Mace, "I know it doesn't carry the typical bodywork, but I reckon there's a good chance that the van in the foreground of the Great Yarmouth picture, turning around in the road, is a Model Y? The little-known Hi-Cube model maybe?" [I go along with Nigel's observation - the term Hi-Cube is a generic term for a body of Higher Cubic capacity than original. Many such bodies were added to the Model "Y" van. - Ed.]

### Another "Y" back on the road.

Russell Storey, in County Durham, emails, "Sorry I haven't had much input lately, I've been really busy (I just have too many projects. ) I now have JO 9437 my Electric blue Fordor De-luxe on the road and nearly all done with just some minor jobs to carry out ...well are they ever finished? She looks great even if I say so myself. I say minor jobs but the engine which was rebuilt by Ronnie Topping has developed a slight knock/tap from the left side of the sump area. It doesn't sound like a big end. It's almost as if one of the journals was just catching the sump. I'm going to drop the sump and have a look. I have to say that Ronnie has done a few engines for me and they all run like a dream." [Ron Topping's details are under Useful Contacts - Ed.]



Russell Storey's 1934 electric blue De Luxe Fordor Model "Y" (Y48352) back on the road.

### ..... and one off the road

Mike Linnette, from Royston writes, "I have owned DPC 428, a 1935 Fordor Model "Y", and most mechanical parts from a 1937 Tudor, for over 30 years. Usual story - started restoration - divorce - lost the garage/workshop - car under tarps in the garden for many years. Now we are building a house extension and a LARGE GARAGE, so the car had to be moved. Unfortunately the car is probably past restoration as is - but my wife, Lorna, likes to paint unusual subjects, so she painted the watercolour herewith. She said, "before it falls to pieces altogether". When the car was originally laid out, it was at

relatively low mileage. If I could find a similar model with a usable body and chassis, I could re-think the restoration process."

A follow up telephone conversation suggests that the body and chassis are beyond resurrection and now have plants and shrubbery growing through them. What a pity!

### Memories.

Octogenarian Friend of the Register, Tony Holmes, was "intrigued by the article written by James Wagner (issue 192) ref. the Model C 24hp engine. I too can categorically state that there never was such an engine as, recalling my wartime work, we never had any; all such being Model Bs. However, I am confused by his reference to Bs being fitted to 7v up to 1949. All these trucks that I subsequently worked on post 1948 were powered by the V8 30hp engine. Not a very popular truck to work on as the engine was inside the cab, which I think was referred to as Forward Control, having a 'snub-nosed'

look about them, the radiator being almost flush with the cab front. These engines had to be removed/refitted through the left hand cab door (to avoid the steering column): a tricky 2-person operation, removing the passenger seat to facilitate the operation.

According to James' list, there were more engine variants than I, or indeed I suspect, did any of my colleagues know about. We tended not to be too concerned about such technicalities. In his article, James also mentions the 25 cwt truck in which he seems to suggest that these models also had a 'B' engine. However, he does say these were 1934/35. Ford mass-produced 25 cwt trucks in large numbers for the war effort and these were also powered by the V8. Incidentally, I failed my first RAF driving test in one of these, as at 18 years of age, I hadn't perfected the art of 'double-declutching' a 'crash box'. This came later.



*Lorna Linnette's excellent watercolour of husband Mike's dilapidated 1935 Orient blue and black Fordor Model "Y", originally with sliding roof – you can see one water outlet above the passenger door.*

Talking of engine model numbers and thinking about my wartime experience, I now remember the two 10hp variants we rebuilt; one was an E93A model and the other I think was an E493A. I can't remember which was which, but one had a gear driven cam shaft (anti-clockwise) and the other was chain driven (clockwise). When I was, in later years, involved in teaching apprentices, I used to ask them, "What determines the firing order of the spark plugs?" and all, without exception, said it was the distributor. Of course, it is the layout of the cam lobes, no matter what the direction of rotation is. To answer the question I used to be asked many times, "What is Torque?", I formulated a suitable answer for their note books thus:- "Torque is the Force which creates, or tends to create, rotary motion and is measured at the centre of the turning moment.

Transverse Torque is really getting my memory working with recalling all sorts of details I had forgotten. Many thanks.

### Norwich road works in 1963.

Our thanks to Yvonne Mace in Norwich, who sent in a photograph of road works in Norwich, which appeared in October's edition of 'Lets Talk', an East Anglian magazine. I contacted the Editor, Neil Haverson, to ask permission for the photograph to be published in 'Transverse Torque'. We are grateful to him for giving his blessing

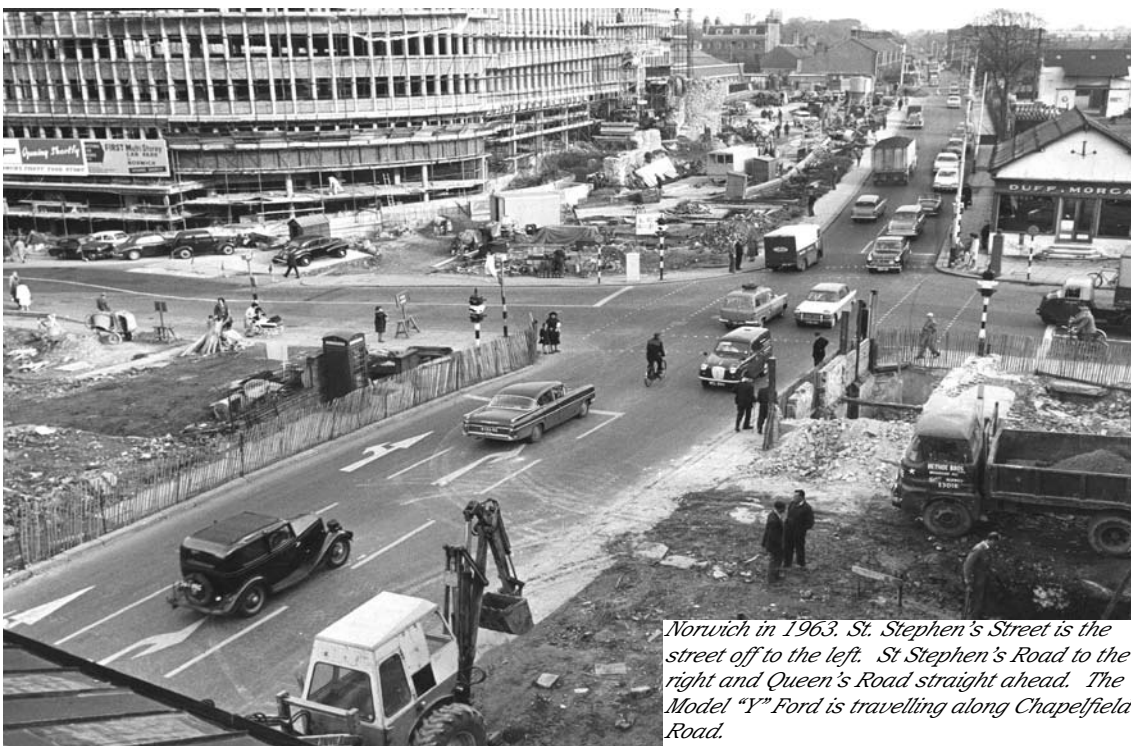
and for adding, "This is indeed major road works in Norwich in 1963. It transformed narrow streets into wide roads – you can see the width of the street straight ahead; four lanes now occupy the entire width from the old street to the new multi-storey car park. I'm sure it was groundbreaking at the time but we have pictures in our library of these narrow old streets and we look back through rose tinted spectacles at the quaint old buildings that bordered them, now long gone."

### Hybrid' Model "Y"

Stephen Bond is selling his September 1933 Model "Y" (Y34915). It was manufactured only two or three weeks before the official launch of the long rad in October 1933. As a result the car incorporates some short rad parts and some long rad. As can be seen from the photograph, the car has a short rad radiator grille, wings and bumpers, but a long rad bonnet, door handles and, not seen in the photograph, an inserted instrument panel on the long rad dashboard. Similar 'hybrid' features can be seen on Bob Stay's Cairn Coupé, Y36143, on the Isle of Wight.



