

Transverse Torque

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FORD Y&C MODEL
REGISTER



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Editorial.

Welcome to 2012, which we hope will be a good year for the Club and its members. The show season starts on 11/12th February with the Footman James Show and Great Western Autojumble at the Shepton Mallet showground. As always, Ivor Bryant is organising the combined Ford Y&C Model Register and Sidevalve Owners' Club stand and, as always, he is a tad short of cars to display on the stand. Roy Cleeves' May 1935 Model "C" is the only one so far from our Club, so please come forward and help out at this first major show. Ivor's details can be found under the 'Events' listing

In addition to the AGM in April, we have the eventful main Club tour of the North East, based on Durham, in June, and the annual fun-packed 1940s weekend at Sheringham on the North Norfolk Railway in September. Details of these and others are under 'Events' later in this issue. For the latter two, you need to book the hotels early as, being popular events, the rooms are already being snapped up.

Some of you will have read Jon Pressnell's article in the December issue of 'Classic & Sports Car'. He compared the Model "Y" Ford, belonging to our chairman, Brian Godfrey, with a Morris 8 and a Singer Bantam. Each gave a good account of themselves with no serious detrimental comments on the styling or performance of the Model "Y". Comparisons are always odious, so Jon was very diplomatic in his final summary, saying, "So which car came out on top? The Ford is a no-nonsense device that performs well and feels surprisingly modern – and this, the oldest of the three designs. At the £100 to which the price of the two-door was reduced in '35 when the Y was renamed the Popular, it constituted extraordinary value. The Morris does nothing badly, and for me has the classiest looks and most agreeable cabin. The 1930s buyer paid extra but got more. The Singer offers added vim, allied to a high standard of presentation and the promise of more relaxed behaviour on poor surfaces. Whether this was worth a 6% premium is a valid question, but it is hard to see buyers being disappointed as they powered past the neighbour's Ford or Morris. Honours then have to be fairly even." One factual error:- the introduction of the name "Popular" was on the introduction of the "De Luxe" Model "C" in September 1934; not that the cost of the "Y" was reduced to £100 in October 1935. Brian has since admitted that his engine, which was pretty clapped, has since been replaced, but it did result in a poor power performance against the Singer during the tests.



Brian Godfrey's short rad Fordor alongside the Singer Bantam in the Classic & Sports Car' 'shoot-out' in October outside Chawton House, Jane Austen's former home, near Alton Hampshire.

Cover photographs.

Front:- A Ford in a ford. Whilst on the North Norfolk Railway's '40s weekend in September, Terry Mortiboy and Dot took their Model "Y" Alpine on a detour through a ford in Walsingham. As Terry commented on the weekend, "We had a really good few days there; well worth the 765 mile round trip. We called in to see Jo and Roger Hanslip on the way back, and thanked them for their hospitality and their organisation of the weekend - we've already booked for next year."

Back:- Stan Bilous' beautiful F Series three-wheeler Morgan, 'Freddie', with an 8 h.p. "Y" engine, sits outside the clubhouse at Brooklands near Weybridge in Surrey at the 2011 Morgan Day 'bash'.

The Ford Model Y & C Register

I have two articles on horsepower on my 'butcher's hook' at present. The first, from the Daily Mail, on the origin of brake horsepower appears in this issue. This will be followed in issue 195 with Colin Rowe's description of fiscal horsepower, as researched by him as a young student engineer in the 1960s. I hope you find them of interest.

'Caveat emptor' - Beware of ebay scams! Colin Spong followed up an advert for a Model "Y" on ebay and was contacted by the supposed seller, who asked Colin to pay through Paypal and the car would be 'shipped' to him. Colin said that he would drive down with a trailer, inspect the car, pay by cheque or cash and bring the car home. The 'seller' said he couldn't speak as he had had a tracheotomy (!) and that he would 'ship' the car on receipt of the payment. Fortunately, Colin contacted me and I was able to give him the telephone number of the genuine seller, who confirmed that it was a scam. The genuine seller has reported the incident to ebay, who are hopefully following it up.

I am sorry to report that Rob Bolland, our stalwart member in Holland, has had a major op on his legs. As I write, he is out of intensive care and in a general ward. We wish him a full and speedy recovery so that he can get back to his beloved cars (and Ans!).

Poor old Christchurch in New Zealand has been hit again by earthquakes. Jill Peters, the President of the 8&10 Enthusiasts' Club based on Christchurch, reports on her latest feelings under International Correspondence.

Owen Baldock has alerted me to the website www.autocraft.plus.com through which you can order 'OO' gauge scale (1:76) metal kits of the Model "Y" Fordor, van and pick-up (with and without rear cover). All for £9.95 including postage. Worth a visit if you collect models of our cars or want to while away a few hours.

I attended the one-day conference at the National Motor Museum at Beaulieu on publishing motoring books and editing club magazines. It was very pertinent to my particular tasks within the Y&C Register. I was hoping that I would bump into another Y&C Register member willing to learn a few tricks on becoming an editor – but no such luck – I am ever the optimist! The conference was sponsored by the Michael Sedgwick Trust, which helped out financially with the first edition of the Ford Model Y book. As you can see from the insert with this magazine,

NOW £155 AT WORKS CORK



THE POPULAR FORD
8 H.P. (Single Entrance)

Reduced in Price—increased in Value—the Car of to-day.
 May we Demonstrate this Economical Reliable Ford Car?

Statham Ltd., Westgate, Wexford
 PHONE, 100.

When the Union Jack is up-side-down, it is a signal of distress. Statham Ltd. of Wexford, Ireland appeared to be in distress with this advertisement of 1935! Courtesy Robin McCullagh.

we do need to raise sufficient funds to enable the second edition to be published, enlarged to cater for additional Model "Y" variants and also to cover the story of the Model "C" and its variants. I urge you to respond to the plea at the base of the insert, so that a decision on the Club ownership of the book can be taken at the A.G.M. in April.

There is also another request for your action. The FBHVC is carrying out a review on the thoughts of classic car owners on the need for the MoT for our cars – and younger ones.

Those of you who have access to the Internet are urged to look at the FBHVC website and to answer the question – it is easy and hassle-free. See Bob Wilkinson's article on the subject.

Also in this issue is Part II of three articles on the introduction of the Model "C" into Australia; a mammoth work by Bill Ballard entailing much research through different State libraries and archives. Part I appeared in issue 187 and Part III will appear in issue 195.. Bill has also written a number of appendices supporting the main text. The full text with appendices has been added to the Y&C Register archive.

Finally, Paula and I would like to thank those of you who sent us Christmas cards. Needless to say, they were much appreciated.

Chairman's Chatter

The deadline for copy for issue 196 is Friday, 2nd March 2012

The summer season is well past. I trust you all had a great 2011 enjoying tours, the Old Ford Rally and your local events. We had a great summer with our car, the highlight being the Old Ford Rally - what a great day.

On completion of my renovation in March 2010, following a strip and re build of the engine as inherited, the car ran with no problems and never let us down. However, at the end of this last summer, we were leaving a trail of smoke behind us at all times,

which I found quite embarrassing; so an engine change was in order. I also wanted to respray the front wings. In Oct 2010 I had purchased, on e-bay, a bare engine for £30, which I re-built last winter.

Our last event of 2011 was on Sunday, 25th September, when we visited John Mould's Paradise Collection near Reading, a must if you can for next year. The weather forecast was a mini heat wave for the end of that week, so a September plan went into action:

Monday 26th – Remove bumper, bonnet, valances, lights, wings.
 Tuesday 27th - Rub down wings and apply stopper to imperfections
 Wednesday 28th - Remove rad, gene, dizzy, manifold and then engine
 Thursday 29th – Build spray booth

in a gazebo, test equipment and prepare wings for spraying
 Friday 30th - 30 degrees .
 Spray wings with five coats of cellulose.

The following week the engine was installed and the front end re- built. The wings look better after a cut back and polish and the engine is running without smoke. I am still making final adjustments and then a full service, etc.

The summer was great, but it is wonderful and rewarding to get back to basics and work on the car. I have had a great couple of months and have plans for more winter work before next summer.

Enjoy the closed season. I trust you had a good festive season and wish you a great New Year, the summer is just around the corner.

Brian Godfrey, Chairman.

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SECRETARY'S RAMBLINGS.

May I wish all our readers a happy New Year. Let us hope we have an untroubled year as we all go through these difficult economic times. On the UK front, we have some interesting and far reaching governmental developments which will have some consequences for our hobby. Issues include the concerns over **ethanol levels in fuel** – which will probably affect members around the world, DVLA decisions on **Cherished Registration protection** and, of course, changes contemplated with regard to **exemptions in the MoT testing regime**. Another motoring matter, in UK, which will have indirect impact, is the government consultation into increasing the motorway speed limit from 70 mph to 80 mph. Although these speeds are well beyond the reach of our Y&C models, a higher limit may affect our occasional use of motorways.

The Federation of British Historic Vehicles (FBHVC) is to the fore in guiding us through these matters and we are invited to take part in an on-line survey on the MoT issue. It is vital that you, and other classic motoring colleagues, take part in this survey. More detail on the MoT issue is in a separate article in this edition of 'Transverse Torque'.

On ethanol effects, our club, through the expertise of our Technical Adviser and the Spares group, will look at implications for the fuel systems in our cars and how the club can best help and advise members as ethanol content is increased at the end of 2012 in line with the rest of Europe. We will be calling on your experiences to include in our deliberations – please feel free to write in. Hopefully by the time you read this, the FBHVC report into the effectiveness of ethanol additives will have been published. We will keep members informed. For more in depth information go the FBHVC website page : www.fbhvc.co.uk/bio-fuels/

Old Ford Rally planning is now well in hand and we are delighted to have direct help from three other Ford clubs in the preparations for the July 22nd event. Our partners are the Ford Sidevalve Owners' Club, The Ford Model T Register and the Capri International Club (Mansfield Branch). Each club has a direct role, with our club co-ordinating the various elements. This will broaden the management responsibility to ensure that the rally runs into the future. A welcome piece of news is on pricing – members will be delighted to know that exhibitors will pay only £5.00 per car, including up to 4 adults and this includes admission to the Heritage Museum and all facilities! We anticipate an increase in exhibitors this year. Check the events page website : www.heritage-motor-centre or the Y&C Register website or contact me for more information. I will still be seeking help on site during the event. More news on the Old Ford Rally as we go into 2012.

This year will see the oldest of our Model "Y"s reach the age of 80 years! I guess that no-one back in 1932 would have thought that any would be going strong so far into the future. About 195,000 were produced and we know of around 1600 (and rising) survivors. The fact that they have survived the ravages of wartime, irregular maintenance, because they were so tough, wreckers, and the dreaded MoT inspection, is testimony to the original design and manufacture. If yours is one that is still awaiting restoration, why not make a 2012 resolution to get the old Ford back on the road this year? Those that survived to today will probably soldier on until they reach 100, with some care in terms of maintenance, parts, etc. in their geriatric years a bit like us I suppose! Maybe we should have an 80th birthday cake at the Old Ford Rallyfor the cars.

Meanwhile get out and about on those fine winter days.

Bob Wilkinson.

Survey Results: Economic Contribution by Classic Car Industry.

The FBHVC has just released the results of a survey indicating the value of the classic car scene to the UK economy. The findings in brief are:-

The historic vehicle movement generates £4.3 billion pounds of business per annum.

28,000 people are employed in the industry.

Historic vehicles account for 0.24% of overall vehicle mileage.

82% of pre-1981 (on road) vehicles are used no more than twice per month.

68% of historic vehicles are valued at under £10,000.

There are 4.5 million person attendances at club events per year. (FBHVC clubs only).

This kind of survey is useful in terms of ensuring that our "industry" is regarded in

The Ford Model Y & C Register

employment terms and that we do not use an excessive amount of road or natural resource compared to the rest of the motoring community, nor indeed do our cars contribute significantly to climate change scenarios.

Bob Wilkinson.

BOB'S JOKE CORNER.

This one from Bill Ballard in Australia.

"To be 8 again!"

A man was sitting on the edge of the bed, watching his wife, who was looking at herself in the mirror. Since her birthday was not far off he asked what she'd like to have for her birthday. "I'd like to be eight again", she replied, still looking in the mirror.

On the morning of her birthday, he arose early, made her a nice big bowl of Coco Pops, and then took her to Adventure World theme park. What a day! He put her on every ride in the park; the Death Slide, the Wall of Fear, the Screaming Roller Coaster, everything there was.

Five hours later they staggered out of the theme park. Her head was reeling and her stomach felt upside down. He then took her to a McDonald's where he ordered her a Happy Meal with extra fries and a chocolate shake. Then it was off to a movie, popcorn, a soda pop, and her favourite candy, M&M's. What a fabulous adventure!

Finally she wobbled home with her husband and collapsed into bed exhausted. He leaned over his wife with a big smile and lovingly asked, "Well dear, what was it like being eight again?" Her eyes slowly opened and her expression suddenly changed. "I meant my dress size, you idiot!"

The moral of the story: Even when a man is listening, he is gonna get it wrong.

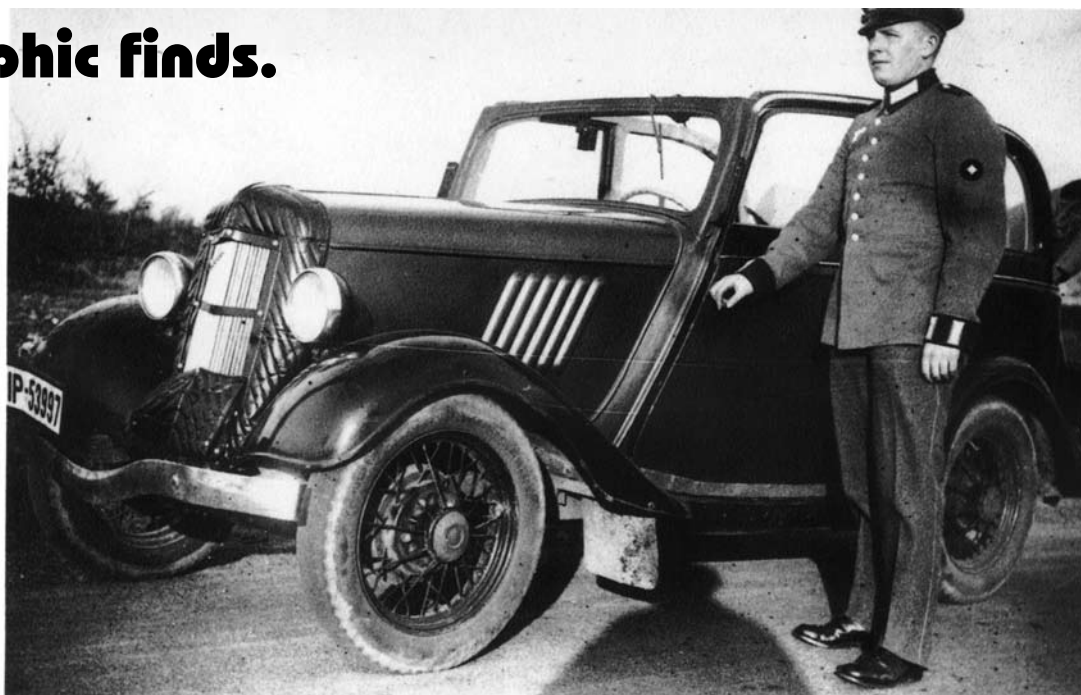
.....how very true Bill.

