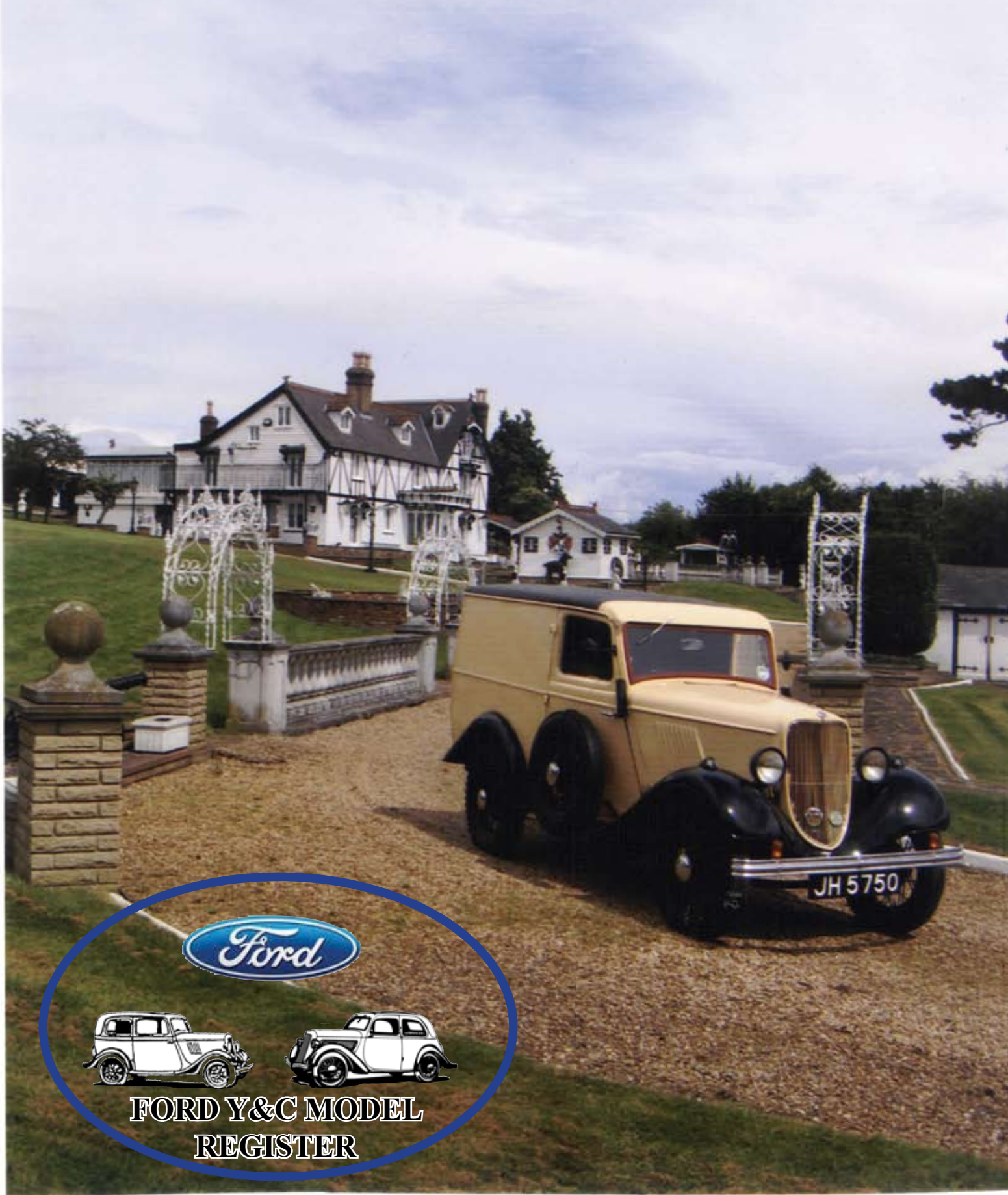


# Transverse Torque

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FORD Y&C MODEL  
REGISTER

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# Editorial.