*Stephen bond's 'hybrid' Model "Y", manufactured during the change-over period from short rad to long rad.*



*Norwich in 1963. St. Stephen's Street is the street off to the left. St Stephen's Road to the right and Queen's Road straight ahead. The Model "Y" Ford is travelling along Chapelfield Road.*



# 20 years ago.

Issue 73, October/November 1991

As stated in issue 72, the next issue was to be the last one to be edited by John Guy and Siobhan O'Leary. John Guy's heartfelt valdictory comments in issue 73 read:-

"In the last newsletter I promised myself the freedom of a ramble through our memories of all those pleasures which have simply derived from owning a Ford Model Y.

My own car was perceived as a rather dull, if robustly worthy, form of transport which, at £5, was cheap enough to afford but strong enough to last without any obvious defects. It certainly lasted; most of it not yet renovated and, whilst in my ownership, I don't believe it will be. That is because I am not really a car enthusiast but have simply never wanted to part with an old friend. Not being an enthusiast has helped me retain an amused objectivity which certainly helps in the editing of such a diverse newsletter.

I have now owned BPU 784 for some twenty eight years which I realise to my horror is the same length of time as its first owner. So the circle turns. *[John still owns BPU (Y82522), which brings his tally to 48 years! - Ed.]*

From my first experience of it as a non-runner close to being carted off for scrap, I came to respect it as something with more than enough life in it to give me a measure of independence not previously experienced. An abundant supply of cheap scrap parts meant that a poverty stricken Architectural student could move around for very little cash indeed. Just as well, since abundant diffs and gears were needed to keep pace with the merciless flogging to which it was subjected. Bodywise, it has never significantly altered. It still has the same dents and perforations it had when I towed it away to a promise of greater longevity all those years ago.

A car with a bright new life in the Thirties; a car of whose war history I know nothing; a car which provided family transport in Britain's post-war recovery period to enter a decline in which it was passed down a family to provide a grandson's student transport. The fellow student who purchased it then used it to provide his passage through the swinging sixties, through student life to the beginning of working life. Then eleven years of storage

whilst wild oats were sown via more exotic vehicles: vehicles which are now, in their turn, sought after classics. I still hanker after the sumptuous comfort of my Rover P5 but have no nostalgia at all for the primitive handling and suspension of my MGB. It had looks and a lovely throaty engine but little else! They came and went but the Y, together with its supply of scrap parts, was always waiting in the background ready for the resurrection. This did not arrive until I had lived with a certain lady long enough to know that we might take a chance on marriage and then, of course, what better wedding car than the old Y.

Trying to revive a Y in the late 70s was a lonely business. You quickly realise the odds were against you and the reconditioning of parts on a one-off basis is a very expensive process indeed. What a relief to discover the exist-

Such a worthy cause deserved support, so contact was made. My previous experiences of specialist clubs had not been good ones. Narrow hobby interests seemed to breed narrow minds, cliques tended to abound and the repetition of in-jokes did not lead to continued membership. What a delight it was then to encounter and enjoy the happy atmosphere of the Y&C Club, personified in the relaxed approach of its progenitor-in-chief. Not only did I gain an access to spares and know-how, probably the chief reason for most of us joining the Register, but also in the pleasure of meeting a very relaxed group of enthusiasts. Now that the Club has a whole range of officers looking after a variety of interests, it is well to remember that in those early days, Graham Miles took on almost every task single-handedly. It is his drive, enthusiasm and commitment over many years which has enabled the Club to become well enough established to gain the momentum which continues today. Notwithstanding the scholarly care and hard work of our Chairman, Membership Secretary and others, I still believe it is the spares supply which is the core activity in the Club. If Graham ever has

to stand down as we have done, we will be hard pressed to find others with the skill, knowledge and commitment to keep that service going.

Siobhan and I both felt it was not good enough just to take the benefits of such efforts without putting something back in. Siobhan started to take over some of the typing burden from Gill Miles, Graham's sister, who at that time was doing all the typing for the Club, and I had a go at writing for the magazine. When the last editor decided to retire, Graham asked if I would like a go, so I had a go. I didn't think that 'go' would last 9 years, but there we are! All the typing had been taken over by Siobhan by mid-1984.

By far the bulk of the editorial effort in those years has been put in by Siobhan. We work as a team in most things we do, even when the bulk of one task is taken on by one of us, it has a balanced return elsewhere, luckily quite natural and with pleasure of trust and independence within a common purpose. Over the years, Siobhan's quiet thoroughness has sorted each issue page by page and now with such an established format it is easy to forget how much background effort goes into such a well running system. The graft is in the typing and assembly of the magazine page by page, something entirely taken over by Siobhan. I wish her successor all the best in taking on such a lot of hard work. *[The chore of page-setting is now done by Steve Waldenberg, with guidance only from the Editor -Ed.]*



*John Guy (in rather fetching shorts), Siobhan, the girls and BPU at Stanford Hall in 1988.*

ence of a Club setting up to maintain those venerable worthies. Up until that moment my Y had been a perennial friend, a continuity, not just for me but I would like to believe it gave the same benefits to its previous owner whom I never met. Over the years, I had built up a relationship between almost every part of the car and me, just me. I did not know anyone foolish enough to own such a strange old vehicle. Somehow I had never even thought that anyone else might be doing such a thing. The Model Y was such an everyday lowly workhorse that I hadn't imagined a whole preservation 'movement' concerned for their welfare, so my curiosity was aroused when I first heard of Graham Miles' heroic efforts to get the Club into being.

Under Sam's Chairmanship, the reproduction quality of the Newsletter has improved enormously. Sam has backed the use of newer technologies, gone for a slicker cover and uniquely gained the backing of Ford's reproductive facilities to present you some splendid regular features in a very professional format. Perhaps this sometimes leads us to forget that this is still an amateur show. Bob's tireless efforts keep a very close eye on both the cars and membership, combining a personal enthusiasm with a thorough membership, register and finance system. The Club is also very fortunate indeed to have the often unseen support of a whole variety of officers/members who are, or have been, beavering away in its interests: Kevin and Deborah Briggingshaw, Peter Ketchell, Dave Curtis, David Grace, Don Malin, Bill Williams, Jim Miles, Jeff Cole, Dave Tebb, to name a few. Their combined efforts add enormously to the club's strength. ...." John then goes on to give examples of early rallies he attended and ponders on the mentality of "those who save several tons of rusty metal for posterity – be it trains, trams or cars ...."

He ended by thanking all for their contributions to the magazine but, "more than anything else, thank you, Siobhan, for your hundreds of hours of sheer hard work." *[In those pre-computer days, it was sheer hard work and we all greatly appreciated Siobhan's contribution to the early successes of the Club! –Ed.]*

Twelve new members had joined the Register since the previous issue. Of those, two are still with us and larger than life, appearing frequently in 'Transverse Torque'. Congratulations on your 20<sup>th</sup> anniversary of membership to Stan Bilous and to Terry Mortiboy. Both have completed superb restorations over the years, Stan on his maroon Fordor Model "C" and Terry on his Model "Y" Alpine; not to mention the hours of work he put in to replicating the bodywork on John Griffiths' Model "Y" Bezzant tourer. In issue 73, a number of vehicles, new to the register, came on board, including BUR 896, a Tudor Model "Y", then owned by Ian Fewtrell - remarkable for its post-production added boots. The car is now owned by Bill Plevin. Geoff Bigwell, from Nuneaton in Warwickshire, joined with the second oldest known surviving Model "C" (C00616), AHP 393. Regrettably Geoff is no longer in membership, so we are not aware of whether he managed to complete its restoration. Mr. & Mrs Fordham joined the Club at the All Ford Rally that year and eventually bought two Model "Y"s, or rather, one Model "Y" and the remnants of one. John Hampton recently bought the remnants to convert into a pick-up. I wonder how that project is progressing?