Send me your favourite chuckle.

Bob Wilkinson.

Photographic finds.

A Köln cabrio-limousine, bodied by Drauz, complete with winter radiator muff, on official duty. Note the lack of running boards and mud-flap on front wings. I believe the registration IP was that for Schleswig-Holstein, but am open to correction on that point."



The short rad version of the Drauz bodied Köln cabriolet. The cabriolet had running boards.



Another shot of a Drauz bodied 4/21 PS Köln cabrio-limousine, this time in a less formal pose."

For Sale

Model "CX" tourer, May 1936 (C40942). Belonged to the late Geoff Murrell (past Chairman Y&C Register). Total restoration in progress. Vehicle in bits. Mechanically restored but body tub still on chassis, both requiring work. Worthwhile restoration project. Vehicle currently in France but seller will transport back to UK. £3000 o.n.o.

The Book – Chairman's Request.

You will find on the insert with this issue of Transverse Torque a "plea for assistance" originated by Sam Roberts regarding his intention to publish a second edition of the brilliant book "Ford Model Y. Henry's Car for Europe", which will include additional information on the Model "Y" story and which has been expanded to include the story of the design, development and production of the Models "C", "CX" and Eifel world-wide.

The detail of the book, its additions and benefits, along with the printing, publishing and financial implications are clear in Sam's plea. He brought these details to the attention of the Register's committee at our meeting in November, 2011 as, following his dedication, efforts and completion of his work, he found that, due to the financial implications imposed by the publisher, he was unable to proceed to publication. He has agreed that, if the Y&C Register takes on ownership of the book and assists with the necessary finances, all profits from the sale will be donated to the Y&C Register.

Your committee agreed it is a must, if at all possible, for so many reasons, to have this edition published, so the detail, which I trust you will read carefully, was generated.

So my request:

Ford Y & C owners, Register members, Classic car owners and enthusiasts should be given the opportunity to purchase this new book, but it will not be possible if a significant number of enthusiasts do not pre-commit to purchase a copy or copies (at a reduced cost) or donate an interest-free loan to the Club. The Y&C Register can only commit a limited amount to the scheme and then only with agreement of the membership at the A.G.M. in April.

Please consider very carefully and, if at all possible, help to create what I am sure will be another brilliant and historic publication, from which the Y&C Register should benefit in the longer term.

The Book is for you and dependent on **You**.

Thank you.

Brian Godfrey,
Chairman, The Ford Y&C Model Register

For Sale

Model "Y" Tudor, registered 1st January 1937 (Y155008). Black with green wheels, trim and lining. Bodywork is sound but would benefit from some TLC. Running gear mechanically very sound. King pin bushes, track rod ends and brake linings replaced. Front brake drums replaced with sprayed metal re-manufactured drums turned to the original diameter with new bearings. New battery and four new tyres recently fitted. Engine 4,150 miles only, since fully reconditioned power unit fitted. MOT until 11th December 2012. £2995 o.n.o.



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The Ford Model Y & C Register

Classic Motor Show

NEC Birmingham
11/12/13 November 2011.

This year, our participation at the Classic Motor Show took on a different flavour. As 2011 was the Centenary year of the Ford Motor Company Limited, five old Ford clubs merged on one large stand in the shape of the Ford oval. The idea stemmed from the Model A Ford Club with Mike Cobell taking the lead in organising the stand and carrying out all the necessary liaison with the clubs. Andy Mclean, of the Early Ford V8 Club had, very importantly, obtained a sponsor – none other than Haynes of Maidstone, the family dealership, who are also celebrating their centenary and whom we wrote up in issue 192 of Transverse Torque. Then, surprise, surprise, the Ford Motor Company contributed half of Haynes' generous donation!

The five clubs taking part in the 'Ford – The Early Years' oval display were the Ford Model T Register of Great Britain, the Model A Ford Club of Great Britain, the The Early Ford V8 Club of America; (United Kingdom Regional Group 127, the Ford Y&C Model Register and the Ford Sidevalve Owners' Club. The Model T club and the Sidevalve Owners' club also had stands outside the oval. Alongside the oval was a Haynes of Maidstone stand with some of the Ford Heritage Collection vehicles, including the replica Quadricycle. The vehicles on the open plan oval were well spaced out with no rope or fencing barriers, allowing the public to roam freely; affording them close inspections of the vehicles, which they appreciated.

From a Y&C Register point of view, we were kept busy over all three days (all five days for Geoff Salminen and Geoff Dee, who were responsible for setting up and taking down the stand.) We had what I believe to be a record number of new members joining the Club, with a couple of others who left their addresses to follow up. The 'bon homie' amongst those 'on duty' on the stand was tremendous, especially on the Sunday with the Purdy envy of Brian Godfrey's appearance in Classic & Sports Car magazine causing much mirth. Terry Mortiboy and Ian Hawley, who were present over all three days, were also party to the hilarity.

The icing on the cake was the Classic & Sports Car award of the Runners-up in the Best Large Club Stand category for the Ford oval display. The 'citation' from the Editor at Large of the magazine, Simon Taylor, reads:-

"There were some superb contenders for this category and we want to give honour-



Terry Mortiboy's Model "Y" Alpine and our greatest fan, Eileen (because I do!) greeted the punters onto the Y&C Register stand in the Ford oval at the NEC. The two Club banners announced in the last issue of the magazine added panache to the entrance display."

able mentions to the Morris Minor Owners Club and Ford - The Early Years, a wonderful joint effort by five specialist Ford clubs in the year when the Blue Oval celebrated 100 years of car manufacture in England.

"But in the end the judges agreed that the Best Large Club Stand was the magnificent and poignant display of WW2 vehicles and equipment – set in Normandy, late June 1944, complete with appropriate theatre of war signposting – assembled by the Warwickshire & West Midlands and North Staffordshire areas of the Military Vehicle Trust."

We thought that Ford - The Early Years was a fabulous selection of vehicles, and very much liked the fact that it combined five clubs, but it just lost out to the MVT's tableau. The joint Ford display was also on the shortlist for the Most Interesting Selection of Cars category, in fact."

In addition to the volunteer stand staff and exhibitors, members who visited the Y&C Register stand included:- Stuart Green from Halifax, Michael Leete from Bedfordshire, Joe Duignan from Co. Leitrim, Ireland, Charlie Vining from Guernsey, Alan Roberts from York, Tony Eldridge from Ilford, Lary Carey from Co. Limerick, Ireland and Richard Bingham from the north of Ireland. It was good to see you all.

Members' Cars.

Peter Purdy's April 1934 Model "Y"

Peter is the Chairman of an Audio Magazine voluntary organisation, which publishes a monthly CD for people who have poor or no sight in Bingham (pop.10,000), in Nottinghamshire, and the surrounding villages. This year they were awarded the Queen's Award for Voluntary Service, which is the MBE for voluntary organisations, and in September, as Chairman, it was Peter's pleasure to be presented with the Award by the Lord Lieutenant for Nottinghamshire, Sir Andrew Buchanan. Peter organises a team of 28 visitors who go out and deliver the CDs to their listeners. The Audio Magazine has been going now for just over 25 years.

In November Peter was asked if he would record a story of his visit to the Classic Car Show at the NEC. This is the script of his recording:-

"My name is Peter Purdy and some of you know me as an occasional interviewer and news reader for the Audio Magazine, but today I'm here to talk about going to the Classic Car Show with my 1934 Ford Model "Y". This tale really started a number of years ago when I first retired and my wife and I thought it would be very nice if we had an old car to potter about in during the summer. Well, where do you look if you are interested in buying an old car? I have to say at this point I know nothing about how cars work and how they are bolted together. Like most people I know where the petrol goes in; I can check the oil and water and pump up the tyres, but that's about it. One of the answers to where you look is to go to a classic car show and have a look and see what takes your fancy. On your arrival, childhood memories are stirred and cars I'd fancied as a young man were all on display - Austins - Rileys - Austin Healeys - Singers - E Type Jaguars - Morris Minors - MGBs - the list could go on and on. One of the cars I had really set my heart on having was one called a Riley RM, because I remember, as a boy, our doctor in the 1950s had one and I always said that one day I would have one. There was one for sale at the show and I was already to dive in and put down a deposit when I was told that the length of the car. I then discovered it would be too long to go in my garage. My hopes were dashed even further as my wife put her foot down and said we were not going to have a major rebuilding project just

The Ford Model Y & C Register

to accommodate a car. We then went on to look at other cars that would fit into the garage. It was then that we came across a display of Ford Model "Y"s and "C"s that were built during the 1932 to 1937 period and thought they were a car we would love to have. We explained to the Club Secretary that we had no engineering knowledge whatsoever and we were looking for a car that had been restored and was in good running order as our pleasure would come from the driving of the car and not fiddling about with big ends and carburettors, whatever they might be. About a month after the show, he telephoned to say that one of the members had got a car for sale that he thought would meet our requirements. Jean and I went to Birmingham at the beginning of December to see the car and we immediately fell in love with it. We bought it and I drove it back up the A34, through Derby, round Nottingham and back to Thoroton. It was one of the worst journeys of my life. As T.S. Elliot says in his poem 'Journey of the Magi' "just about the worst time of the year for such a journey." The car had no heater and I now know why car rugs were invented; the brakes were virtually non-existent compared with a modern car and as far as the lights were concerned, I would have been better off sticking two candles on the front bumper for all the use the headlights were. I arrived home an exhausted nervous wreck.

Through that winter and spring I found a man who knew all about old cars and he sorted out the basics for me; two of the fundamental issues being the brakes and the steering. Jean and I sorted out some of the non-technical stuff like fitting carpets and having the wire wheels shot blasted and sprayed by a company in Newark. Our lovely old golden retriever had died the year before we bought the car and a friend, who had been very fond her, said we ought to name the old car after her - so from then on the car has been known as 'Daisy'.

Driving Daisy was like learning to drive all over again – double de-clutching to change gear, using the gears to slow down and not relying too much on the brakes and, of course, using hand signals as there were no modern indicators fitted. Late that first Spring I thought I would take Daisy to Bingham to do a bit of shopping at the Handicentre and was driving towards Aslockton from Thoroton and reached the Orston crossroads. A car was coming the other way, so I stopped and put my arm out to indicate I was turning right. The lady who was driving towards me stopped in the middle of the crossroads, wound her window down and said "Can I help you?" I said "I'm indicating that I wish to turn right." "Oh" she said "I'd no idea people did things like that" and promptly drove off. It was then that I decided from a safety point of view to have orange indicators fitted on the front and rear



Peter and Jean Purdy with their April 1934 long rad Tudor Model "Y", just before they left on the Club's 'Tykes' Tour' of Yorkshire in 2008; their first major outing.

bumpers.

Since our nervous and tentative beginning, we have grown more confident, not only in Daisy's reliability, but in our own ability to cope with her in modern traffic. We have taken her on tours in the Yorkshire Dales, North Lancashire and the Lake District and Norfolk. The lights still wouldn't make a cat's eye glow, so we try at all costs not to travel at night. We have met some wonderful people though the club, not just from a social point of view, but people who really know about old cars and are only too willing to help with problem solving. It also helps that the club for our make and vintage of car can produce any of the spare parts that I require.

This year we were asked by the club if we would display our car on the club stand at the Classic Car Show held at the NEC; one of the premier classic car shows in the country. We were flattered by the invitation and of course accepted. Then came the dilemma: did we drive Daisy there, or put her on a trailer and keep her nice and clean and pristine? We decided to put her on a trailer. This was a good idea in theory, but I didn't have a tow bar on my modern car or own a trailer. I contacted the main dealer for my make of car and was appalled by the price they wanted and, after an internet search, found a specialist company that did it for a third of the price. Then where do I get a trailer? A farmer in the village said I could borrow his trailer. I had never towed anything before and it certainly was a scary experience. The trailer was huge and, with Daisy on top of it, her headlights peered at me like two soulful eyes every time I glanced

in the rear view mirror – as if to say, "I'm not enjoying this." Little did she know I was thinking the same.

We did have an uneventful journey on the Thursday; the show was over Friday, Saturday and Sunday with Thursday being the setting up day. After helping to set up, we left Daisy and returned home. We set off again early Sunday morning towing the empty trailer with the intention of leaving car and trailer in an NEC car park. If ever there was a hint of problems to come, it was when we arrived at the NEC. We were turned away from three car parks before one that was for cars and trailers would accept us. However, we were parked nose to tail and in rows that packed us in like sardines. It meant that when returning to the car park that evening, no one could load their classic cars onto the trailers. It was a nightmare; I have never seen such organised incompetence and such righteous outrage by the motorists who were stuck there for hours, while the chaos was unpicked like a tangle of fishing line.

So what about the show. It was wonderful; every make of car in the history of British car making was represented one way or another, even the early Humber cars whose origins began just off Huntingdon Street in Nottingham. There was even a new Bugatti with a price tag of £1,250,000 and in brackets some small writing which said "plus VAT". Classic Rolls Royces rubbed shoulders with the humble yet historic Austin 7s; exotic Delahayes alongside Hillman Imps and stunning sports cars from Jaguar's heyday. And what about Daisy; where was she in all this? Well, this year is the 100th anniversary year



of the Ford Motor Company making cars in the United Kingdom; 1911 – 2011. Daisy, who is a 1934 Ford Model “Y”, represents the model that really established Ford as maker of small cars for Europe and which took a fifty per cent market share when launched. I know that when I park the car in Bingham, I’ve almost lost count of the number of people who tell me that their grandfather had one just like it, or they learned how to drive in one. The NEC show was a great day for wallowing in nostalgia, dreaming about cars, talking to people who have rescued and restored cars that would have otherwise been lost forever, and meeting with old friends. And was I tempted to buy anything else? Well, there was this rather wonderful Riley RM!

Peter Purdy, as Chairman, receives the Queen’s Award for Voluntary Service from the Lord Lieutenant for Nottinghamshire, Sir Andrew Buchanan, on behalf of his local Audio Magazine group.”

Technical advice

from Nigel Stennet-Cox – Our Technical Advisor.

6 volt v. 12 Volt.