What a great success! Not only did the jet-stream moved north in sufficient time for the sun to shine brightly on Gaydon for the Old Ford Rally, but Ford enthusiasts in their hundreds turned up either with their cars or on foot to enjoy the spectacle. Well done Team Wilkinson, the marshals and the girls, for making the day one to remember. The show is written up elsewhere in this issue by our Deputy Editor, Roger Corti.

The show was given a good boost in the 11 July issue of Classic Car Buyer, in an article titled 'Ford head for Gaydon', in which mention was made of 50 years of the Cortina and Mk III Zephyr/Zodiac, plus 40 years of the Ford Granada. I was a tad miffed at this and wrote the following email, which appeared in the 25<sup>th</sup> July issue,

*"I was delighted to see that you have included a good plug for the Old Ford Rally at Gaydon on 22nd July. As you say, it really is a worthwhile show for Ford enthusiasts. I cringed slightly where you said that several significant anniversaries occur this year, including 50 years of the Cortina, etc., plus 40 years of the Ford Granada. The most significant Ford anniversary this year is the 80th anniversary of the launch of the Model "Y" in August 1932; the first car built by Ford for a market other than the U.S.A., the first streamlined mass-produced car, the fore-runner of a many sidevalve-engined Fords through to 1959, the first Ford "Popular" (in 1935), the first and only saloon car to be priced down to £100 (October 1935) and, most importantly, the car that saved Ford in Europe from bankruptcy. There will be many Model "Y"s at Gaydon. Yours sincerely,"*

The sun also shone on Team GB at the Olympics – another well done. Not wishing to out-do the Model A which arrived at Gaydon

from Mexico, en route to the Olympics, but we have in our ranks our own patriotic Model "Y", which journeyed to Spain in 1982 in support of the England team in that year's World Cup. Hopefully, the car is still being well looked after by member, Brian Monger. The story of the vehicle was fully written up in issue 106 of Transverse Torque in 1997.

Another piece of excellent news is the award to Bob Wilkinson of the prestigious Ron Staughton memorial trophy, which was instigated jointly by the Ford Motor Company and the Model T Register of Great Britain following Ron's death in 2007. The presentation was made at Gaydon by the chairman of the Model T Register (photograph on back cover). Details of the trophy and its past recipients are written up elsewhere in this issue.

This month (August) sees the 80<sup>th</sup> anniversary of the first Model "Y" coming off the production line at Dagenham. It was the 10<sup>th</sup> of August to be precise. Regrettably, there does not seem to be a photographic or film record of that important moment in the history of the Ford Motor Company Limited. One would like to think that the engine and hence the chassis number of that Tudor short rad was Y001 and that the Briggs body number was 135/001, but I would think that is very doubtful. A few other engines would have been built before the one in the first car. It is more likely that Briggs Bodies Limited would have used their first Tudor body on that occasion. Actually, checking the earliest known survivor, it had engine number Y249 and Briggs body number 135/245, so it would seem that four extra engines were around the factory somewhere – but that's only guessing!

**Footman James.** Having sold my Kerry, I was surprised to receive a letter from Equity, another insurance broker, saying that Footman James had passed my policy over to them for future insurance matters on my Jaguar. On questioning Footman James, they say that they have given up providing insurance for 'modern' cars and are only dealing with classic cars in future. If however, you have a 'modern' included on your classic car policy, they will consider accepting both on the same policy.

I am grateful to David Gustard, our man in Essex,

who has been reading up on local history and sent me an extract from Jill Goodson's book on the villages 'Around Danbury and Little Badlow', in which she describes Hopping Jack's nursery, consisting of three fields purchased by Sir Percival Perry in 1934 and along with a cottage in which he lived and 26 cottages which he built for his employees. He ran quite a successful agricultural business supplying tomatoes, cucumbers and forced bulbs for the local market, the surplus going to Covent Garden in London. The extract has been added to my notes on Percival Perry in the archive. I had intended drawing up a biography of Sir Percival but was beaten to it by the authors of 'The English Model T Ford', in which a comprehensive biography on Sir Percival is included as an appendix..