An amusing extract from the September 12<sup>th</sup> 1936 'Practical Motorist' appeared in this issue. 'A Hull motorist sent this pleading letter to the Bench:-

*"Having spent a glorious day at Malham, I took my youthful courage in both hands and told my fair companion of my greater love. Imagine the joy with which I learned that she, too, felt a greater love for me. This was not the time for recklessness. We travelled on, carefully watching the speedometer. We didn't want any trouble on this day. It was a lovely night, and contentedly we journeyed on. Yes, still doing 30 .... Toot toot! .... I looked in the mirror. It was a racing car. I waved him on and smiled. I wasn't racing tonight. Speed on my friend. Alas it was a police car, and stopping. I looked at the speedometer. They were right. I was doing more than 30."*

But the Bench had been inured to the darts of Cupid and fined the man £1 and endorsed his licence.'

1991 was the first of three years when the Ford Y&C Model Register ran the All Ford Rally at Abingdon (so what's new – we are now running the Old Ford Rally at Gaydon!). Life was not quite as luxurious as it is today. On the weekend before, Graham Miles and Kevin Briggingshaw had installed a tap in the farmer's plastic cattle trough feed pipe to supply campers and caravanners. The rally was held in a couple of farmer's fields. On both the Friday and the Saturday before the big day, the rain lashed down. "The weather front hit us with a vengeance on the Saturday. As the day proceeded, so more members arrived to give assistance.

Kevin and Rod Evans were early arrivals and helped to mark out the exhibit area. David and Valerie Leach, Ron Smith and Owen and Christine Baldock also arrived in the morning. David and Ron took over the shovel duty and the girls looked after the trickle of autojumbies and traders as they started arriving. Throughout the day the Yorkshire contingent arrived, Bob Wilkinson chauffeuring David Grace and Gordon Batchelor; the Lancashire and North West group appeared in the guise of Ken and Kath Devine and John and Sue Griffiths and David and Cher Curtis took over the marking of the ten club display stands, assisted by Bill and Sarah Williams. No sooner was that completed when Dave Ball arrived with his two cream Model "Y" Fordor Brighton taxis, which formed an attractive entrance to the Register display area. As the day progressed, so the rain increased in intensity. Graham Miles had set up his caravan and awning as Rally Control and as a refuge from the weather as tasks were completed. More trade stalls arrived and the first of the car entries. That evening, those Register members who were staying overnight had the unenviable task of trying to control an influx of local custom car enthusiasts who arrived for the disco in the marquee and who, in better conditions, would have been properly marshalled and charged for entry. However, in the dark, the rain and the mud, control was not possible. Morale was at its lowest at this stage on the weekend!

*On the Sunday morning I drove Kerry up to Abingdon from Andover with hood down and in dry weather. Paula and I were horrified on arrival to find that a new entrance had been prepared after the disco traffic of the evening before had churned up the planned entrance ....."*

Suffice it to say, some 500 pre-1965 Fords were on display and Jo Public turned out in force to trample the fields and mud and enjoy the cars. We sold £250 worth of Y&C regalia and overall made £1370 for Club funds. Not a bad effort for our first rally. I concluded the article by saying, "Because we did not have sufficient volunteers from members, the first eleven were on duty all day without relief. I cannot praise that team highly enough, especially the wives, without whom we could not have managed. They were super."

Was it ever thus!

Sam Roberts

## WANTED!

**AN EDITOR OR EDITORIAL TEAM WITH AN ARTICULATE AND ARTISTIC FLAIR, SOME EXPERTISE WITH WORD PROCESSORS, A PASSIONATE LOVE OF OUR VEHICLES AND THE TIME TO DEVOTE TO PREPARING OUR HIGH QUALITY MAGAZINE BI MONTHLY. (WE ARE NOT ASKING FOR MUCH!)**

**PS. OTHER THAN JOB SATISFACTION, THE OCCASIONAL PAT ON THE BACK FROM THE MEMBERS AND EXPENSES, THERE IS NO REWARD!**

**APPLICATIONS FOR THIS ATTRACTIVE APPOINTMENT SHOULD BE SENT TO THE CHAIRMAN AS SOON AS POSSIBLE. THE LUCKY APPLICANT(S) WILL BE ANNOUNCED AT THE AGM ON SUNDAY, 5TH APRIL 1992.**

*The 'Editor Wanted' advertisement that was distributed with issue 91. Until an Editor came forward, your present Editor carried out the task. He has been the Editor, on and off, ever since. This advertisement applies today – someone please come forward!*



# Archive nugget

## Dependability Demonstration

As I have mentioned before, one of my projects as the Club archivist, is to identify the Ford agents' cars that took part in the 72 hour Dependability Demonstration in September 1933. To that end, I asked members to visit their local libraries to look through the microfiche records of local newspapers published on or about Friday, 15<sup>th</sup> September 1933, with a view to finding reports and photographs of their local Ford agent's involvement in the Dependability Demonstration. The response to my request was poor.

In explanation, the rapid design, development, setting up and production of the Model "Y" (only 9 months) inevitably resulted in a few teething problems with the early short rads. Most were resolved pretty simply and rapidly, but the unreliability of the rear axle did cause a major headache to the Company. It was eventually solved without too much damage to the reputation of the car or the Ford Motor Company.

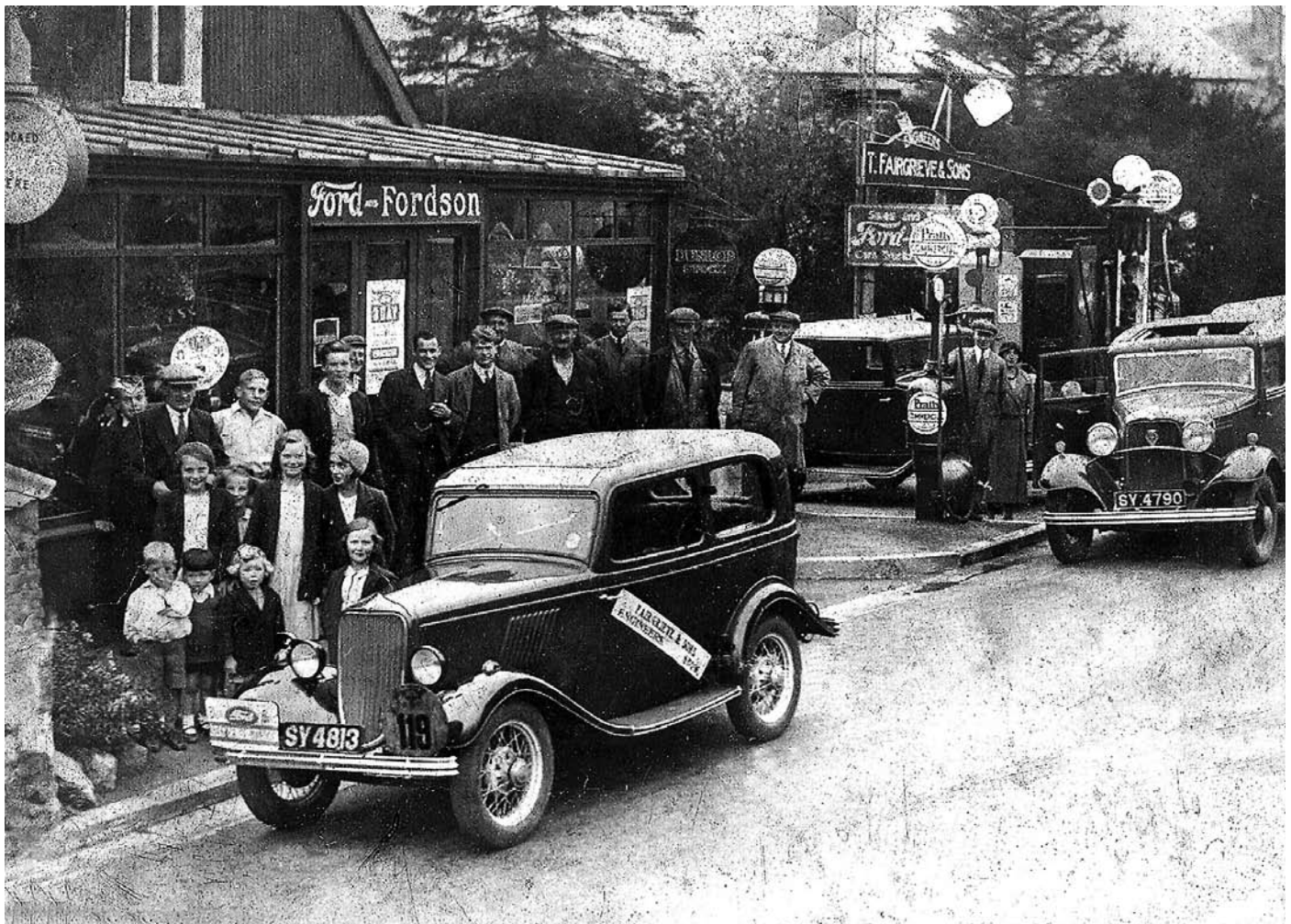
In September 1933, it was decided to prove to the public and the motoring press that the Model "Y" was reliable by asking Ford agents across England, Scotland Wales and Ireland to run their cars for 72 hours non-stop and to gain as much publicity as possible from the feat. The engines were to be started at 5.30 p.m. on Monday, 11<sup>th</sup> September. Each of some 250 agents was allocated a number and it was up to each agent to decide what route or type of event his car would perform to gain maximum local publicity. To date, I have only managed to identify the cars belonging to 26 agents.