John Osley, from Abergele, Conwy in north Wales emailed Nigel, “You are probably asked the question about the comparative merits of 6 volt versus 12 volt electrics ad nauseam but please forgive me if I ask again. My ‘36 Model “Y” Tudor was converted from 6 volt to 12 volt electrics (negative earth plus relays) by the previous owner. I have left these alone, apart from unsuccessfully trying to add some indicators (another story to be continued). Unfortunately, he never finished the job as he didn’t get the petrol gauge connected (probably too tricky to reach?). I have bought a replacement wiring loom from Autospark on the basis that I would be sticking with 12 V electrics, but I haven’t had time to fit it yet. I retire next year so here’s hoping!

She doesn’t have an MOT, but every now and again I like to run the engine to see if the lights still work and to drive her in and out of the garage to make sure the clutch hasn’t seized and the brakes work (more or less). Last weekend I decided to smoke the neighbours out (must do something about the valve guides) and found that the “modern” 12 volt battery had died (seems to be 10 years old so not surprising given its infrequent usage). No problem; she started fine on my portable battery pack. Nevertheless, I decided to purchase a replacement from LinCon ... their 165 so, touch wood, this will be all well and good.

However, during the conversation while ordering, the helpful LinCon man did ask why the conversion had been made as he thought that their 6V model 404 battery was more than powerful enough. Also their 6V 311 battery does look very “in keeping” with the “Y”’s brackets for the retaining studs. So the question is; how difficult is it to convert back to 6 V electrics? Is going back not an option? Are 12 V electrics so superior? Are items like 6 V bulbs getting more and more difficult to find? Incidentally, she acquired a ‘C’ engine at sometime in the distant past.

I have a dim recollection this debate may have been covered more than once in Transverse Torque. If you have the reference(s) perhaps you could let me know. Otherwise your views on the merits of 6 V versus 12 V would be very welcome.”

Nigel replied, “There’s no “right or wrong” answer, but, yes, 6 volt electrics are adequate. On the downside, you may have a few problems getting bulbs, but they’re around if you look and perhaps send for them. Old British motorbike sources are good or you might be lucky in a motorcycle shop. However, at present, they are available through the Club – look at EL13 on the spares list.

Starting will be alright on 6v if everything’s in order: good compression, no damp around, etc. If any of these factors are in play, you’ll be more likely to have difficulty and less in reserve if you have to pull the starter repeatedly. The engine will turn much more slowly with less “spare”

current for the ignition. Lights will be less bright on 6 volts, and any accessories, such as towbar electrics, will require 6v stuff on the trailer. Sat-Navs, ‘phone chargers, etc. require 12v too - and negative earth. Finally, a battery-voltage-sensitive charging regulation system is easier to employ with 12v but possible with 6v. Model “Y”s and “C”s didn’t have this as standard, but I regard it as highly desirable. Small sidevalve Fords had to wait until 1953 for that feature to appear on the E493A Prefect and 100E models, then 1956 in the case of the 103E Popular. The latter and former were still 6 volt.

By the way, repeatedly starting the engine and running it for short periods will do it no good at all, especially if you use any more than minimal choke after start-up, and don’t thoroughly warm it up at brisk revs. The oil will get rapidly contaminated with combustion by-products and condensation will form and not burn off combustion chamber walls nor in the exhaust system. It is better to get it out and on the road and warm it up under load!

P.S. Sam prefers 6v and originality, if he gets shirty, remind him of the 10hp engine in his Kerry.” [That was a bit below the belt! – Ed.]

Bore wear.

John replied with a further question:- “Apologies for thinking that brevity was the soul of wit! Thank you very much for your reply to my enquiry. Having been directed down the road of 12volt by the previous

owner and having spent money on the new wiring loom and 12volt battery I think that I will have to continue into the cul de sac.

Getting on the road is easier said than done! While I appreciate your comments about not running the engine (and my old Dad would have said exactly the same) it seems to me that it would be a waste of money trying for an MoT with the amount of blue smoke my "Y" produces at the moment "no visible emissions" - instant fail! By the way the engine is a 10hp "C". I am reluctant to not run the old girl at all and cannot resist the temptation to revieve (abuse?) her every now and again, about 3 or 4 times a year. She starts on full choke and I can soon put the choke full in and run the engine for 30 minutes with a couple of one minute bursts with the foot more or less down. The radiator gets nice and hot. The plugs are sooty so the mixture is too rich. Combine this with a few yards in and out of the garage. Compared to after I first bought her, the smoke has diminished as on idle there is very little from the oil filler cap, but plenty when I put my foot down. I suppose this is a bit of the Mr Toad with me sitting there at the steering wheel going "boop" boop", but otherwise it would be really boring just to turn the engine over every now and again on the starting handle. The old man diagnosed "piston slap" when he first heard the engine.

Compressions in cylinders when tested in 2006 were in psi:- 1 = 120.7 / 2 = 110 / 3 = 122.1 / 4 = 116.4. With the addition of oil in each cylinder, 1 = 116.4 / 2 = 122.1 / 3 = 130.6 / 4 = 133.5

The question is; how much of this can I improve by doing repairs myself? Or would it be a waste of time and money and I should entrust a complete overhaul to an expert. Or is the engine beyond recall? Thanks again for any and all (polite) advice you can render."

Again, our technical sage came good and advised, "I know we love them, but those old Ford engines were pretty notorious for premature ring and bore wear. This led to smoke from the exhaust and noxious fumes from the breather in the oil filler. This latter was especially pronounced when the engine was pulling and the odious stink penetrated the interior of the car. Cure? If the bore wear is not beyond about 6-8 "thou" at the top of the holes, new rings will provide respite. I've heard of people in the old days fitting rings one size of oversize bigger than the nominal bore, individually "fitted" by filing the ends as necessary to get the required 6-8 "thou" end clearance [about 3 thou per inch of bore diameter] so 7.5 thou for the "10" engine. This can work surprisingly well and be cheap. Oh, and grind the valves whilst the head's off.

Nigel Stennett-Cox, Technical Adviser.

The Ford Model Y & C Register

News of new members.

Prepared by Mike Malyon on 24th December 2011

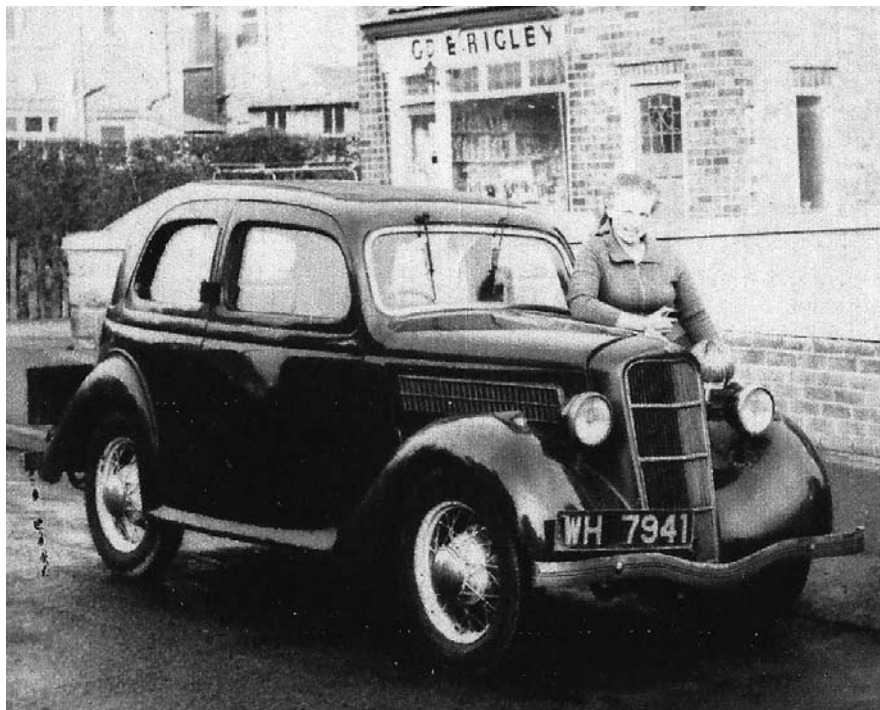
Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 9 new members:-

George Beecham	B1005	Dagenham, Essex.
Geoff Caves	C1001	Thundersley, Essex.
Phillip Hims	H0201	Shipham, Somerset.
Ronald Palmer	P0201	Cheltenham, Gloucestershire.
Pat Phipps	P1901	Blessington, Co. Wicklow.
Stephen Renwick	R1501	Ilkeston, Derbyshire.
David Rothwell	R1401	Southport, Lancashire.
Stephen Rumble	R0801	Reading, Berkshire.
Tony Usher	U1301	Fakenham, Norfolk.

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

George Beecham - George is the owner of a 1936, Model "Y" Tudor in black. It has the chassis number Y135592 and the registration number ESV 804, the original, CPP 171, having regrettably been lost. The car had been stored for over 40 years by one of the previous owners. It had a MOT in 1985, when an age related plate was issued. The car is on the road. We hope you enjoy many hours of motoring in Essex.

Geoff Caves - we are pleased to welcome Geoff to the Club. Geoff is restoring a Model "CX" saloon, first registered on 15th August 1936 and having the Bolton registration WH 7941 (C48193). The car needs a full rebuild and was previously owned for over 40 years by a Mrs Edwards. Apparently it was a 40th birthday present. The car was probably last used on the 3rd September 1977 as it had a window sticker and entry plaque from the "Donington Park Pre-war Car Festival" which is still on the windscreen. Good luck with the restoration.



Mrs Sue Edwards, who owned Geoff Caves' WH 7941 for 40 years, here seen in the 1970s. The last known address of Mrs Edwards is Chapel End, Nuneaton. Does anyone recognise the shop?"

Phillip Hims owns CUR 943 (Y187027) a black Tudor Model "Y". It was first registered on 14th May 1937. Sam Roberts, our archivist, is pleased that another previously unknown car to the Register has surfaced. The car is under restoration with everything to do as it has been in a garage, in Kent, for over 20 years. It looks as though you are going to be busy

with the restoration, Phillip. Good luck with the project and a very warm welcome to the Club.

Ronald Palmer who likes to be known as Jim, joined the Club at the Y & C Model Register stand at the NEC. Jim is currently looking for a Model "Y". We hope you are soon successful with your search. Perhaps Colin Rowe's car, advertised in this issue, might fit the bill? A warm welcome is extended to you.

Pat Phibbs - we are pleased to welcome Pat to the Club, he having also joined us at the NEC. Pat is the owner of a black CX tourer with an 'age related' Irish registration, ZV 3453. The car, which used to belong to ex-member, Billy Harness is on the road. We hope you enjoy many hours of motoring in Co. Wicklow, Pat.

Stephen Renwick also joined us at the NEC. He has a blue, 1933, 2-door (Tudor) Model "Y" registered AMA 424 (Y24502). The car used to belong to ex-member, John Cross. We understand it is in need of a restoration. Good luck with the restoration Steve and welcome to the Club.

David Rothwell - we extend a warm welcome to David, who has bought, in an auction, 987 XUK, a green and black 2-door Model "Y". The chassis number is Y49260 and Briggs body number 167/2058; the figure 167 identifying it as a car which was fitted with a sun roof in production. It was first registered on 1st February 1934. The car is on the road and, fortunately, there is no work needed to be done. We hope you enjoy driving the Model "Y" out and about in Lancashire. David is also the proud owner of the only known surviving Allan Taylor groundsman's tractor with a tipper body, based on a Model "Y" chassis.



David Rothwell's newly acquired light green and black Tudor.

Stephen Rumble owns YD 8167, a black Model "Y" Tudor. The car which is on the road has a chassis number Y170170 and Briggs body number 165/62478. We hope you continue to enjoy your trips out in "Megan". Evidently, "Megan" was found in a barn and had previously been used for a young boy's driving lessons in a field in Petworth, Hampshire!! We extend a warm welcome to Steve who also joined at the Club's stand at the NEC.

Tony Usher has purchased DHN 191 (Y190392) a black Model "Y" Tudor. It was first registered in Darlington on the 14th June 1937, is on the road with ongoing work being done; mainly to the exterior body work and interior trim. The car had been in a barn from 1960 until the late 1990s. Fortunately, it seems to have been stored in a watertight barn. We hope you enjoy driving your "Y".

Our Members manning the Y & C Model Register stand at the NEC did a sterling job, recruiting four new members - a big thank you to you all.

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

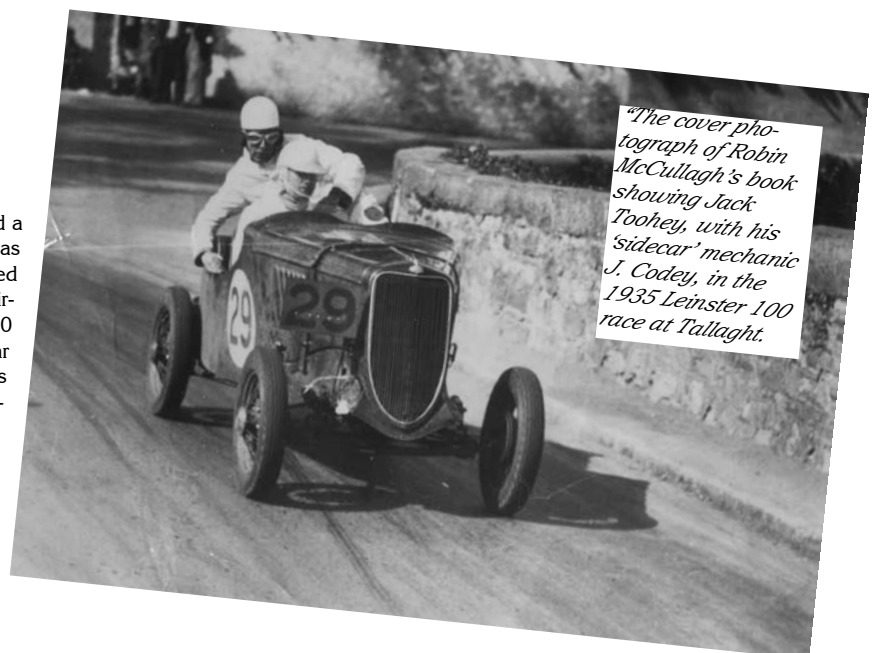
As this is the first issue of 2012, I would like to wish all our members a very happy, prosperous and healthy New Year. Keep on motoring.

Mike Malyon, Membership Officer

Book review.