By the time you receive this, we should be preparing for the North Norfolk Railway 1940s weekend, which is still included in the events listing this time round. Note also the John Mould 'Paradise Collection' open day on 30<sup>th</sup> September. If you are within driving distance of Reading, this is a very worthwhile day out – with or without your sidevalve – thoroughly recommended.

Len Huff, who has established 'The Register of Automobiles with Coachbuilt Bodies by Abbots of Farnham' sent me a photocopy of an article from the July 1984 edition of 'The Automobile', which was a report on the Ardingly 'Historic Vehicle Spectacular' of that year. Illustrated is CL1 456, then owned by member Roy Mann, but now in the ownership of member, Richard Brawn in Fakenham, in Norfolk. I know of only one Model "Y" bodied by E.D. Abbott Ltd. and that has lain unrestored near Cambridge for the past 20 years. I believe Yvon Precieux's Model "C" van has had some work done on it in the past by Abbott, but I am waiting confirmation on that point. Incidentally, if any of you are interested in E.D. Abbott Ltd., Len has an Abbott Register stand at the NEC this year.

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*One of the England team's support vehicle at the 1982 World Cup in Spain. Unfortunately, it didn't bring them much luck as they were knocked out in the early stages!"*

## Chairmans Chatter - August 2012

The season, (I nearly said summer) is well on its way and I trust you are all enjoying various activities. The Durham tour, from what I have read and hear, was a great success. I would love to join one some day.

Our great event was, of course, the Old Ford Rally and what a day it was. Where else could you see over 500 classic Ford cars. This year we were joined and assisted by our partner clubs and their help and assistance on the day was of tremendous benefit. As usual, many Club members were on duty and each and everyone played their part and it was an honour and fun to be with them. So thank you to all.

The whole event was of course directed by Bob Wilkinson (I think his next holiday is Mexico). Everything was under control prior to the event, except the weather, but, as you know, Bob moves heaven and earth for the Club and, on the day, he even managed to move the jet stream north just enough for us to enjoy amazing weather. Only one complaint Bob, it only lasted one day.

I am sure other reports will find their way into this issue, but I must just mention that Doug Hickson won the Club's trophy with his elegant Model "Y" Mistral Tourer for best in show (The Bert Thomas Award). Well done Doug and Bessie.

Last weekend Di and I went to the Egham Royal Show. Di lived and went to school in Egham a couple of years ago!, so it was like a pilgrimage. When Di originally attended, the show was held at Runnymede (where the Magna Carter was signed). Now it is in a small field at the back of the town, but still a great event.

Having never seen another Model "Y" at the shows we attend, it was a great pleasure to see Roger Corti arrive in his. It was good to see Roger and especially a delight to have two members and their cars at the same event south of Watford!

Well, enjoy the rest of the season.

Brian Godfrey.

### Photographs on covers

**Front cover:-** Jack Clarke's August 1933 Model "Y" van (ex-Graham Miles) poses in the driveway of Jack and Shirley's manor near Waltham Abbey in Essex. Claverhambury Manor, which sits in 30 acres of ground, is on the market for £2.2M. If the manor is sold as a result of this notification, Jack has promised to make a healthy donation to the Y&C Register. So contact your wealthy friends, especially returning ex-pats, and see if we can't sell it for him. Contact the Editor for more details.

**Rear cover:-** Bob Wilkinson, in his 'traditional' Old Ford Rally headgear, receives the 2012 prestigious Ron Staughton Trophy at Gaydon from Austen Bromley, the Chairman of the Model T Ford Register of Great Britain.



*Roger Corti and Jim Miles restoring a chassis for the Club stock. You can tell who is in charge!*

The Models Y&C book is coming along fine. It has been prepared for printing and I have spent the last three weeks proof reading and, latterly and laboriously, compiling the index. The almost 300 pages should be ready to go to India during the



*"CLU 456, then owned by Roy Mann at Ardingly in 1984; now owned by Richard Brawn. Does it still have a radio, Richard? I presume the Y&C Register grille badge is still there also. It will have been one of the early gold badges, which must be a collectors' item now!"*

first week of September for printing. I am told that it will be ten weeks before the boxes of individually cling-wrapped books arrive back in this country. So, by mid-November, the books should be ready for distribution – just in time for Christmas. So start making noises for the book to be added to your Christmas present list.