I have now added a 27<sup>th</sup> thanks to Ian Moodie, who lives in Selkirk in the Borders of Scotland. In September of this year, his local newspaper, the Southern Reporter, published a photograph headed 'Framed in Time', which had been loaned to them by Margaret Dick

of Galshiels. Margaret's late husband had worked at Fairgrieve & Sons, a Ford agent in the 1930s in the nearby village of Stow and had in his possession a photograph of the garage's Dependability Demonstration Model "Y", SY 4813, apparently ready for the 'off' on 11<sup>th</sup> September 1933. It clearly has its demonstration number, 119, displayed on its front bumper.

If any reader comes across a photograph of a short rad Model "Y" with a circular number plate on the front bumper, "ye are to declare it"!

*Another Dependability Demonstration Model "Y" (no. 119) comes to light. It is the one from Fairgrieve & Sons in Stow on the Borders."*



# International correspondence.

## Australia

### Origin of Geelong

In the latest issue of the Y&C Register Australian Syndicates magazine 'Wire Wheels', edited by Bill Ballard, was the origin of the name Geelong, which Bill came across at the Ford Discovery Centre. A notice read, "The Aboriginal name Jilong means "Situated on a beautiful Bay". This natural harbour plus the railway enticed Ford to establish their Australian headquarters here in 1925."

## Denmark.

Michael Deichman reports, "I was browsing through some of the old issues of "Bilhistorisk Tidsskrift" (Automobile Historic Magazine) the club magazine for "Dansk Veteranbil Klub" (Historical Motor Vehicle Club of Denmark) and found this picture of a known survivor - we have it in the register. The photograph shows the 1977 "Around Bornholm" annual rally. The Model "CX" tourer is at one of the ten tests on the rally where the car is driven in reverse up the hill. If you fail, the mysterious apparatus to the right in the picture makes strange noises."

It had evidence of a bird's nest inside but, after a clean up, a charge to the battery, an oil and water check, refixing the roof, getting some sort of braking, everything seemed to be OK. As you know, I'm trying to trace information on this, our first vehicle; the one we had when we moved from Smallfield, a small village in Surrey, down to Devon (some 220 miles). It was the 10th of April 1954 and it took us eleven hours to get there. Even though we had a really early start, around six am, it was getting dark by the time we arrived in Torquay and we still had to find the flat we had rented (by telephone ).

*The surviving "CX" tourer going through its paces on a rally in 1977 in Bornholm, Denmark.*



We were met outside by the landlord, a big woman welding a bunch of keys, who said in a thick German accent, "Ve ad better move zee old van off zee road. Be quick and make it smart, get unloaded, and move it off der front of my property ". We had all we possessed in the back of the van, so much so that the mattress we had forced in through the back doors, was pushing down on my darling wife's head and had 'popped ' the roof ' where I had made repairs. Do you think the poor little bugger would start? - NO. (it turned out the valves had burned out). Anyway, we had to push it around the back of the flat to unload. Now that was an epic journey - we were both just 20 and there are still many stories to be told

We eventually sold our trusty set of wheels for fifteen pounds at an auction in Brixham, (Devon) having paid five pounds for it a only couple of years before, so we were, as always happy campers. Mind you, she served us well, we had at least two trips once the valve problem had been

## Australia

### That old van.

This is a letter that non-member, Tony Harper, from Caboolture, just north of Brisbane in Australia, recently sent to his cousin back here in UK. Tony is trying to find out what happened to the van – hence he contacted us:-

"Talking of old vehicles, here is a photograph of the 1936 Ford Model "Y" van I recovered in early March ' 54 from a farmyard close to Gatwick Airport, where it had been abandoned throughout WW2. The poor thing did look in a sorry state, a small tree had forced its way through the floor and out through the roof on the drivers side; the tyres of course were flat, but once having cut away the offending tree, inflated the tyres a bit, hooked up a tow rope, with a little effort we managed to pull it out onto the road, then slowly drag it back to our house behind my father-in-law's truck, a distance of some five or six miles. I should add that the brakes were worse than useless.



*Tony Harper's van on the road in the late 1950s. Note that the windows appear to have been cut out of a standard van body. Also note the spare wheel on the near side door, dating the production to post-October 1936.*

sorted, driving back and forth to Smallfield to see my Mum and Dad, making a total mileage of well over 800 miles in the first few weeks. I then used it as my work van, plumbing



in and around Torbay, Devon for the next couple of years. She never missed a beat - well in hindsight it seems that way."

Tony, more recently explained, "We now live Sunny Queensland and have done so since our arrival in Australia in 1979. We have made a few trips back to the UK over the years. It is only now that I see the need to 'record' some of our experiences. As you can imagine, leaving school at fourteen to work in bomb-torn London as a teaboy, and then to take up a trade in 1945 as plumbers mate, there are quite a few tales to tell."

### Australia again.

Extracted from 'The Ford Upwrite', the magazine of the 8 & 10 hp Sidevalve Club of Queensland:- This story comes from John Cribbs in Victoria who visited our web site and contributed his sidevalve experiences. Memories of my first ever car, a 1937 Four Door Model Y 8hp Ford with the spare wheel attached to the back are vivid. When purchased in 1960 for 15 pounds, the body and interior were good, but the engine was worn and using oil. I purchased a works reconditioned engine for thirty pounds and helped the engineer at the garage, where my mother was the office manager, to install it. It went well after that, but still had its quirks.

The rod brakes were not reliable. One evening a mini bus in front of me stopped quickly to let down a passenger. Although my reaction was swift, I could see disaster, swung up a driveway on to the footpath, went along the side of the bus and back onto the road in front of it, missing the passenger! The headlights (Lucas - Prince of Darkness) were not very good, but with two fog lights mounted beneath the bumper bar, there was enough light to see by. I never got the "arm" indicators to work but, by 1960, "winking" indicators were available. I fitted an aftermarket set with a big black directional switch mounted on the dash board.

Living in Peterborough (UK) there was a lot of fog about. On more than a few occasions, arriving at my lock up garage (in a court yard of garages-formerly stables) there would be cars following me in, just lost and following the leader! The car didn't have a heater. One cold winter, preparing for a 200km journey, several hot water bottles were needed to hold against the windscreen to prevent it from icing up.

I've got a lot of good memories from owning that car for 3 years. After that a 1955 Ford Popular didn't have the character. My next 2 cars were Fiat 850's, which seemed to be great until I drove a Triumph Herald. Migrating to Australia, I tried Holden, but found them uncomfortable. Now I'm back to Ford, my 3<sup>rd</sup>, a Falcon (2006 model) but not as much fun!"