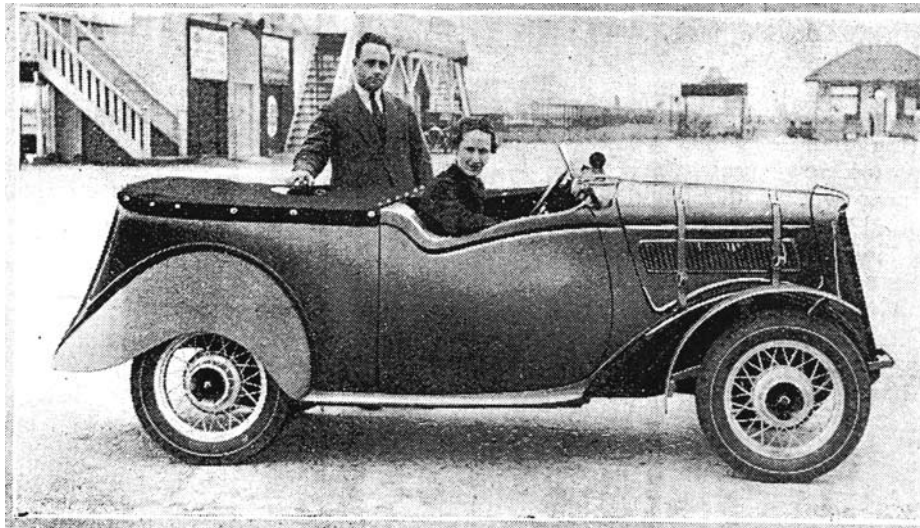
'The Tallaght Motor Races 1935 - 1948' by Robin McCullagh

Robin McCullagh, who is a Friend of the Y&C Register and a past President of the Irish Veteran and Vintage Car Club, has researched the Tallaght Motor Races, which were organised by the Leinster Motor Cycle and Car Club. The Tallaght circuit in South County Dublin hosted the annual Leinster 100 Car Race from 1935 to 1939 and again in 1948. The star of the first two races, as we have reported in recent issues of 'Transverse Torque', was Jack Toohey in his specially prepared Model "Y" Smithfield Ford Special, which beat MGs, Adlers, a Bugatti, Austin and Riley on handicap in 1935 and a similar mix of makes in 1936. The same car was driven in the 1938 race by W. Murphey from Birr. Two other 933 cc Ford's appear on the results sheet, one drive by D.C. Leechman, in both the 1938 and 1939 races, and one driven by T. Donnelly in the 1937 race. Unfortunately, Robin is unable to cast any light on these two cars, which would have been open-topped sports cars.



Model "CX" tourers appear twice in the results tables; M.K.H. Bilney in 1936, finishing 7th, and F.D. Smyth in 1938, finishing 4th. I suspect that these refer to one and the same car, which we have covered in previous issues of 'Transverse Torque'. Readers will recall that, with the assistance of Jack Bezzant, the former Aston Martin engineer, Maurice "Bill" Bilney converted a Model "CX" tourer for racing; in particular for the 1937 Le Mans race. In the Le Mans 24 hour race, he shared the driving with the Australian, Miss Joan Richmond, and finished a creditable 14th! It is quite reasonable that Bilney raced that same car in the 1936 Tallaght Motor Race as a trial for Le Mans the following year. Unfortunately Bilney lost his life racing an AC at Donnington Park later in 1937, which would explain why F.D. Smyth drove the car at Tallaght in 1938.

Robin McCullagh has described each of the Leinster 100 races in detail, including all the thrills and spills; the Templeogue Bridge corner being the most exciting section of the circuit. The booklet is No. 17 in the Dreoilín Irish Transport series of Albums and can be obtained either through Dreoilín Specialist Publications Ltd, Tankardstown, Garristown, Co. Meath, Ireland (tel:- 00 353 1 8354481) or on line through www.dreoilin.ie. The ISBN number is:- 978-1-902773-25-4 and the booklet costs only 6 euros.



Jack Bezzant and Joan Richmond in the Bilney "CX" racing car at Brooklands in 1937. It is suspected that this is the car that raced at Tallaght in 1936 and 1938.

P.S. For Yvon Precieus' eyes only:- In the table of results for the 1935 race, Jack Toohey is credited with an average speed of 59.93 m.p.h. Robin picked this up on proof reading and amended it to the correct speed of 59.33 m.p.h. Unfortunately, it was not corrected for the final print run.

IMPORTANT - MOT SURVEY BY FBHVC.

This requires your action ...

The UK government is considering changes to the MOT regulations; exempting pre- 1960 vehicles from the annual examination. As part of the consultation process, we have already, through FBHVC, conveyed our thoughts on this issue for cars manufactured before 1945. Since the government is now minded to raise the date threshold to 1960, we now need to submit our opinions on the exemption of MoT testing for vehicles produced before 1960.

ALL CLASSIC CAR OWNERS are encouraged to TAKE PART IN THIS IMPORTANT SURVEY conducted by FBHVC. The deadline for your input is the 31st. January 2012, i.e., the end of this month! This can be done on line by visiting : www.fbhvc.co.uk/mot-survey/ If you do not have a home computer you may be able to take part via your local library.

The government rationale is as follows (courtesy of FBHVC Newsletter).

What is the problem under consideration? Why is government intervention necessary? Both the age and the categories of vehicles requiring the MoT test in Great Britain (GB) go further than the EU Directive on roadworthiness test 2009/40/EC, which only requires statutory roadworthiness test for post-1960 registered vehicles and does not subject motorcycles to a compulsory test. Pre-1960 registered vehicles have a MoT failure rate significantly below post-1960 registered vehicles. Two-thirds of these vehicles are driven fewer than 500 miles each year. The Goods Vehicles (Plating and Testing) Regulations 1988 already exempts unladen pre-1960 manufactured Heavy Goods Vehicles (HGVs) from the roadworthiness test. We consider pre-1960 manufactured vehicles to be of historic interest. A Government intervention is required to reduce the regulatory burden on owners of these vehicles.

What are the policy objectives and the intended effects?

As part of the Red Tape Challenge the Government intends to exempt pre-1960 manufactured vehicles from statutory MoT test, as allowed under Article 4(2) of the EU Directive 2009/40/EC, and bring the age of vehicles requiring the statutory MoT test in line with The Goods Vehicles (Plating and Testing) Regulations 1988. The proposed objective is to ensure motorists in GB are not subject to gold plating of an EU Directive, and that the MoT test, in practice, focuses on vehicles which are not of historic interest and have high MoT test failure rate, road casualty rate and annual mileage. The intended effect is deregulation and lowering motoring costs without significantly affecting road safety.

What policy options have been considered, including any alternatives to regulation? Please justify preferred option (further details in Evidence Base)

The policy options that have been considered are:

- Option 0:** Retaining the MoT scheme as it is (do nothing - baseline);
- Option 1:** Exempt all pre-1960 manufactured vehicles from the MoT test;
- Option 2:** Exempt all pre-1945 manufactured vehicles from the MoT test;
- Option 3:** Exempt all pre-1920 manufactured vehicles from the MoT test.

Option 1 is preferred (by government), because this will bring the MoT test requirement for pre-1960 manufactured vehicles in line with The Goods Vehicles (Plating and Testing) Regulations 1988, which already exempts unladen pre-1960 manufactured HGVs from the roadworthiness test. This option will also meet the Government's Reducing Regulation agenda and reduce the gold plating of the EU Directive on roadworthiness test.

CLUB COMMENT ON THIS SURVEY: The proposed exemptions to MoT regulations are probably the most important single change that the classic car scene has faced. The Club will ensure that Y&C Members are informed of any changes. We will also debate all issues relating to how we should ensure that our vehicles are kept to a high standard of roadworthiness, without the need to rely on the annual MoT test.

We are a responsible club with responsible members and will do all in our power to ensure that our hobby is not blighted by irresponsible classic car road users.

Please write in with your comments on this issue and any perceived effects on our members or cars to either the Club Secretary, Bob Wilkinson, or to the Editor, Sam Roberts.

Members' correspondence.

Those were the days!

Colin French sent me a CD with a photograph of his then girlfriend, Chris, and his Model "Y", ANX 913, taken at some idyllic resort. I guess, at the time, both were the idols of his life! Chris was to become Mrs French, but the story of ANX had a less happy ending. Colin sold it to a wealthy young man in order to buy a Vespa scooter so that he could cut costs and save some money to get married. ANX was in very good condition by then, but the idiot to whom he sold the car wrote it off some 4 weeks later in an accident of his making. Such is life....



Those halcyon days: nice car, pretty girl, summer's day ahhh, I remember them well! This photograph is of Colin French's "Y", ANX 913, and girlfriend, Chris.

Spare parts.

As you are, or should be aware, in addition to the remanufactured and new old stock spares listed in the centrefold of 'Transverse Torque', the spares group maintain two containers filled with used items, which are available to members. So, if the spare you require is not listed in the centrefold parts list, enter it on the Parts Order Form as there could well be a serviceable used one available in a container. The only caveat is that it may take a few days to get to the containers and locate the item. The following report by Roger Corti, follows a working visit to the containers:-

Graham opened up the containers and told us he was going to get the power turned on, so the rest of us got stuck in, removing parts in disarray from the floor to allow some working space. Much of this carrying was a two man job, as rear axles, chassis's, front axles etc were removed to daylight outside - making some working space.

Graham returned a little later - we believe he found some coffee in the garage's office - and turned on the lights. Just like Aladdin's cave, the containers revealed the hidden treasures within. So many spare parts awaiting some TLC.

Getting well stuck in then, we shifted body parts, wings, two whole and many parts of chassis, wheels, seats, rear axles, engines by the score, window glass and winder mechanisms to name a few. Boxes and bins with various nuts, bolts and bits. Some of these we emptied out and sorted, despatching rubbish to the metal recycling bin, others were relocated. Engines and body parts were tidily re-arranged and placed in a semblance of order, freeing up precious shelf space,

till at the end of our day's labour, there was once again room to access the stores from one end to the other.

There are two containers, and we worked mostly on the lower one, but popping up the rickety iron staircase to the top whenever we found items out of their place. John commented on his task of taking pairs of starters and dynamos up top as weight lifting exercise he hadn't reckoned with.

We all received lessons in what parts fit which model from Graham and spent a few moments puzzling over obscure bits. So much history to take in!

The lesson I took in was the fact that all this multitude of parts - and I cannot describe how many - except to say scores (if not hundreds) - of these parts had all in past times been collected, sorted, carried and worked on by members of the Committee and others I've no doubt, all for the future benefit of Club members. Literally tons of metal moved just for us all - just in case, one day, they may be needed.

This stock - mostly unlisted in the magazine - will serve to keep our cars running for many years to come and all down to the labours of a few top guys! This "Part-Time" tidy up day was, by the way - unpaid, but for me most rewarding.

Thanks Guys! and can I help again? I really enjoyed the experience.

"Part-Time"

Not a job title that describes Committee members' commitment to working on behalf of register members, but an occasion of wonder and elucidation.

I reacted to Graham Miles' request for help sorting out club spares held in two containers somewhere north of Stevenage. Along with Graham Miles, Jim Miles and John Argent, I dutifully turned up ready to have ago with whatever was needed to be done. I had prepared myself against the cold with extra thermal layers, gloves, boots and overalls and a thermos of coffee. I was not prepared for the heavy-weight work out!



John Argent (Land Rover) watches on as Graham Miles (Ford) unlocks the lower container.

Morgan F series.

Member, Stan Bilous, emails from Streatham in London, "Interesting that you mention adding information on the Morgan F series in the book on the Morgan 4/4 [Editorial, issue 193 - Ed.], as my model ('Freddy') is a 1938 F4, re-bodied in the later style as a 2-seater, but I retained the original "Y", 8 h.p. engine. After extensive restoration, it has been on the road for 3 years with a slightly modified engine; originally, Morgan used their own cylinder heads in aluminium, which gave a higher compression ratio, but was found to cause problems in leakage and distortion, so I substituted the Ford head. Most owners then shaved off up to 60 thou. to increase performance. This has made a considerable difference both in economy, in lower end torque and in acceleration.. (many sidevalve owners will be familiar with this in regard to fitting 8 heads to 10 engines, but not much in the case of tweaking the 8.

Another change that Morgan made was to make its own timing cover with an inbuilt engine mounting bar. Unlike the Ford, which used a separate mounting bar, Morgan cast this all in one piece. I believe I may be the sole remaining engine to use this; most having made up their own mounting bars due to the problem of the casting breaking under severe stress, caused by chassis twist and the driving habits of many sporting Morgan owners. I know of no other model F's that still retain the original engine, be it 8 or 10. Most owners seem to have fitted the E93A, or even 100E engines. Of course, there may be others - perhaps we will now find out?

The danger of too much tweaking is the stress on the fibre timing gears. This may be one of the reasons for Ford adopting the chain gear in later engines. So far, I have had no problems, but time may tell !

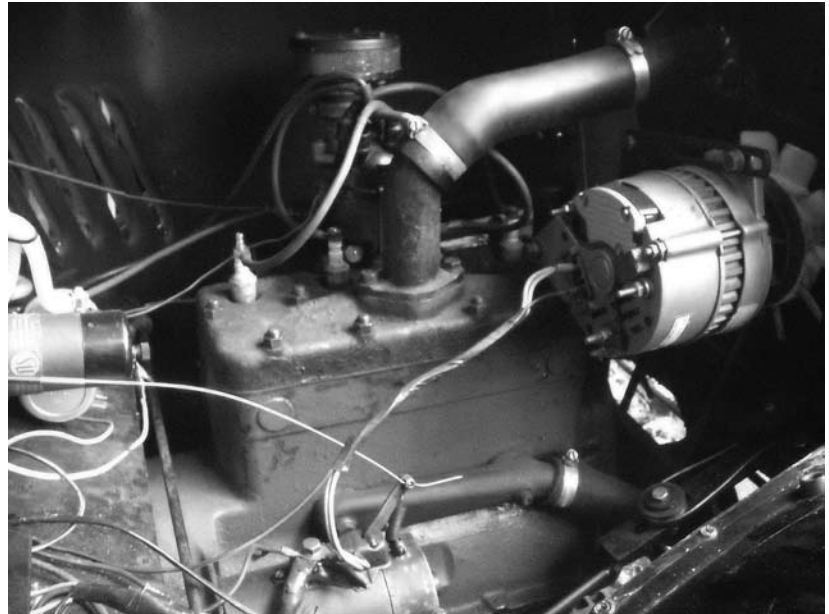
20 years ago -

issue 74, December 1991/January 1992

I was horrified to see that 74 was the first issue of Transverse Torque that I edited - 20 years ago! You will recall that John Guy and Siobahn had stood down from the Editor role after issue 73. A special farewell occasion was organised and I reported in my first editorial, "The surprise that John and Siobahn dropped on me (I was also Chairman) after nine years in the editorial chair came as a bolt out of the blue. However, what hasn't been revealed is the real cause of their decision to stand down. It only became apparent when the committee invited them down to Willoughby in November, where we were holding our end of season meeting. We had a special casserole and cream cake lunch laid on, prior to going next door to the pub for a noggin. John and Siobahn arrived at about 12.30 after agenda item number three. All was revealed as the first thing we saw coming through the door was "the bump". We are all delighted for them and hope all goes well for their third offspring due in March."