*George Pierce watches the judge as he inspects AMG 448 (Y30298), the short rad he imported to California following his service with the USAF in England.*



*A proud George with the trophy he was awarded at the rally in Santa Maria, California."*

## Events 2012

1 January	Breakfast and road run (see below) Sharpness Docks, Gloucestershire	Ivor Bryant 01454 411028
11/12 Feb	Footman James show & Gt. Western Autojumble. Shepton Mallet, Somerset	Ivor Bryant 01454 411028
12 February	Y&C Committee meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463
22 April	National Drive-it Day	
29 April	<b>33rd Annual General Meeting</b> <b>Willoughby Village Hall CV23 8BH</b>	<b>Bob Wilkinson</b> <b>01832 734463</b>
17 – 21 June	<b>Visit to Co. Durham</b> <b>See below</b>	<b>Graham Miles</b>
22 July	<b>Old Ford Rally</b> <b>Gaydon Motor Heritage Centre</b>	<b>Bob Wilkinson</b> <b>01832 734463</b>
14/16 Sept	North Norfolk Railway '40s weekend Sheringham	Jo Hanslip 01945 430325

**New years day, 2012:-** Sharpness Docks on the Severn estuary, Gloucestershire. Informal gathering, £8 entry to include a breakfast (additional breakfasts £5), short road run for those who wish, all makes, cars lorries etc. taking part. Contact Ivor Bryant for entry form. Organised by Horton Historic Vehicle Club.

**Shepton Mallet show,** 11<sup>th</sup>/12<sup>th</sup> February. "Y"s and "C"s are desperately needed to display at this, the first major show of the year. Those of you in the West Country and South Wales in particular are encouraged to give Ivor some support.

**Visit to Co. Durham.** 5 nights Sunday, 17 June to Thursday, 21 June inclusive. Graham Miles has arranged with the Three Tuns Hotel in Durham City for a group booking for our members. The sights to be seen in this part of the North-East are as varied as they are numerous, ranging from Hadrian's Wall in the north to Durham Cathedral, the Beamish Open Air Museum, the Tanfield Railway (the oldest track in the world) to Frosterley in the south (home of the Black Bull, member Duncan Davis' pub, featured on the cover of issue 191) and much more. Five days may not be enough for a worthwhile visit so make your stay as long as you wish. The Club's 'Last Supper' will be on the Thursday evening at the Three Tuns. Booking details are:-

The Three Tuns Hotel (part of the Swallow Group of Hotels), New Elvet, Durham City, DH1 3AQ. Group email [www.swallow-hotels.com](mailto:www.swallow-hotels.com).

Hotel reception [tel:- 0191 386 4326](tel:01913864326). General manager Mr. Michael Livington-Evans.

Terms:- Dinner, B&B £42.50 per night per guest. Single room supplement £10. Hence, for a couple for 5 nights, the basic cost will be £425.50. For a single person, it will be £262.50.

Booking:- You are to book direct with hotel reception, stating that you are part of the 'Ford Y&C Model Register Group'. A debit/credit card number will be necessary and failure to arrive on the first night will result in you being charged for that night. Individual cancellations may be made up to 48 hours before arrival date. Full settlement on departure.

Two free on-site car parks are available for guests. The one to the north is via an arch and is more private. However, both car parks are open to the public. The hotel is conveniently situated for a walk into town.

## Parts Report.

The spares group sometimes have difficulty assessing what spares the register members require. Our request for anyone having a poorly performing steering box on their car and who would like to be involved in the evaluation to let me know, resulted in one person contacting me. As part of this offer you can have your steering box refurbished at cost price, on the understanding that you give us feedback on the quality and performance. The offer still stands, but if members prefer to pay full price and not be involved in the evaluation, please let me know. Unless you contact me, we will assume that there is no demand for refurbished steering boxes. The steering box refurbishing is a costly project and, if we have to order only a small quantity of steering nuts, the unit price will be excessive.

At this year's AGM two sets of brake rods were on display and the members present expressed their preference. Since then, we have been looking at the manufacture of brake rods. A sample was made and subjected to a destructive load test. This was repeated for a pair of original brake rods which were in fairly good condition, probably better than those on most of our cars. The newly manufactured ones failed at a load well in excess of the original ones, resulting in, on average, a factor of safety of 1.5. We will be going ahead with procuring a small batch. Once again, if you are interested in replacing your brake rods, please let us know.

We have been busy replacing stock as it gets near to running out and, guess what?, every item purchased has increased by a substantial amount. We have tried to absorb most of the increases but, when items have not been ordered for several years, it is inevitable that the price has to increase. The cost of metal on the metal markets is usually blamed for the increases, which made me think, should I weigh in my cars?

If you are interested in a refurbished steering box or remanufactured brake rods please email me:  
[peterketchell@yahoo.co.uk](mailto:peterketchell@yahoo.co.uk)

**Peter Ketchell, Spares Officer.**



# Raising funds for charity

John Jilbert, in the depths of Cornwall, joined the Club as recently as December last year with a view to buying a Model "Y". In February, he purchased the December 1936 Tudor belonging to Roy Cleeves in Nailsea, Somerset and was over the moon with delight!

John doesn't believe in hanging about. Shortly after he had sussed the vagaries of the Model "Y", he set off on a charity run round the West Country. I will leave Lin Jilbert, John's wife, to tell you the story, "It was February of this year that we decided to do this run. Cath, John's daughter, works at Little Bridge House, the children's hospice at Fremington, North Devon, and we were lucky enough to be there on an open day. What an amazing place; a sense of peace and tranquillity pervades every room and corridor.

Along with John's twin sister, Esme, and her husband, Den, we decided to try to raise some funds for this deserving cause, especially as the charity was building another hospice, Little Harbour, near St. Austell. We chose to run through Cornwall and Devon in our 1937 registered Ford Model "Y" car starting and finishing at Lands End.

On Tuesday, 20<sup>th</sup> September, we left Lands End on a murky morning at 8.15 am, waved off by Wendy Leach, a great worker for the charity, as well as other friends. We travelled via Liskeard, Callington and Gunnislake, through Tavistock and over Dartmoor to Sourton Cross, near Oakhampton. Esme and Den were our 'back-up' team and we stopped here for the night in their caravan. The car was performing really well, despite the damp weather.

Next day, Wednesday 21st September, we broke camp and, with improving weather, went on via Hatherleigh to Fremington and to the hospice at Little Bridge House. The staff welcomed us like heroes and we were



*John and Lin Jilbert at Lands end, with Wendy Leach (right), of the Children's Hospice South West. A report on the charity run and this photograph appeared in the St. Ives Times & Echo and Hayle Times on 30<sup>th</sup> September.*

refreshed with coffee and cake. After resting the car at Biddeford Quay, we journeyed on to another camp site at Bush, near Bude, on the A39 Atlantic Highway.

Thursday 22<sup>nd</sup> September; all downhill - as they say! The A39 was our route home and we finished at Lands End at 5.00 pm, where we were greeted by Wendy and friends. We had travelled 360 miles and raised approximately £2500. The car was brilliant and never missed a beat.

A big "thank you" to Esme and Den for being with us. Without them, it would never have happened, and also to everyone who has donated monies so generously.

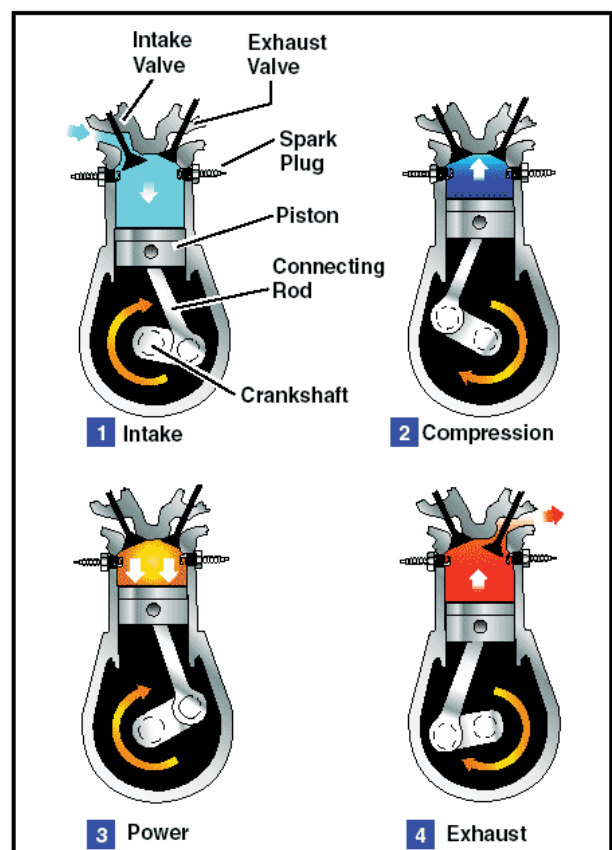
# Ignition timing and all that!

Since Nikolaus Otto, a German engineer, patented the 4 stroke cycle in 1876, named after him, i.e. the Otto cycle, its application has remained the standard in the motor industry. Other versions of the petrol (gasoline) engine have been developed such as the 2 stroke (Clerk, Day & Cock) and rotary (Wankel) but have not been widely applied.

The 4 stroke cycle starts with the piston moving outwards to bottom dead centre (1<sup>st</sup> stroke), drawing in the inflammable mixture through the open inlet valve. The inlet valve then closes and the piston moves inward compressing (2<sup>nd</sup> stroke) the mixture into the cylinder head (combustion chamber). The mixture is ignited by the spark, which occurs at a precise moment during the compression (2<sup>nd</sup> stroke). The piston is forced outward again as the burning mixture heats up and expands (3<sup>rd</sup> stroke). Finally, the exhaust valve opens and the burnt mixture is pushed out of the cylinder into the exhaust pipe as the piston returns to inner (top) dead centre (4<sup>th</sup> stroke).

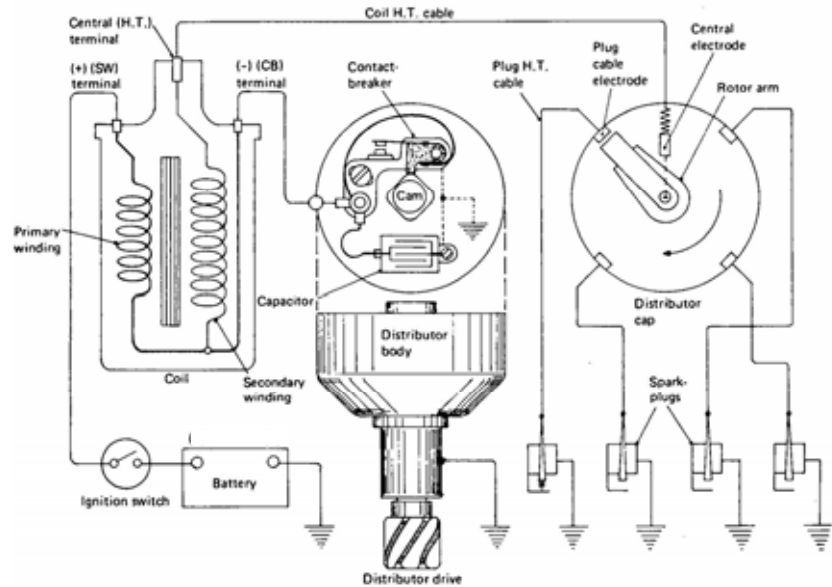
*"The four-stroke Otto cycle."*

There are two sets of timings to consider in the Otto cycle. The timing of the opening and closing of the valves during each of the 4 strokes and the timing of the spark relative to the position of the piston during the compression stroke. Valve timing was fixed by the designer in the case of the early Ford engine and only relies on the relative position of camshaft and crankshaft being assembled correctly: i.e. by lining up marks on the timing gear wheels attached to the crankshaft and camshaft. This relationship can often be varied on modern engines. The timing of the ignition spark however (during 2nd stroke /compression) is adjustable - also it is required to change when the engine is running.



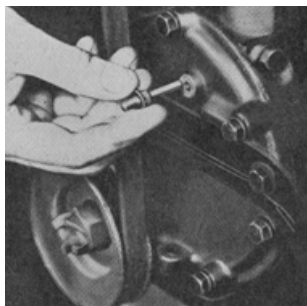
**Ignition circuit diagram.**

The spark ignition system of the Ford Models "Y" and "C" consists of a coil (step-up auto-transformer), which stores energy in its magnetic field; a set of contacts (points), which act as a switch, and a condenser to store electrical charge. The coil has primary and secondary windings connected in series being wound concentrically around an iron core. The coil primary winding, of relatively thick wire and few turns, carries battery current (3 to 5 amps with the ignition switch on) at battery voltage and is shorted to earth when the contact points close. The casing of the coil is not earthed, as sometimes believed, but should have a good "bond" with the bulkhead through its wide band fixing strap, so that the heat build-up in the coil can be dissipated, which can otherwise affect its internal resistance and also lead to premature failure.

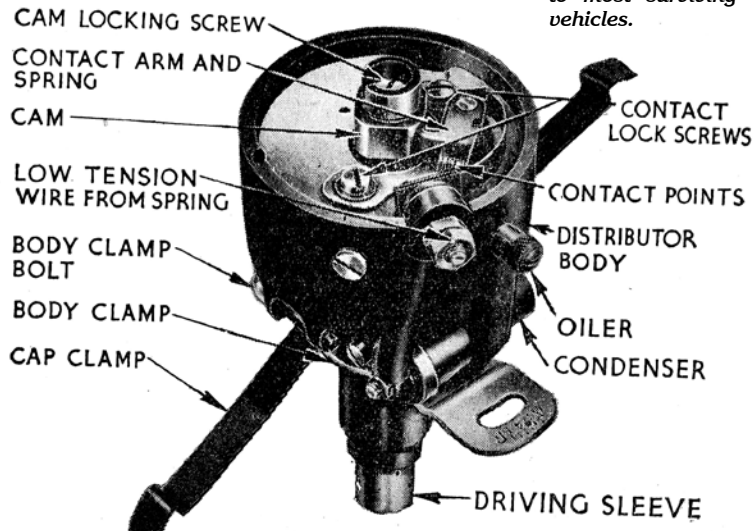


*The distributor fitted in production post-January 1935 and retro-fitted to most surviving "Y" and "C" vehicles.*

Several factors affect the static setting of the spark timing in a particular engine and will vary with fuel grade (Octane/RON/MON), plug gap, compression ratio and how effectively the fuel and air is mixed in the combustion chamber. On the "Y" and "C" Models, the gap between the contacts (points) is adjustable. The rotational position of the distributor, which is driven by the camshaft i.e. at half crankshaft speed, can be adjusted to move the position where the spark occurs during compression. The adjustable gap between the contacts (points) when fully open will determine the dwell i.e. the length of time the points remain closed. This determines the amount of charge in the condenser and ultimately the strength of magnetic field raised in the coil and hence the power of the spark available at the sparking plug electrode. On the "Y" and "C" Models the cam in the distributor, which opens and closes the contact points, has 4 lobes – one for each cylinder. The cam rotates at half engine speed so, at 2000 crankshaft r.p.m., the points open and close 4000 times per minute! Once set, the dwell will only change if the point gap changes during use; the main reason for this would be wear on the cam lobe follower or arcing and pitting of the contacts. Regular checking is therefore necessary to ensure the points are correctly aligned and the gap set accordingly (usually on early engines .018" and .012" on later models). Too great a point gap will give a smaller dwell angle and a weak spark. Reduced point gap results in late opening of the contact points, which will retard the spark, increase fuel consumption and overheat the exhaust valves. Points can be smoothed and re-aligned using a fine carborundum stone, but are cheap and readily available so should be replaced.



*"The timing peg, having been unscrewed, is reversed and inserted into the screw hole, to engage with the recess in the cam gear wheel.*



setting is designed to give this for starting. On later Ford "Y" and "C" engines, a removable peg is located in the timing chest cover at the front nearside of the engine. The peg can be unscrewed, turned round, the plain end inserted into the threaded hole and pushed against the camshaft gear wheel. Rotating the engine slowly with the starting handle (sparking plugs removed) will find the firing point for number one cylinder i.e. when the peg is felt to drop into a recess in the gear wheel. The distributor body clamp attached to the cylinder head should be slackened and the distributor rotated by hand until the contact points

just open. This can be checked by attaching a 6 volt bulb or a test meter between the points terminal on the side of the distributor and earth. With the ignition switched on the lamp will light as the points open. After moving the distributor, take care that it is pushed right down and the clamp fully located around the body of the distributor and it is tight. There is an upward force on the distributor shaft when the engine is running which, if not restrained, can cause the timing to go out of adjustment with consequent misfiring, particularly on the over-run.