I concluded my first editorial with a plea for more involvement by the members in the contributions to the magazine. "I'm sure there are experiences, expertise and anecdotes in the minds and literature held by you all which would add to the flavour of our publication. It would be appreciated if, in 1992, you could make an effort to spice up this important means of communication between us all. I leave you with that plea and wish you all that you wish yourselves in this, the 60th anniversary year of the Model "Y". This leads on to the fact that 2012 is the 80th anniversary year of the model "Y", and the plea for contributions still stands!

Of the eight new members announced in issue 74, only Andrew Barr, our present Regional Contact for Scotland, is still with us and still with his February 1936 Tudor Model "Y". Congrats Drew on your 20th anniversary. I'm delighted to say that all the other cars (all Model "Y"s) that were owned by



The Model "Y" engine fitted in Stan Bilous' F4 series Morgan, together with 12 volt alternator and S.U. fuel pump..... "O.K., it may not be original but sure makes for easy starting, good lights and NO more vaporisation !

As I mentioned earlier, my experience is that the "Y" engine is a smoother running unit, but whether this is due to increasing the compression ratio and general tuning, I don't know. I experimented with a 10 carb. and manifolding, but it seemed not to make much difference. Even using 10 jets in the 8 carb. seemed to make for less smooth take-up on acceleration. Another point I should mention is that I am using adjustable cam followers. This will only work when using the shortest of the 3 valve types, otherwise adjustment is difficult without removing the valves, which somewhat defeats the object of using them ! Fortunately there seems to be a plentiful supply of these !

I would be interested to hear other owners' views on this subject, as I am sure many Model "Y"s retain their original engines not to mention "C"s !"

A photograph of 'Freddy' at Brooklands recently at the 'Morgan Day' bash appears on the back cover of this issue.

the new members are (less one) in the ownership of current members, namely Gerald Jenkinson, Catherine Astbury and Robert Tyler.

A couple of snippets from 1935 magazines were included:-

The Light Car - November 1 1935. "H.R.H. the Duke of Kent paid a visit last week to the Ford Show at the Albert Hall, London. His Royal Highness inspected with interest the £100 popular Ford."

The Motor - 3 December 1935. "At a cost of £150,000 the Ford Co. is to construct an assembly plant in Wellington, New Zealand, to be ready for operation by July next year." As we now know, it was not operational until the November.

There were three events of note scheduled for 1992. It was agreed that the Y&C Register should administer and run the All Ford Rally again on the last Sunday in September in a different field in Abingdon, having learnt some valuable lessons from the 1991 show. Secondly, Jim Miles (our then Archivist living in France) offered to host the Y&C Register's involvement with the Belgian

Ancient Ford Club's 'Rally Fantastique' during May. Thirdly, the 60th anniversary of the Model "Y" was to be celebrated at the Register's annual gathering at Stanford Hall in June.



A young looking Peter Ketchell in 1991.

Classic Car Weekly had produced a 'buyer's guide' to classic cars with suggested values. For our cars, the following was quoted:-

Condition	First class	Good	Rough
Eight Model Y saloon	£4,500	£2,500+	£1,000
Ten Model C Saloon	£4,000 +	£2,500	£800
Ten Model C Tourer	£6,500 +	£4,000	£1,500 +

"Restorable saloons are available for under £1000, with sound, roadworthy examples selling for around £2500. Be prepared to pay over £4000 for a first class Y or C. The rare Model C Tourer can command £6500 or more."

It is interesting to note that, until recently, as reported by Bob Wilkinson in issue 193, there has been little movement on these values.

In the previous November, I had taken my then Model "Y" saloon, CNN 125, for its MoT and had asked for an emission test (seeing as I was paying for it anyway). As I reported, *"I don't profess to be an engine tuning or rebuild expert, but with the mixture setting screw adjusted to maximum revs on tickover, the emission readings were well below the maximum permitted for cars produced between 1975 and 1983. The recommended setting of the mixture screw of one and a half turns from the closed position gave a richer setting, equivalent to the maximum allowed for 1975 vehicles; i.e. 6% carbon Monoxide and 1200 parts per million (ppm) of hydro-carbons."*

With the optimum settings on CNN (max revs on tickover) here is the table of results:-

Cars	Percentage Carbon Monoxide	Parts per million hydro-carbons
1975 - 1983	6	1200
1984 onwards	4.5	1200
CNN 125	4	1050

In his spares report, Graham Miles reported on the discussions held at the November Committee meeting at which Graham categorised the spares into three groups; 1) Body parts - these were not held by the Club due to storage and rust problems, but were readily available through metalsmiths who hold the appropriate patterns (such as Rick Beasley today - see Useful Contacts.) 2) Essential mechanical parts. Graham listed various parts which were causing concern, but which were being addressed:- king pins, track-rod ends, drag links, steering boxes, rear hub bearings, head and manifold gaskets, wheel nuts, etc. and 3) Appearance items; the chrome stuff!

Finally, a 'Spotlight on Members' column was included in issue 74, which I shall repeat here as it concerned a member who should need no introduction to most present-day members:-

Peter Ketchell (currently our Spares Officer).

In the early '70s after moving house three times, I ran out of rooms to decorate and decided to return to my former pastime of pre-war cars. One cold weekend in February 1975, I bought the Exchange & Mart and went to look at all the advertised pre-war cars locally. These included a rusty Austin Big Seven; price £150, a Morris 8 Tourer in bin liners; price £350, a Morris Minor saloon in primer; £450, a Standard Flying Nine; £300 and a Triumph Super Seven for £450. The person advertising a Ford 8 only listed an address, which nobody had heard of. After an hour's search with my 18 month old daughter suggesting it was lunchtime, I called it a day. As I reversed the car to turn round, I finished up outside the owner of the advertised Ford! After a quick look round the car, and half an hour later, it was off to home to lunch. The following day the whole family had a good look round the car and, half an hour later, I was the proud owner of US 2090 for £185.

I spent three years working on the car and in April 1978 entered it in the driving tests held near Chester. Fortunately the tests were held on an old airfield, so when the brakes did not work there was plenty of room to coast to rest. Back to the drawing board! 18 months later I had not touched the car. The wings and the valance needed to be sorted out as one wing was 2" higher than the other. There was a Ford Model Y in a local motor museum, which I went to look at in order to see how the bodywork went together. To cut a long story short, I finished up buying the car, DM 9978, from the owner of the museum and sold US 2090. Sitting in the hairdressers a few days later, I saw an advert in the Exchange & Mart for people with Ford Model Ys & Cs to contact this chap in Abbots Langley. A few weeks later, Graham Miles phoned me to see if I was interested in joining the Register. I told him the story of the two cars I had owned. He spoke about long and short rads, double and single water outlets. To me they were just Ford Ys. Where was the Register when I was having problems with my first car? I paid my £2 and became a member. The following year, 1980, I attended my first Ford Y&C Model Register rally at Ron Rose's pub in Hope Valley, Derbyshire. Seven Ford Ys together in one place! Since then I have attended the Register's rally every year and have picked up one or two tips on Model Ys & Cs. I use my car for driving tests, rallies, hill climbs and classic car shows, which as Regional Coordinator for Area no. 14, I usually arrange. It gives me a great deal of satisfaction when I organise an event and people turn up and enjoy themselves. The thing I like about the Register is the friendly people and the happy and relaxed atmosphere at the Register events. For my part I just wish more people would support us by turning up at the events.

US 2090 is now owned by non-member Mr. D. Rothwell and DM 9978 by Noel Page in Kings Lynn, Norfolk - recently seen at the North Norfolk Railway, 40s Weekend.

Horse power

This is the first of two articles on horse power. In this issue we consider the origin of the horse-power, brake horse power in particular, and in the next issue Colin Rowe will explain fiscal horse power.

Part 1 - Brake horse power (bhp).

The book on the Model "Y", defines one brake horsepower as the power required to lift one pound (lb.) through one foot (ft.) in one second (sec). i.e. 1 bhp = 550 ft.lbs/sec. It is called a brake horse power as, when measured on an engine, it is the power recorded by a 'brake' (torque x radius) on the output shaft; the measuring device generically being known as a dynamometer.

A question asked recently in the Daily Mail read, *"When did horsepower first become a unit of power? When was it standardised?"* Although I cannot vouch for the answer given by Gordon Pursloe of Ayr, it seems plausible:-

"The term was created and standardised by Scottish inventor and engineer James Watt (1736 - 1819). While working as an instrument maker at Glasgow University, Watt noticed that contemporary steam engine designs wasted a great deal of energy by repeatedly cooling and re-heating the cylinder."

Watt introduced a separate condenser, which avoided this waste and radically improved the power efficiency and cost-effectiveness of the steam engine. Having invented this, he needed a way of rating engine power, so that customers would know what size to buy. As most of his customers had been using ponies and horses to generate shaft power, the horse was the logical unit.

Though his horsepower was first in print in the Edinburgh Review of January 1809, Watt's papers show he had made his measurements much earlier (1782/83), derived from the second-hand calculation of a millwright. He writes, "Mr Wriggley, millwright, says a mill-horse walks in 24 feet diar and makes 2 1/2 turns per minute say at the rate of 180 lb p. horse." The 180 lb is an estimate of the force exerted by the horse. From these figures, using Pi = 3, Watt calculated the power of one horse at 24 x 3 x 2 1/2 x 180 = 32,400 foot-pounds per minute.

In September 1783, the value was changed to 33,000. Adding two more decimal places for Pi would have given 33,912 instead of 32,400, but Watt would want a number easily used in calculations, so he wound

up with 33,000 foot-pounds per minute. The figure was especially attractive as it was divisible by 60 [i.e. =550 ft.lbs/sec]

Modern measurements show the average horse can put about 0.6 horsepower through an eight-hour workday. It seems Watt was adhering to the old engineering principle that it is better to be too big than to fail, which given the scepticism over this new-fangled technology was quite sensible."

You will note that 550 ft.lbs/sec is a measurement in Imperial units. This was not well received on the European continent where vehicle power was calculated in Cheval Vapeur (CV) – France, or Pferde Stärke (PS) – Germany. One CV or PS was measured as the power required to lift 75 Kgs through 1 metre in one second, i.e. 75m.Kgs./sec. Using metric/Imperial conversion tables, this is 3.2808ft x 165.34672lbs/sec = 542.476 ft.lbs/sec.

Thus the metric horse power is only 98.6% of the Imperial horse power!

P.S. Amendment necessary.

For those of you who have a copy of the book "Ford Model Y. Henry's Car for Europe", please note that on page 9, paragraph 3, lines 5 & 6, the figures 750 should read 75. I have Tippexed the 0s in those books that I have distributed, but many slipped through the net. Of course, the engineers and physicists among you will have already corrected it!

International correspondence

New Zealand

South Island

David Green, in Christchurch, has been busy on his Fordor Model "Y". In May last year the engine was upgraded from an 8 hp to a 10 hp. The car was later on show at the annual Christchurch 2-day Swap Meet in October. The car is registered LY 1933, but has MODE as a suffix! Well done David for flying the small Ford flag.



Out with the 8 hp engine2. ... and in with the 10 hp. Note the four-bladed fan, which was fitted to many export models. David's Fordor flying the flag at the Christchurch annual swap meet in October



Jill Peters with her August 1937 Model "Y", Y198872, (probably the last survivor to be manufactured) on the Christmas Rally at Tai Tapu, near Christchurch. "

Not again!

I had just received the South Island 8&10 Ford Enthusiasts' Club newsletter and a cheerful email from their President, Jill Peters, when the devastating news of two further earth tremors, each of more than 5 on the Richter scale was announced. Jill had just relayed to me, "Just had our Ford 8 and 10 Club Christmas Rally. A trip to the Rannerdale War Veterans Home to show off our cars and then a drive into the countryside for a picnic at a park in Tai Tapu (a small town outside Christchurch). We had some sumptuous eats, a Christmas raffle and of course crackers to pull. It was also

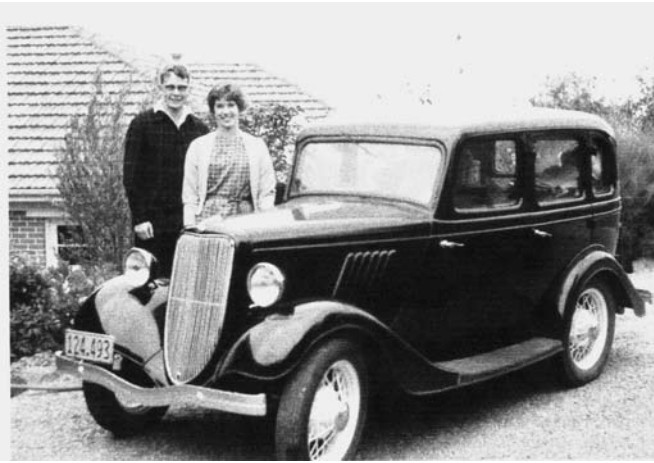
a beautiful day at 26 degrees."

Following my condolences on yet more tremors, Jill replied, "Yes it was not what we needed right now. It was my birthday as well which is just unfair. I had just got home from having brunch with my Mum and it gave me a terrible fright as I was upstairs on my own. Russ rang of course to ask how I was and I did cry a little. Even when he arrived there were more. It did spoil our plans to have drinks with our neighbours and a friend who was coming over to see me. Of course on Christmas Eve the main shopping malls were shut for part of the day, not that I would have gone anyway. And yes we did have our Christmas dinner at Mona Vale (a beautiful botanical garden with guest house)outside with deck chairs and a table with all the Christmas fare. My house is ok; just a few more bits of concrete falling out and in. Some people however in the eastern suburbs near the sea have this terrible curse of liquefaction, where silt comes up all around their properties and through the roads - enough to make cars stick to the road! The other aspect is that we are back to broken sleep each night because you stir when the house shakes!"

North Island

Meanwhile in Porirua on the North Island, Don Borrie is enjoying Model "Y" motoring

in his recently restored 1934 Fordor, "Primrose". As he and Lyndel explained in their Christmas letter, "Another joy was the final completion of 'Primrose', our 1934 Ford Y. This restoration story has been quite a saga, but in October we started 'running her in' seriously. To our excitement she has been chosen to join the 1912 - 2012 display of Ford cars at the 'Wings over Wana-naka' air show over Easter 2012. We feel very chuffed about this. If only we could be restored too!!" (see photos on next page)



A youthful Don and Lyndel Borrie with "Primrose" (Y82116) in 1962.



Don and Lyndel 50 years later with a totally restored "Primrose."

Spain.