As the engine speed increases, the point of ignition to release the full energy of the burning fuel onto the piston (stroke 3) will be required sooner. The advance mechanism, attached to the distributor shaft (located below the contact points plate), will advance the spark ahead of the static setting as the engine revolutions increase to allow a longer time for the fuel air mixture to burn. The mechanism which provides the dynamic advance is non-

adjustable and relies on a system of carefully designed bob-weights and springs, which move under centrifugal force as the rotational speed of the distributor shaft increases. The points opening cam is connected to the weights by springs. As the weights are thrown outwards, the cam moves through a small angle so that the points open sooner. The two springs attached to the weights are of differing rate and slackness of fitting to the pivots. This delays take-up giving different stages of advance as the engine revs increase. The springs can break and/or lose their temper over time, causing the advancing and retarding of the spark to change with consequent loss of engine performance. The springs should be checked periodically and the bob weights cleaned, with some light oil being applied to the numerous pivot points. Sticking weights will cause mis-firing, erratic performance and, in extreme circumstances as I recall once, can encourage the engine to rotate the wrong way on start-up. The best way to check that they are working is by using a timing light (stroboscope) connected to cylinder No.1 plug lead (front of engine), after marking the crankshaft pulley and a nearby engine casing with white paint, and then observing the white marks moving apart as the revs are increased.

Now, what about this condenser (the BSI modern term is 'capacitor')? It is connected in parallel to, i.e. across, the points. When the points close, they connect the battery to the primary coil winding (shorting out the condenser). A magnetic field is created within and around the coil windings. As the points are opened by the distributor cam lobe, the magnetic field collapses, inducing a high voltage in the secondary coil, with the current continuing to flow in the primary circuit and into the condenser, which is now in series with the primary winding. The residual current in the primary winding charges the condenser to a very high voltage (300+). As the voltage and current flow in the primary winding diminishes, the condenser discharges, returning its stored charge as a current into the coil primary winding, in the *opposite* direction, *boosting* the speed of collapse of the magnetic field (it is the speed of collapse which is important), so giving a higher induced voltage in the secondary winding and hence a more powerful spark at the plug electrode. The better the spark, the more chance there is of the fuel and air mixture igniting at the correct time in the cycle to give best performance. It is the sudden switching off of the primary circuit current and the rapid collapse rate of the magnetic field as the contact points are opened by the cam, which induces the high voltage (5000 volts+) in the coil secondary winding of thin wires and many turns, to be delivered to the sparking plug gap, via the high tension (HT) leads.

Always check that there is a **good bond** (earth) between the condenser case and the body of the distributor, or run a separate earth or even mount the condenser on the bulkhead – believe it or not this is one of the most common problems with this type of distributor. Always use a good quality condenser; this is a most vital part of the ignition system. It gives that vital boost to the spark and cheap versions break-down at quite low voltages. Please remember the condenser is not just there to absorb arcing and to protect the points, as widely believed: although of course it does this also.

So, now the coil secondary winding output, which has been transformed from our meagre 6 volt battery to a short lived spike of several thousand volts, must be transmitted to the tip of the sparking plug to ignite the compressed fuel air mixture, with minimal loss. The thick high tension cable from the centre of the coil goes to the centre terminal on the distributor cap. This terminal is connected to the rotor arm by a spring loaded carbon brush. The rotor arm transfers the electrical pulses to each of the segments in the distributor cap in turn (note 1-2-4-3 on the "Y" and "C" Models). The segments are connected to the four plug leads in the top of the distributor cap. The high tension side of the ignition is prone to failure due to the high voltage taking a shorter route to earth through either poor connections in the coil, cracked or dirty distributor cap, or the leads themselves. Tracking (leakage) across the distributor cap and coil cap is best observed in low light conditions.

The high tension cable supplied by the Ford Y&C Model Register contains a continuous copper conductor. This rarely fails, other than at the ends where a good contact with the terminal components should be maintained. The hypalon terminal covers for plugs, coil terminal and distributor terminals are recommended (as supplied in the deluxe HT lead kit - item EL19 on the Spares List) to prevent moisture ingress. Finally, a note about suppression: neither the standard or deluxe HT lead kits have provision for radio/TV "noise" suppression. Therefore when the engine is running, the high frequency switching and the associated electrical and magnetic fields created will interfere with TV/Radio reception nearby. In addition, remote control devices such as door controls on modern cars can have their signals completely blocked, I have observed.

Colin Rowe.

Your Spares Administrator.

## Ford Dagenham 80 years on from the start of production.

Extracted from various Ford promotional articles .

On May 17, 1929, company founder Henry Ford's son, Edsel, was the first to dig into the low-lying marsh, which the company had bought five years earlier for £167,700. Around 20,000 piles had to be sunk 80 feet into the ground to support the engine and car factory.

From Edsel digging the first turf with a silver spade to its first vehicle, Ford Dagenham took only 28 months to build its first vehicle, a Model AA truck, which rolled off the production line in October 1931. Special trains had moved 2,000 Ford employees and their families to their new Dagenham homes from Trafford Park, Manchester – the company's first plant in Britain.

Both the Model AA and another pre-World War II star, the Model "Y", are in Ford's Dagenham-based heritage collection and will be driven to celebrate its 80th landmark. The Ford Model "Y" was the lowest priced saloon ever made, with the "Popular" model, the first and only £100 car, being introduced in 1935.

After the war, Dagenham reverted to vehicle and engine production from the 4x4 trucks and gun carriers required by the military. Advanced Dagenham-built Ford Consul and Zephyr ranges were shown at the 1950 motor show, leading to the expansion of the plant by 50 per cent to accommodate resulting demand.

By 1966 the original riverside building was dedicated to engine manufacturing, covering a 1.1 to 2.4-litre range. Within 20 years, Ford Dagenham had



secured its position as the company's only dedicated diesel engine facility globally. This was reinforced at the turn of the millennium when a second Ford Dagenham engine plant was commissioned, opened by Prime Minister Tony Blair in 2003. Called the Dagenham Diesel Centre, the £325 million investment includes the "Tiger" line, making 1.6-litre engines for Ford's low CO2 EConetic range, which is enjoying increased demand as a result of vehicle scrappage schemes announced across Europe. The 475-acre complex on the Thames, which now majors in diesel engine design and manufacture, produced 1,050,000 units in 2008, ranging from 1.4-litre four-cylinder engines to 3.6-litre V8s for delivery to vehicle assembly plants across Europe.

Rising demand for diesel engines had pushed Dagenham output up by over 16 per cent on the previous year. Following £800 million of investment this decade, Ford Dagenham has the capacity to assemble 1.4 million engines a year.

Today the site employs a total of 4,000 people in engine, stamping and transport operations. Ford engineers and production specialists at Dagenham are responsible for the development and assembly of diesel engines fitted to 28 different Ford, Jaguar, Land Rover and Peugeot Citroën models. Four-cylinder 1.4-, 1.6-, 1.8-, 2.0-, 2.2- and 2.4-litre units are produced alongside 2.7- and 3.0-litre V6 engines and a 3.6-litre V8.

Engines are taken from the production lines by on-site transport operations for onward delivery by road, rail and sea. Railway lines service the site, which boasts a deep water jetty used to load and unload vessels travelling between Ford plants. Dagenham's transport operations import and export 300,000 vehicles a year. They also handle the 15,000,000 stampings, such as vehicle body panels, bonnets and boot-lids and 1,800,000 wheels produced by the stamping and tooling operations.

Dagenham plant manager, Dave Parker, said: "Ford Dagenham is ideally positioned to give quick and easy access to our markets, which continue to sustain operations here after 80 years. Today, we're at the centre of Ford's fuel efficiency drive as exemplified by the 76mpg diesel engine supplied for the new Ford Fiesta. Ford

Dagenham has a rich manufacturing, economic and social heritage, which has provided the foundation for its competitive position today."

#### Dagenham facts:-

1. There are 10 miles of railway tracks across the Dagenham estate.
2. The estate covers 475 acres, up from its initial size of 295 acres when it opened.
3. If you travel on Eurostar, part of your journey will be underneath the Dagenham estate.
4. Frog Island was named after its use as a prison camp during the Napoleonic wars.
5. In 1953, employment at Dagenham peaked at 40,000 workers.
6. Car bodies were 'stroked' with ostrich feathers to remove static electricity before painting.
7. From 1933 to 2003, a Ford ferry transported workers across the Thames estuary from south London to Dagenham to save time and cost of using the Dartford Crossing or the Blackwall Tunnel.
8. Eurovision Song Contest winner, Sandy Shaw and Billy Ocean both worked at Dagenham before their singing careers took off.
9. Before the introduction of the NHS, Dagenham employees benefited from an on-site doctor, trained nurses, an operating theatre and X-ray equipment and a dispensary.

#### Ford Cologne's 80th anniversary



Thilo Moerke of the Ford Oldtimer und Motorsport Club Cologne e.V. im ADAC reports,

"On 1<sup>st</sup> October, Ford's Cologne

– Niehl plant celebrated its 80th anniversary with a family day. 70,000 visitors (employees accompanied by their families and friends) toured all facilities including tool and die, press, body and paint shop, final assembly, vehicle workshops, engine plant (home of the Cologne V6, Aston-Martin V8 and V12 as well as the latest Ford three-cylinder EcoBoost engines). The joint venture companies operating on the Niehl premises opened their production lines as well: Getrag-Ford transmission, Visteon chassis and Cotarko forge and casting plant.

People queued for up to 2.5 hours just to get a glimpse of the state-of-the-art robotized final assembly line, where Fiesta and Fusion are assembled. Local bands performed on two stages all day long. Our kids were entertained in a special play area for children and awarded with many Ford goodies.

Over 250 classic cars were on display: The Ford Classic Car collection was opened to the visitors and had two Ford Kölns on display, together with an Eifel Roadster under restorations. Our Club showed another Eifel Roadster among thirty Ford classics in total. Luckily the weather conditions were perfect - we could park outside on the quay next to the old Hall-A building, where production started in 1931. The Capri, Mustang, Thunderbird and other Ford clubs presented their vehicles in other areas of the huge Cologne plant.

A new movie with old footage from the beginnings of the Niehl plant was shown in the on-site Cinema and available for purchase on DVD. It features a lot of never before published material together with interviews of former Ford employees from the 30s, 50s and 60s: <http://www.rheindvd.de/Fordchronik.html>"



*A Köln limousine sits alongside a Köln cabriolet at Ford Cologne's 80<sup>th</sup> anniversary Families' Day. Note the lack of running boards and the smooth front bumper – hallmarks of the German manufactured Model "Y" Köln.*



*An Eifel roadster under restoration in the Ford Cologne workshop.*

# A Century of Partnership— The Oldham Motor Company Ltd. (OMC)



The story of OMC Ford, originally

The Oldham Motor Company Limited, the town's oldest car dealership, goes back to 1907. The man with the original idea was Ralph Rothwell Eglin, who owned a bicycle shop in Yorkshire Street. He specialised in retailing locally made bicycles, amongst which were the Rothwell marque, made in Oldham by the Eclipse Machine Company. At about this time, the Eclipse Machine Company began manufacturing motor cars, which interested Ralph Elgin to the extent that he enticed seven local friends and business acquaintances to invest in and form a new company, The Oldham Motor Company Ltd., to sell new motor cars. The business took off and, in 1908, signed agency agreements with Argyle, Rover and Siddley cars as well as Shell Spirit, which was sold in two-gallon cans. In 1909, the Company also launched its own motor-taxi business starting with two Fiats.

The original home of the fledgling Oldham Motor Company was the Hardings Carriage Works at the corner of Manchester Road and Oxford Street. This was retained until 1927 when the lease expired. In 1911, the Directors agreed to also lease a plot of land on the corner of Manchester Road and Porter Street, on which they built five shops and a garage. Interestingly, the construction costs included the capping of an old pit shaft.

Ralph and his wife, Ada, had a son, Ralph (Junior) in 1912. It was an eventful period in other ways too. The previous year, 1911, the move was made to the additional site on Manchester Road, the same year as the Company took on its Ford agency in the October. The Oldham Motor Company became the lucky thirteenth Ford agent to be appointed in the whole of Great Britain. It is now (2011) the second oldest dealership still in original family hands. On taking the Ford franchise, the Company's other franchises were transferred to the Paragon Motor Company in Oldham.

Becoming associated with Ford had much

to do with the fact that the Ford Motor Company was about to begin assembly of the Model T at its factory in Old Trafford, not eight miles away on the other side of Manchester.

The new premises of the Oldham Motor company were brighter and much more modern than anything previously seen. Huge windows allowed for better and larger displays. However, due to a road widening scheme in 1992/93, these premises were demolished and the operation moved to the opposite side of the Manchester Road. Back in 1912, business during the first year was tough, the Company selling only ten cars. These were hard times when a Ford Model T van cost £120 and when the average weekly wage was just £1 4shillings – one hundredth of the cost of a vehicle.

The following decades would not however be trouble free for the business. Although the outbreak of the First World War in 1914 would provide an enormous boost to the demand for petrol driven vehicles for use in the armed forces, sales of cars for civilian use was inevitably restricted. Indeed, even following the end of the war in 1918, cars were still something for the affluent few, not the many poor. Doctors, mill owners and other wealthy folk may have run cars but, for the rest, walking, tramcars and horses were still the usual means of travelling along roads, still more likely to be paved with horse-friendly sets than car-friendly tarmacadam.

Even so, a short lived post war economic boom promised to bring cars into more people's lives. Alas, the Wall Street Crash of 1929 and the subsequent Great Depression on the 1930s did little to boost car sales. Although the launch of the much more affordable Model "Y" in 1932 did improve the fortunes of the Ford agents countrywide, the move of the Ford Motor Company manufacturing base from Trafford Park to Dagenham in 1931, would have affected the day-to-day

operations of the business. Instead of taking delivery of a new vehicle from 8 miles away, drivers now had to travel 450 miles on a round trip to and from Dagenham.

Worse was to come with the outbreak of the Second World War in 1939. Car production virtually ceased whilst manufacturing facilities were converted to war work. Petrol rationing, too, saw many cars consigned to their garages for the duration of the war. It did little for car sales, not that there were many cars to sell. Waiting lists were immensely long, not helped by accumulated national war debts, which made it necessary to export most of the vehicles manufactured in Britain at the time.

Despite these miseries, things really were getting better as a golden age of motor-ing was just around the corner. Before very long, with an improving economy, many more people would be able to buy a car for the first time. In the following fifty years, names such as Escort, Cortina, Sierra, Capri, Focus, Fiesta, Kia and Mondeo have been etched in the minds of successive generations.

In the intervening years, the Oldham Motor Company passed down through the Elgin family from father to son. Ralph and Ada's son, Ralph Jnr., took over on his father's death. His two sons, Tony and Robin, joined the business in the late sixties and now, the fourth generation of the family, Robin's son, Jonathan, has also joined the family firm.

We wish the OMC Ford Group continued success, now with their additional dealerships in Macclesfield and Chorley.

Our thanks go to member Arthur Refern for contacting OMC on our behalf and to Robin Elgin for sending the brochure outlining the Company's history, from which most of the text for this article is taken.





*The Oldham Motor Company's Manchester road showrooms and garage in the 1950s. Note the Model "CX" Fordor driving past.*



*Robin Elgin and son, Jonathan, who are the third and fourth generation members of the Elgin family to run the business.*



# HENRY'S CAR FOR EUROPE



1932 - 1937














[www.fordyandcmodelregister.co.uk](http://www.fordyandcmodelregister.co.uk)



# HENRY'S CAR FOR EUROPE

1932 - 1937

## Benefits of Membership

-  1700 Vehicles Registered
-  Technical Advice
-  Help with registration matters
-  Advice on buying
-  New and used parts list
-  Service Bulletins & Handbooks
-  Car Tracing Service
-  Transverse Torque Magazine
-  Regional & National Events Programme
-  Members' Internet Forum
-  A friendly, sociable group



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