Fidel León Darder in Valencia continues to work at the restoration of his June 1935 Fordor Model "C", BU 2606, chassis number C16753. The car carries a red registration plate on the bulkhead, which I ask Fidel to explain. I had understood that all cars were re-registered after the Spanish Civil War. However, Luis Cascante has already corrected me on that point. Fidel emailed, "This car was not re-registered after de Civil War. During the War many cars were seized (requisitioned) by different organizations on both sides. In many cases, the owners had died or suffered repression during the War, or it was not possible to identify or find them: then the cars were sold or auctioned and re-registered.

The red plate on my car has the data of the seventh owner of the car, the first one in Valencia. The Model "C" owned by Luis Cascante (CS-3333) has the same plate located in the same place, according to the pictures that appeared in a Spanish classic car magazine some months ago.



The red plate on the bulkhead of Fidel's Model "C" giving the name of the seventh owner, Antonto Gonzalez.

Denmark

A friend of Michael Deichmann gave him the photograph of the Model "Y" Junior, AM 37.472 participating in the Veteranrallyet Bornholm Rundt rally in 1983. This is one of the best old car rallies in Denmark and it's still held over the first weekend in July. On the Saturday we a drive around the island of Bornholm with up to 8 pit-stops, each with some sort of challenge to solve. The Sunday is more of a promenade tour ending up somewhere where we are served the Bornholm speciality - smoked Herrings with raw egg yellow (pasteurised these days). This rally has been held for over 25 years now and none of the challenges has been re-used, so they have now thought out over 200 different challenges.

If the register ever chooses to do a trip to Denmark - this is the event to participate in. The only issue is the cost - not for the rally but for getting there on the ferry!

The Copenhagen assembled 1935 Ford 'Junior', now owned by Hans Sørensen of Eshbjerg, as illustrated in the 1983 "Bornholm Rundt" (Around Bornholm) magazine. The car is partaking in the annual Veteranrallyet Bornholm Rundt rally.



Fidel at work on his Fordor Model "C" in 2009 in Valencia.



Australia

Bill Ballard emails, "Thank you for sending me the latest issue of 'Transverse Torque' in .pdf form earlier today. I've had a quick browse through it and was overjoyed to see the article on the Oldham Motor Co Ltd (OMC)!! Just a couple of niggles (well, typos!) - the first paragraph refers to founder Ralph Rothwell EGLIN, thereafter the family name is referred to as "ELGIN" (which in my book is a city/burgh in Scotland!) - I'm sure it should be ""EGLIN".

I had a very good relationship with the OMC in the 1970s and 1980s, buying a few cars off them. Their Apprentice Training School did a lot of work for free on my 1946 E04C 5cut panel van, until the untimely death of the project leader, who died in tragic circumstances (if I remember rightly, he literally fell down some stairs and broke his neck!).

However, I had the honour, as Manchester Branch Organiser of the Ford Sidevalve Owners' Club (in the "Pre-Devine" days of the Y&C Model Register) to arrange a display of Small Fords to celebrate the OMC's 75th birthday - 25 years ago! I was scanning my old 35mm colour slide collection onto my computer a few weeks back and amongst them were the attached photos. The display was held in the old workshop which was located to the rear of the shops on Manchester Road, illustrated on page 27 of 'Transverse Torque', and accessible through the doors just visible behind the Bell-sha beacon on the extreme right of that picture. You will see from my pictures that I arranged the display of



The Oldham Motor Company (OMC) 75th birthday display in 1986. The Model "Y", FPG 447, then belonged to Alan Oakes - is now owned by member, Derek Riley, in Bridlington.

cars - drawn from erstwhile FSOC members living in N.E. Greater Manchester and East Lancashire - in chronological order, starting with a black Model "Y", which undoubtedly would have been Alan Oakes' 1937 Tudor, FPG 447. In those days, Alan was responsible for spreading the gospel according to the fledgling Ford Y&C Model Register. My E04C van - whose restoration had only recently been completed - is seen third from the left in one of the pictures."

I also received a rollicking from Robin Eglin of OMC, "Thanks for the copy of Transverse Torque. Just one bone of contention; in the article my grandfather's surname is EGLIN and my son and myself's surname is EGLIN not Elgin.

You should be aware that we had to sell Chorley and Macclesfield because Ford in their wisdom altered marketing areas. However, we have now opened a Ford dealership in Rochdale (2002) and a separate commercials location in Oldham.(2008)."

[The above two comments constituted the sole feedback I received on issue 193! - Ed]

Norway.

Member, Terje Sæthre, who is also the Editor and Historian for the Early Ford V8 Club of Norway, sent in the photograph of the old man with a short rad Model "Y". He explains:-

"I received the pictures and a short story from one of our club members (Per Fonnaas). He was very inspired by my articles on the Model "Y" and the history of the English Ford company in our 'V8 Forum' club magazine. He tells that his first veteran car was a: Yes, a Model "Y" Ford! The Model "Y" in the picture might have been the Model "Y" that he had, but he is not sure. Per says that his grandfather was a Ford dealer from 1922, and that he was involved in three different Ford dealerships in the Hedmark area. (Hedmark is a county east of Oslo, by the Swedish border). The old man with the Model "Y" Ford, registered D-6039, is Mr. Voldmo. He worked for the county and his task was to observe and report the condition of the roads in a certain area of the Hedmark County. This picture is most likely taken before WWII.

About the registration number on the car: every county had its unique letter, the letter for Oslo was A and O was for Bergen, the next biggest town in Norway (on the west coast). Tus D was for Hedmark County. If you bought a car in one county and lived in another, or if you moved from one country to the other and brought a car with you, you would be allocated a new registration number beginning with the unique letter for that county. This scheme continued until April, 1972 after which the registration number followed the car all its life."



Mr Voldmo who was responsible for inspecting the road conditions in Hedmark County in Norway. The good condition of the left-hand-drive short rad Model "Y" (Ford Junior in Scandinavia) would indicate that the photograph was taken before World War II.

U.S.A.

George W. Pierce has once again been flying the Y&C Register flag; well, the Y&C Register badge on his badge bar! Last year at this time we showed him and his July 1933 Tudor short rad in glorious colour on the back cover of Transverse Torque taking part in the annual Orcutt Christmas parade in wall-to-wall sun in California. This time, we show the rear of the car on this year's parade, which reveals the hitherto unknown California Historical Vehicle registration, 1452. George's daughter, Susan, was in the passenger seat and niece, Nita, in the back. I have managed to persuade George to tell us how he came by AMG 448 and his and its subsequent travels to California. The story will appear in a future Members' Cars article



Events 2012

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	
22 April	Classic & Vintage Ford Day. The British Commercial Vehicle Museum. Leyland Lancashire. Museum- 01772 451011	Bruce Allan 01995 601041
29 April	33rd Annual General Meeting Willoughby Village Hall CV23 8BH	Bob Wilkinson 01832 734463
25 -27 May	Enfield Pageant of Motoring Middlesex. Note, <u>not</u> Monday this year.	Jim Miles 07901 561866
17 – 21 June	Visit to Co. Durham See below	Graham Miles
6 – 8 July	Scandinavian Ford V8 Meet 2012 Zealand, Denmark. Caters for our cars.	www.fordv8.dk
22 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
14/16 Sept	North Norfolk Railway '40s weekend Sheringham	Jo Hanslip 01945 430325
16/17/18 Nov	Classic Motor Show NEC Birmingham	Geoff Salminen 0121 427 2189

Shepton Mallet show, 11th/12th 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.

Old Ford Rally. Sunday 22nd. July 2012. Venue: Heritage Motor Centre, Gaydon. CV35 0BJ. Just off M40, J12. Brief Details: The good news is that the charge to EXHIBITORS HAS BEEN REDUCED TO £5.00 PER CAR (max. 4 people) TO INCLUDE MUSEUM ENTRY. (The club will have some complimentary passes rationed for helpers only). This new pricing regime will ensure that numbers of exhibitors attending will be even higher than last year when pricing was per person. TELL ALL YOUR OLD FORD FRIENDS! Application forms for Traders and individual Vehicle Exhibitors are now available on line at: www.heritage-motor-centre.co.uk - go to Events page, or contact me on bobwilkinson49@hotmail.co.uk or write to me with a SAE for return. If you wish to volunteer to marshal at the event for a while - ...please contact me. More news in the next issue.

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.

Parts Report

May I wish you all A Very Happy New Year. I wish to thank all the members who responded to my request for information in order to assess the requirement for steering boxes and brake rods. We will be going ahead with both items and will contact the responders during February. For those who require steering boxes, it must be from your car and not one that has been in your garage for years. You must drain the oil and clean the outer casing. We will be contacting you individually to assess which of you has the most urgent need for a steering box. Full details will be sent out when we have all the details.

At the FBHVC AGM on October 15, the subject of the proposed increase in the amount of Ethanol in petrol at the end of 2012 was discussed in some detail. Presentations covering Corrosion, Compatibility and Combustion were given and provided a good insight to the anticipated problems for our vehicles. Once again we would like to use the experience of our members in overcoming some of the problems outlined below. If you have some practical ideas for overcoming the challenges of operating with petrol containing the increased ethanol content, such as any different materials you have used or practical heat management systems you have adopted, please let us know.

Hotel reception tel:- 0191 386 4326. General manager Mr. Michael Livingston-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.

Latest news:- Graham is continuing his research on the area and is amazed at the number of places there are to visit. He intends to have a full display board available at the A.G.M. It is also hoped that local members will join us on many of the trips.

Corrosion

Ethanol in petrol can degrade in storage if not adequately treated with a suitable corrosion inhibitor. If this should happen, stored fuel becomes acidic, and can attack materials such as zinc and zinc-based materials, brass, copper, and lead and tin-coated steel. Traditional materials used in the fuel systems of our vehicles are thus at risk of degradation if no action is taken. An effective corrosion inhibitor specifically formulated to overcome the tendency towards acidity in storage is very effective at protecting fuel system materials. These products are known in the fuel additives industry, and a selection is now subject to a test programme which should ultimately allow the Federation to issue endorsements for products providing a proven level of protection. Use of a suitable protective additive product at the time of refuelling will thus provide a low cost and effective solution to the problem of potential corrosion of our vehicle fuel systems.

Compatibility

Ethanol in combination with petrol can attack a range of traditionally used non-metallic materials. Various types of rubber used for fuel pipes, seals and gaskets may prove to be incompatible with petrol containing ethanol, leading to leakage problems. The same is true for many resins used in some fuel tank sealant materials; there have been cases of consequential damage resulting from the dissolving of tank sealant materials which are incompatible with ethanol, allowing unwanted viscous or gelatinous deposits in carburettors for example. Unfortunately the only real solution to the problem of incompatibility of elastomers, plastics and rubbers with petrol containing ethanol is to replace the offending items with Neoprene and Buna-N for hoses and gaskets, and Viton for seals should produce a satisfactory result. You can rest assured that, where-ever possible, the Spares Group will buy in only compatible replacement items for sale to members. Tank sealant materials compatible with petrol containing ethanol are available now and it would be a wise precaution to use this type of product when treating a petrol tank.

Combustion

A number of concerns have been raised about potential combustion problems in using petrol containing ethanol. In fact ethanol is potentially a good fuel for use in spark-ignition engines, with a flame speed slightly greater than that of most hydrocarbons used in petrol. However, ethanol does have effects which should be recognised; addition of ethanol increases the vapour pressure and volatility of petrol, which may exacerbate hot fuel handling issues, sometimes called 'vapour-lock' problems, for example. Ethanol has a high latent heat

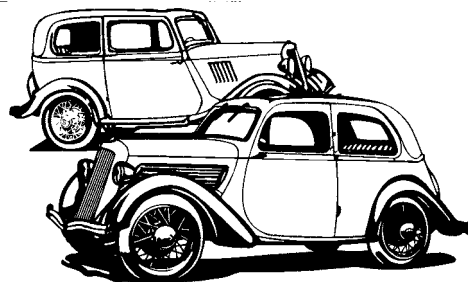
which cools the air-fuel mixture in the inlet manifold, and while this improves charge density and can increase power output in a fully warm engine, the same property can degrade cold weather driveability, cold start and slow warm up. Ethanol also contains oxygen and will make the air-fuel ratio leaner. This last aspect has been assessed and linked with increased exhaust valve temperatures, although the effect is fairly modest, typically in the region of 20°C. However, the combined effects of some mixture leaning, coupled with increased vapour pressure and fuel volatility could produce noticeably unsatisfactory operation, with more 'vapour lock' incidents for example, in warmer weather. Where hot fuel handling issues, ('vapour lock') incidents, are experienced, it is a wise precaution to take steps to keep fuel cool. Some of these include fuel feed lines being routed away from heat sources, mechanical pumps and carburettors could be mounted on a thermal break. On our cars, the inlet and exhaust manifolds are on the same side of the engine, so heat shields for carburettors can be very effective at overcoming hot fuel handling issues, and need not be intrusive.

General.

There are a number of challenges from using our cars with petrol containing ethanol, but these are not insurmountable and, with some sensible precautions, together with a number of material changes and some practical heat management under the bonnet, we can continue to use and enjoy our vehicles for many years to come.

We are seeking input from members, in terms of coping with fuel evaporation e.g. heat shields, etc. Please forward any ideas you have, together with sketches and material specifications, to me for the spares committee to consider and investigate them further. Email: peterketchell@yahoo.co.uk

Peter Ketchell
Spares Officer.

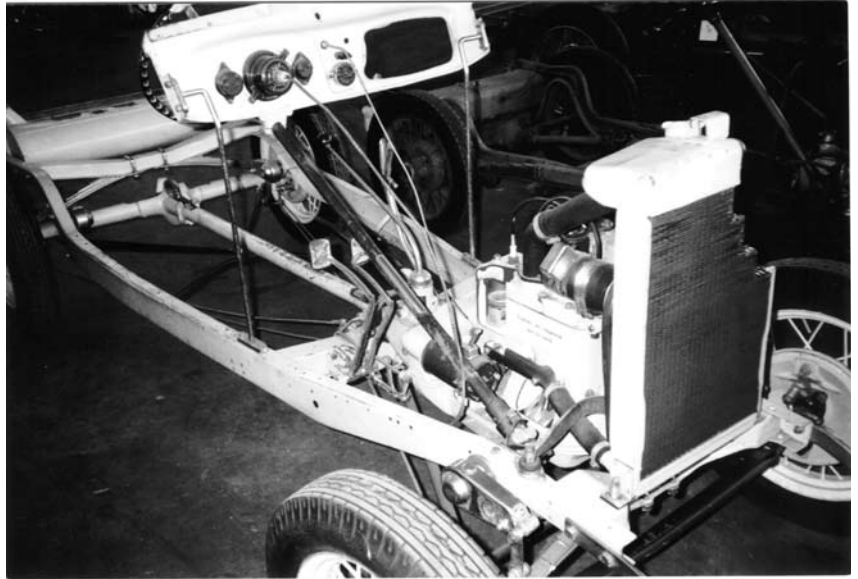


Display chassis.

The feature article in issue 66 of Transverse Torque was on the Model "Y" cut-away chassis, which I shall repeat here for the newer members:-

Model Y Cut-away chassis

Over the past two years, much mention has been made in the magazine of the Model Y display chassis owned and superbly restored by Dave Tebb. Many of you will have seen the chassis at any one of numerous shows and noticed that it has a brass plate on the right rear of the middle chassis cross-member, behind the foot pedals. Apart from the Ford motif, there is an identification code engraved on the plate which reads CC/SMD 17. There are two other display chassis owned by members of the Register. Graham Miles has one coded CC/SMD 32, in pieces, which came from Christ's Hospital School and Jim Miles has recently acquired CC/SMD 3, again in pieces from Enfield Girls School. (Tim Brandon now owns and is currently and painstakingly restoring CC/SMD 3). A further chassis has been restored by the National Motor Museum at Beaulieu, it having been found buried in a sandpit. The Curator tells me that there is no sign of an identification plate on this one, nor any tell-tale holes in the chassis cross-member. (This chassis is now with a private collector in Newport on the Isle of Wight. I have since learned that cut away chassis that were built solely for Ford display purposes did not carry identification plates). I have also inspected the chassis in the Wroughton Science Museum, which was presented to the Science Museum in London by the Ford Motor Company. This does not have an identification plate either, but there are holes to indicate that there has been a plate there sometime in the past.



The cutaway chassis in the Wroughton Science Museum presented by the Ford Motor Company in January, 1970, after it had been returned from a technical college.

There is no recorded history of these chassis, so to find out more about them, I wrote initially to Mr. Charles Attwood, M.B.E., who joined the Boys' Trade School at Dagenham in 1934 as a teacher of theoretical subjects. He became the principal of the school and retired to north Wales in 1973. He was able to give me some interesting background to the Trade School and put me in touch with his successor as principal, Mr. Ernie Webb, who was an apprentice when Mr. Attwood joined Ford and who was in charge of the cut-away section of the workshop until all non-essential activities were replaced by war work in 1939.

The following extract from Mr. Webb's letter tells us much of the history of the display chassis and we are grateful to him for recording it:-

"I have given some thought to answering your questions, which relate to the events occurring more than fifty years ago. I am sure you will appreciate that casting one's mind back so many years is not easy. However, the following is correct to the best of my knowledge.

The activity of producing cutaways (display chassis) was undertaken by a training section within the school's workshop. Around 1935/36, a "Works Order" was issued for the production of cutaway chassis (Model 'Y') to be loaned to Technical Colleges. The order covered the cost of fifty units, all to be of similar specification i.e. green in colour, fixed handle to turn engine and transmission, demonstrating mechanical features of a car.

The fifty chassis were produced on "production flow" basis, one being commenced, one half built and one nearing completion. One went to a College approximately every fortnight. As one went out another was started. The programme took nearly two years.

The object of supplying these was threefold:-

- (a) To provide an instructional unit for students undertaking automotive engineering courses.*
- (b) To publicise the Company's product.*
- (c) To interest students in a possible career with the Company.*

The chassis were not given away but loaned to Colleges for an indefinite period. Officially they remained the property of the Company. Brass identity plates were attached to provide for Company accounting and to assist in keeping a record.

Other chassis were made, fewer in number, and produced solely for exhibition purposes, mainly at motor shows and in dealers' showrooms. These were not numbered being directly

controlled by Sales (Exhibitions). These differed in so far as they were of a different colour, with electric drive - the starter motor was stripped and rewound as a 50v D.C. conventional motor. A rotary converter was supplied with these, operating from the mains and capable of variable speed. Hidden lighting was installed to demonstrate the Otto cycle, blue for intake, white for spark and red for exhaust, and the distributor was modified to time this.

Cutaway chassis would not have frame or engine numbers. The materials used would have been supplied either as individual parts i.e. frame, silencer etc. or defective parts i.e. reject engine, reject gearbox, or reject engine block, reject pistons, reject crown wheel and pinion. Reject parts were used as available and as often as possible. Consequently, the chassis were not included in the vehicle recording system.

With regard to the building of cutaways as an aid to training, you need to appreciate the system used in the Trade School. Based on its American counterpart, only useful work was used on exercises. Apart from extra time allowance, greater than that estimated for skilled men, the conditions were the same; Works Orders were issued, job cards filled in, time taken and recorded. Cutaways, therefore, were:-

- (a) Useful to the Company.*
- (b) Provided workshop training, i.e. machining, fitting, welding, assembling etc.*
- (c) Familiarity with automobile parts and their functions.*
- (d) Familiarity with the product.*

It is unlikely that you will be able to find many "Y" cutaways. In many cases they were returned to the Company by Colleges where

Ford Motor Company A/S, Denmark

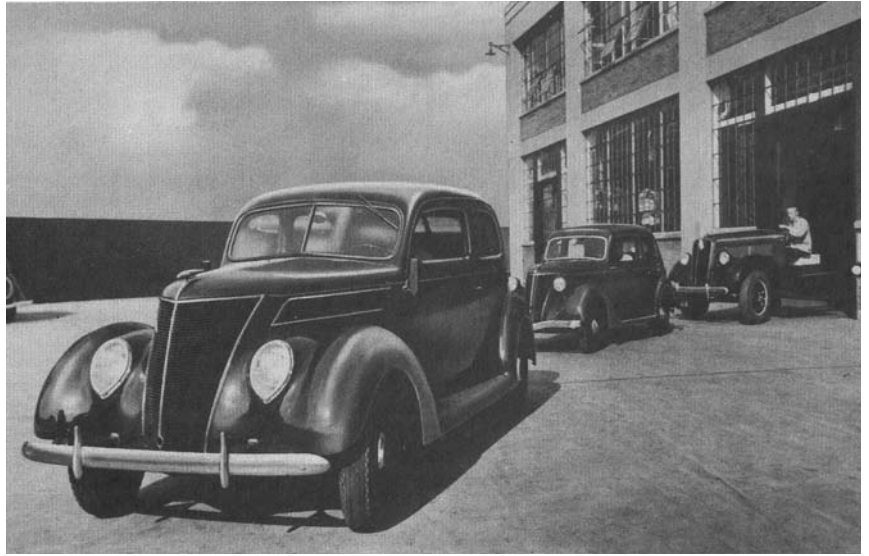
25th anniversary

by Michael Deichmann

No no no – it’s not this year, 2012 – it was back in the dark years of the German occupation of Denmark in the year 1944. Despite the low level of production in the automobile industry in Denmark during the war, as everywhere, the Ford Motor Company did celebrate their 25th anniversary in Denmark with a fine book, a copy of which I managed to get the other day [and a copy of which is now held in the Club library - Ed]. Apart from a text that tells about the foundation of the company in 1919 (with a capital of just 500.000 Danish Kroner) and the reorganisation in 1928 – 1930 (which are also described

in Sam’s book about the Model ‘Y’), it has “tons” of pictures. I must admit that our beloved small Fords do not make much of an appearance in these pictures – the pushy V8s seems to want to be in the front all the time!

However, here and there, a “Ford Junior” sneaks into the picture as well. I hope you all find them as entertaining as I do, even though it is abroad. Remember that, until 1937, all “Juniors” had English roots.



“Here we see, sometime after March 1937, a line of new cars leaving the assembly plant in South Harbour in Copenhagen. The second car is believed to be a Ford Eifel Tudor. The picture is suspected to be posed for the photographer and not an actual situation

For once the small Ford is in front – a Ford Eifel again, in what I believe became rather popular in the Eifel line, the Cabrio-Limousine. And way at the back of the showroom a Model ‘Y’ longrad can be seen – or maybe a ‘Y’ Fordson van?



Continued from previous page

they were no longer considered to be of value. These were disposed of as obsolete and of little value. The Company made no effort to call them in and, no doubt, some are still around.”

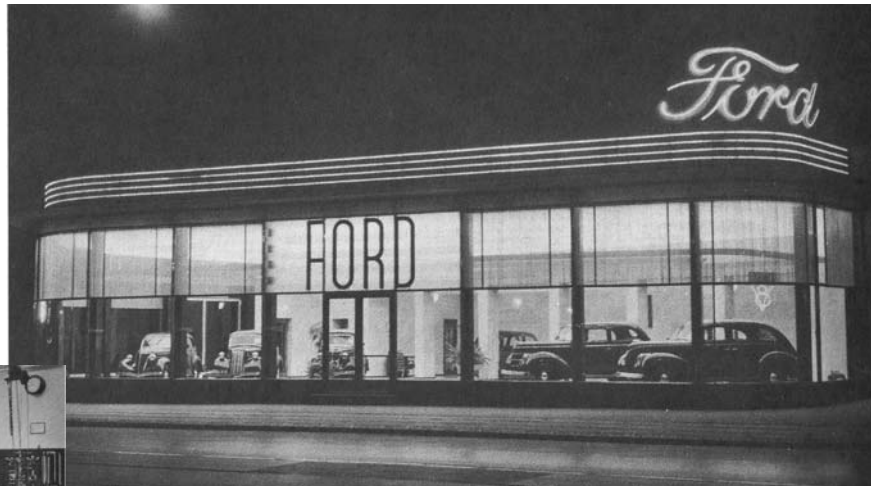
[What wasn’t included in the 1990 article was the meaning of the CC/SMD pre-fix to the identification number. The CC stood for ‘Cutaway Chassis’ and SMD, the ‘Sales Merchandising Department’, which footed the cost of production.]

Model “Y” carpets.

Geoff Foss, of Family Repair Service, here in Andover, has retired. Geoff was trusted with the patterns for the Model “Y” carpets and has, over the years, produced a number of sets for members in one of the three colours, red, green and light blue.

He is happy that we still show him under ‘Useful Contacts’ in ‘Transverse Torque’ as he says he gets bored and is happy to do the odd spot of work on classic car upholstery. Following a couple of requests for carpets from members and to relieve his boredom, he has knocked up two additional sets of red and two sets of green Model “Y” carpets. If you have the need for carpets in the near future, I recommend that you get your request in before he finds some other interest! The Family Repair Service can be contacted through 01264 323144

Unfortunately the text does not tell us in which city center this elegant exhibition was located. I know that the dealer "Scaniadam" had a similar showroom in the heart of Copenhagen at the Town Hall Square, but this is not it. Room for further investigation. Note the two Ford Eifels to the left in the window – with a 7W in between. You can think what you will about modern car dealers exhibitions, but I personally think that some of them had style in the 1930's.



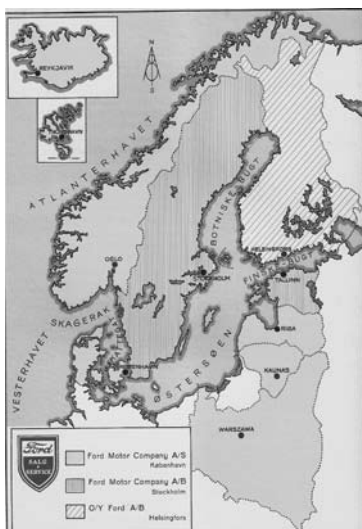
Even though we know our cars are robust, there will be days when they have to visit the workshop. Here is a picture of a Ford Junior (Model 'CX' on the right) being serviced. The caption in Danish reads: "Order and cleanliness are unavoidable requirements you must achieve in a modern automobile workshop. An automobile workshop must be light and clean, so that car owners do not risk getting their cars returned dirty after a repair or service." So true, even today



This is a funny picture as it looks as if the petrol company is "Standard", meaning "Standard Oil" or S.O., which became ESSO. I am uncertain whether Esso ever used the original Standard Oil brand in Denmark. The house to the right does not look very Danish to me, so this picture may be from outside Denmark – Germany maybe? It is an Eifel Limousine in front of the row of cars being serviced."



Let me end this journey with the last photograph in the book:- the then Danish Crown-Prince Frederik and Princess Ingrid visiting the Ford factory in Dearborn, being guided by the man himself, Henry Ford. The later King Frederik 9 is father to our current Queen Margrethe 2 (for those of you, if any, who are interested!)



The dependencies of Denmark, Sweden and Finland are as described in Sam's book for 1932, except that now, in 1941, Estonia (Tallinn) has moved from the Finland (Helsingfors) dependency to Sweden (Stockholm).

In the book you at first glance can't see any references to the fact that it is published in the middle of WW II, during the German occupation. However – now when I write this and select the pictures, it seems that virtually all the small Fords in the pictures are Ford Eifels. I doubt that the Eifels were that much more popular than the UK Juniors (Models "Y" and "C"/"CX"), but it may have pleased the German censors to illustrate them.....

From Editor: When I glanced through the book, I noticed only one short reference to the small Fords in the 1930s. Michael translated the paragraph as follows:-

"At the end of 1932 a smaller car was released from the Ford factory in Dagenham. It was named Ford Junior. Manufacture of a similar size car was also commenced at the Ford factory in Cologne in Germany, and until the war breakout in 1939 new models where released regularly from the two factories.

These 4 cylinder cars with from 21-34 h.p. and minimum fuel consumption, yet excellent acceleration ability and relatively high top speed, quickly established a leading position among this category of automobiles. On economy trials, under good conditions, up to 19 km (10 miles), driving on one litre of gasoline were achieved with these cars.

A completely new area of business was created, which meant extra employment and profit opportunities both for the company and its dealer organisations".

75th Anniversary of the Introduction of the Model "C" into Australia

(Part II) – by Bill Ballard

Publicity for the Model "C" in Australia (continued from issue 187).

In The Geelong Advertiser published on 28th June 1935, it was stated that the Ford Motor Company of Australia was "intending to expand the Geelong premises by 47,000 sq. ft." (but not all of it would be for production purposes; some of it would be extra office accommodation). It went on to say that "during June 1935, 1000 bodies had been built, and it was planned to build 1500 in July. This figure would be reached when the extensions at Geelong and Sydney had been completed". Another important fact to be gleaned from that article was that "parts manufactured in Geelong would be assembled at the Sydney plant for New South Wales trade".

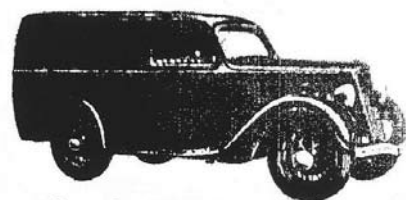
We know from Table 1 (issue 187) that in June and July 1935, only 78 and 166 Model "Cs" of all descriptions were bodied respectively in those months, so the vast majority of vehicles bodied were obviously V-8s. The statement about the Sydney plant is a bit misleading; I hope to demonstrate later that body tubs for

Brisbane's 'The Courier-Mail' (whose microfiche copies were less scratched than the two Victorian newspapers, and hence were better for reproduction), was a fairly large advertisement for the new 1935 Ford V8 panel delivery van, which had a small insert featuring the Model "C" panel delivery van (see illustration), which appeared in the edition dated 11th July 1935. This was a very handsome looking vehicle and obviously had rear bodywork built (and no doubt designed) in Australia, as there was no comparable vehicle available in Great Britain at the time. The general shape of the rear bodywork was much more rounded than the English-built Model "Y" panel van.

Next up was a plug for the Brisbane Motor Show that appeared in 'The Courier-Mail' on 13th August 1935. It was to reveal some very important pieces of information. The pre-show review was obviously based on another press release from the Ford publicity department, as the "language" is the same as that in the earlier press release for the launch of the Model "C", and some of the facts can be misleading and give only half the truth. In the second paragraph, for example, it is stated "The Ford passenger units to be displayed by Cossey Motors will comprise various models of the 1935 V8, English de luxe, light commercial units, and trucks". This gives the impression that there might be examples of the Model "C" roadster de luxe and coupe de luxe as well as the sedan on the Cossey Motors stand, but later in the same article, under the heading of "English Ford de luxe" it simply says "A new English Ford de luxe sedan will be displayed". The article also confirmed the recent addition of 47,000 sq.ft. of floor space to the Geelong plant, plus a further extension of 33,000 sq.ft. that I have not found mentioned in 'The Geelong Advertiser', to cope with increasing demands. The new additions sound big to the uninitiated, but to put things in perspective, the smaller (33,000 sq.ft.) extension is only 10 times bigger than my own 30m x 10m garage (3,230 sq.ft.), in which

I squeeze four Small Fords, so you wouldn't expect to get more than, say, 30 cars in a 33,000sq.ft. working environment. Or put it this way, next time you are in a car park, see how much space 3 rows of 10 cars fill (allowing for a decent gap between at least two of the rows)! It's not a lot for a car factory (I've been to the Ford plant at Dagenham, and know what a "big factory" is like!!).

When the writer said under that heading of "English Ford de luxe" that "This car has been completely redesigned and the body room appreciably increased", one can only presume he was comparing the Model "C" with the earlier Model "Y". He continued, "The chassis is manufactured by the Ford



Also the New...

English "DE-LUXE"

FORD
PANEL VAN

Exceptionally smart and economical.
Commodious carrying space. Ideally
suited to package and light goods delivery
Auxiliary rear springs, standard equipment

the Model "C" made in Geelong were shipped to the plant at Sydney (as well as Fremantle and Brisbane) for finishing off (spraying; upholstering, etc).

The second advertisement I found in
The Ford Model Y & C Register

THE FAMILY'S FAVOURITE

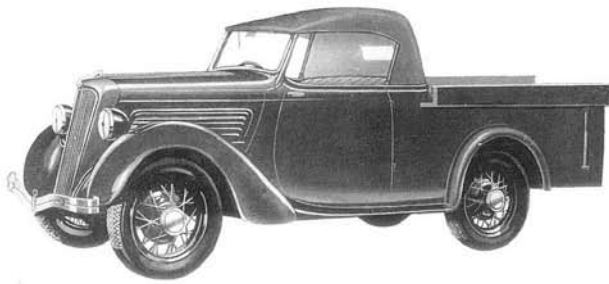
IMAGINE the pleasure your family would have with this beautiful light car. Think of the enjoyable trips — the many happy hours it would bring. All that is quite possible, because the English De Luxe Ford is remarkably economical to own and operate. It will give you 35-40 miles per gallon and a speed of 70 m.p.h. if you need it. A number of expensive features are included, such as Centre-poise riding, safety glass windscreen and synchro-mesh gears, yet prices are from as low as £248 (i.o.b. Ford Branch, plus sales tax). Easy payments can be arranged. The De Luxe Ford is thoroughly modern; its compact design and mechanical excellence introduce a new quality in low-cost motoring. The Ford dealer near you will demonstrate.

THE English "DE-LUXE" FORD

Metropolitan Distributors:
COSSEY MOTORS PTY. LTD.
302 ADELAIDE STREET, BRISBANE

1935 FORD COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN AUSTRALIA) BRISBANE

Motor Company at their works, Dagenham, England..." which I believe is a bit misleading – it depends what your idea of a "chassis" is. So at this point, it is worth explaining what exactly Dagenham supplied to Ford Australia. Apparently the "chassis" as it is called in contemporary advertisements and articles is actually what I would call a "running chassis/cowl" (i.e. a chassis frame with axles and wheels; engine and drive



ENGLISH FORD UTILITY
MODEL 304

Well-type body with generous loading space. Driver's compartment of smart roadster design. An economical model adaptable to a wide range of uses such as inspectional and maintenance duties and lighter hauling. Auxiliary rear springs optional equipment. Loading dimensions: Length (excluding space taken by spare wheel) at floor, 57 in.; at top, 51 in. Width, 52½ in. Width including sideboard, 64½ in. Height, 21¾ in.

MADE BY ENGLISH WORKMEN WITH ENGLISH MATERIALS

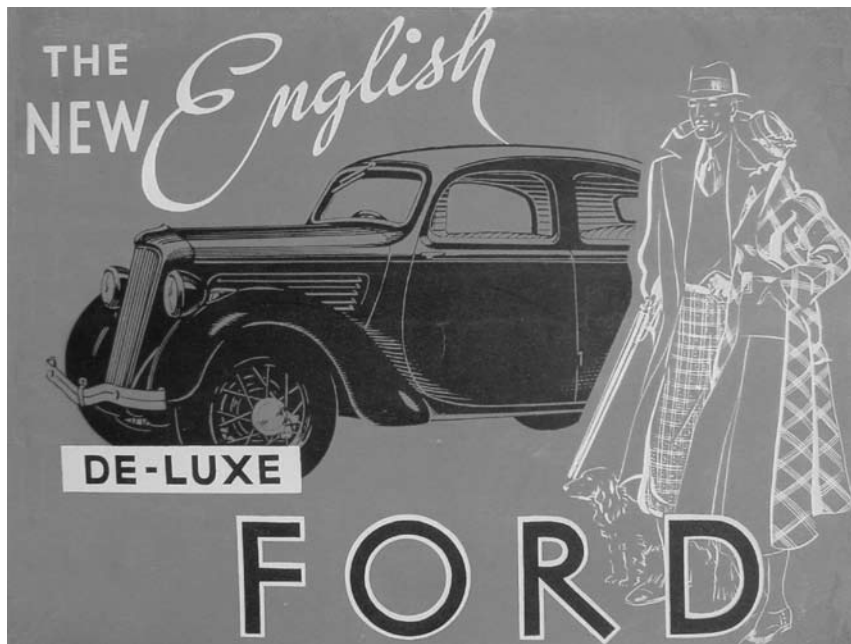
"Ford Industrial Units brochure – The roadster, well-type utility ('ute')

chain, bonnet & grille; front and back mudguards with headlamps and side lights; the complex-shaped sills, and a petrol tank and associating piping) plus front and back bumpers and their special brackets. This "running chassis/cowl" would be able to be driven from the end of the production line to the point of shipment. It will be seen from this that Ford Australia was responsible

description was the launch of the Model "CX" in February 1936, but that's another story!

It should be noted that in all the newspaper advertisements and press releases I have been able to find, there has been absolutely no mention of the roadster de luxe, coupe de luxe and roadster, well-type utility variants of the Model "C". Don't you find that

cial vehicles, including the panel van and roadster, well-type utility versions of the Model "C". The former was discovered in a museum in Tasmania and the owner wouldn't lend it to me to have photocopied! Fortunately, I have a good photograph of the front cover (see illustration), which shows artwork of a similar nature to the first newspaper advertisements (see issue 187)), probably by the same artist.



Extracts from the latter brochure (Ref. No. DM594/20M/35), which was headed "FORD INDUSTRIAL UNITS – PRODUCTS OF ENGLAND – AUSTRALIA - CANADA", are also illustrated here. The brochure measured approx. 470mm wide x 365mm deep and was folded once width-ways (to make four pages) and twice lengthways (to make it a sixth of the size when fully opened out, i.e. approx. 235mm x 120mm).

The page featuring the Model "C" roadster, well-type utility was headed "ENGLISH-MADE FORD MODELS" and at the foot was printed "MADE BY ENGLISH WORKMEN WITH ENGLISH MATERIALS". This would seem to suggest that the "ute" was 100% English, but everything above the dashboard and doors, and behind the doors, was obviously 100% Australian, as no vehicle like it was ever offered in the U.K. The "ute" was titled "English Ford Utility Model 304"; I suspect the "304" is derived from the number in the series "ASK xxx" printed in the bottom right hand corner of each blueprint produced by the Ford design team in Australia, led by Lou Bandt, who is renowned for designing the world's first "coupe utility" ('Ute') on the Model 40 V8 chassis.

for building the body tub and the interior including doors and seats, roof, side panels and headlining.

On 25th August 1935 there appeared a big advert for the sedan in 'The Courier-Mail'. A further one, and the last, I found was in the edition dated Wednesday, 21st August 1935 (see Cossey Motors advertisement), but this did not tell us anything new. I have been unable to find a mention of the Model "C" in any of the three newspapers in question after 13th August 1935. The next mention of a small English Ford of any

rather strange? It is clear to me that the Ford Motor Company of Australia Pty., Ltd. favoured the American-inspired V-8s which were much more suited to Australian conditions and very popular for longer journeys, and saw the English cars as "just another string to their bow". Starting at £265 f.o.b. (compared to £248 f.o.b. for the Model "C" sedan), the V-8s only cost around 7 to 13% (depending on model) more than the equivalent English 10h.p. car; so is it any wonder they sold in much larger numbers?

I have only ever seen two sales brochures produced by the Ford Motor Company of Australia Pty., Ltd. that featured the Model "C". One covered the sedan and the other covered the Fordson Tractor and commer-

On the next page, headed "FORD TRUCKS & UTILITIES – ENTIRELY BRITISH EMPIRE BUILT", in amongst five pictures of American-designed V-8 trucks and a panel van, was a picture of the Model "C" panel van, titled "ENGLISH FORD UTILITY VAN". The picture was similar to that which appeared in the advertisement at the start of this article and the caption underneath it stated it had "Sedan type doors to the driving compartment".

THE FORD ENTERPRISE IN AUSTRALIA

Ford Motor Company of Australia Pty. Ltd. was established in 1925. It is one of the links in a chain of Ford organisations established in the British Empire. Ford plants are located in Canada, England, South Africa, Malaya, New Zealand, and India.

The Ford Motor Company of Australia Pty. Ltd. imports its requirements of motor chassis parts from two sources, viz.: Ford Motor Company of Canada Limited, and Ford Motor Company Limited of Dagenham, England. All bodies for the Australian trade are manufactured in the Ford Works at Geelong, Victoria.

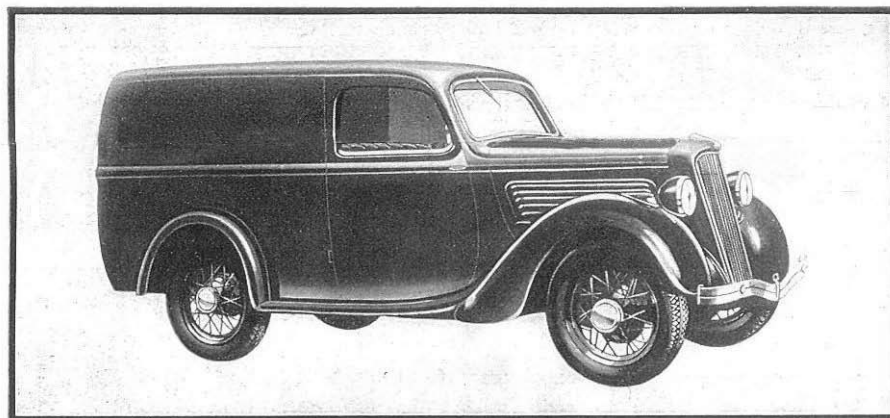
The capital investment in the Australian Ford enterprise is in excess of 2½ million pounds. The organisation owns some 175 acres of Australian freehold, valued at £48,000. When the new buildings, now in process of erection, have been completed, plant and buildings on this property will have a total value of more than £1,000,000.

Since it commenced operation, the Ford Company has spent in Australia over £19,000,000, the wages bill alone paid to Australian

workmen representing a sum of £2,500,000. Over £2,600,000 have been paid out to Federal and State Governments in Customs duties, taxes, rail freights, etc., etc.

USE OF AUSTRALIAN MATERIALS. The policy of the Ford organisation is to use Australian materials wherever possible. Materials from Australian mills and factories used in the production of Ford units include Australian lacquer and other paints, hides and leather, fabricoid, cloth, timber, steel, tyres, bumpers, batteries, spark plugs, bolts, nuts, nickel fittings, and large quantities of other materials.

BRITISH ORIGIN OF AUSTRALIAN FORD CARS. The extent of the British character of Ford products sold in Australia to-day is indicated by the high British content of approximately 90%, no less than approximately 75% being Australian-made. The British origin of Ford units marketed locally has been recognised by various Australian Governments and public bodies, and the Ford Company in Australia has secured a commendable share of business from these quarters.



ENGLISH FORD UTILITY VAN

An exceptionally smart and economical vehicle. With commodious carrying space it is ideally suited to lighter carrying. Sedan type doors to driving compartment. Auxiliary rear springs standard equipment. Loading dimensions: Length, 64 in.; width, 53 in.; height, 41¼ in.

*Ford Industrial Units
brochure - The panel
van.*

On the first page of the brochure as printed, the part that became the back cover when folded up was headed "THE FORD ENTERPRISE IN AUSTRALIA" - (see illustration). Under the paragraph in this section headed "USE OF AUSTRALIAN MATERIALS" was the statement that Australian materials included "Australian lacquer and other paints, hides and leather, fabricoid, cloth, timber, steel, tyres, bumpers, batteries, spark plugs, bolts, nuts, nickel fittings, and large quantities of other materials". In other words, all the materials that would be required to finish off a vehicle that had been assembled at an Australian Ford plant. However, note the inclusion of bumpers in this list - it needs to be confirmed whether this applied only to the V-8 models or to the Model "C" as well.

Under the next paragraph, headed "BRITISH ORIGIN OF AUSTRALIAN FORD CARS", it is stated that "The extent of the British character of Ford products sold in Australia to-day (i.e. in 1935) is indicated by the high British content of 90%, no less than 75% being Australian made". I think an explanation is required here! The "British content of 90%" would be made up parts made at Dagenham (see description of "chassis" earlier in this article), plus parts made in Australia to the British pattern from dies supplied by Dagenham (this would include the body tub for the sedan, but not the other Australian variants of the Model "C").

To be continued



Mausoleum Campbell



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