As most of you are aware my need for alcohol is pretty minimal, but the other night I was persuaded to have a few beers and some very good red wine. Obviously over the limit I took a bus home. Sure enough I passed a police check on the way home, but being a bus it was waved through. I arrived home safely and without accident, which was something of a surprise since it is many years since I last drove a bus, and my memory being so poor these days I am not even sure just where I got it!

Sam Roberts.

**The deadline for the next issue  
is 24th October**

# Secretary's Ramblings.

Summer made an appearance at last at the end of July, just in time for the Old Ford Rally. Were we pleased! So many events had been cancelled in earlier weeks due to torrential rain affecting show grounds. No problems at Gaydon due to the acres of hard standing, though some of the trade areas were affected. Well done the whole team for delivering what is now one of the biggest Ford events in the country. The management of the event this year was shared between the Capri International Club, Ford Sidevalve Owners' Club, The Ford Model T Register and our Club. A full report appears elsewhere in this issue and on the club website at [www.fordyandcmodelregister.co.uk](http://www.fordyandcmodelregister.co.uk)

A show highlight was the visit by the Ford Model A from the museum in Puebla Mexico, over here to bring peace messages to the countries participating in the Olympic Games. I was the proud recipient of one of the 200 commemorative medals and was able to reciprocate with souvenirs from The Heritage Motor Centre, our club and the Model A Club of Great Britain. It was a lively two hours visit midst a super show.

This year has been one of great national celebration and pride. The Queen's Jubilee and now the Olympics have brought about a massive upsurge of long overdue national pride. I hope you have done your share of flag waving. As a northerner, I must point out with some pride that Yorkshire Olympians won more gold medals than the whole Australian team! (That should bring some comments from friends down under.) Oh, yes, this year is also the 80<sup>th</sup> anniversary of our beloved Model Y. Go out in yours and wave your flag.

Registering your Ford: I should remind members who need to register a car with DVLA to contact me for information. The process of reclaiming an original registration mark, or applying for an age-related number, is outlined on our club website. A few cars turn up each year after being hidden in barns, etc., often without modern V5C registration documents or any paperwork for the car. Whichever situation is the case, we can help.

MoT Exemption: The recent announcement to exempt pre-1960 cars from MoT testing has naturally provoked much discussion. No amount of disagreement with the proposal will reverse the decision. What we need to do is to accept the change and ensure that we behave responsibly as classic car owners. Those members who lack either experience or need the reassurance given by an MoT style inspection are likely to have their situation helped by the outcome current discussions between FBHVC and DVLA on voluntary inspections. I have extracted the relevant report from the FBHVC Newsletter and this appears elsewhere in this issue. Please note that you are advised to await any announcement rather than make enquiry from FBHVC/DVLA since numerous individual enquiries are bound to slow the process.

MoT exemptions for Street Rod Cars: Concerns have been expressed by members regarding modified vehicles (street-rods) which may be registered as historic vehicles, but bear no relation to the original vehicle. Many, typically, will have been fitted with V8 engines and Jaguar or similar suspension and running gear to provide high performance, but yet will still qualify as historic vehicles and (if pre-1960) be MoT exempt. Members also question the status of such vehicles in terms of the exemption from excise duty – road tax. This is not an attack on the street-rod fraternity, but simply an example of a serious anomaly highlighted by recent developments. This topic will no doubt continue to be discussed for some long while.

Cherished number safeguards: Whilst we await announcements on legislation designed to safeguard cherished registrations on historic vehicles, some good news has emerged from the MoT exemption discussions. Apparently an MoT will still be required where the donor vehicle is involved in a transfer. This is to obviate the opportunity of an unroadworthy pre-1960 car being robbed of its identity.

Regional Contact: We welcome Pat (Patrick) Jennings as our new Regional Contact for Area 16 – North / West / East Yorkshire which you will recall was run in the recent past by the late Barry Diggle. Pat knew Barry and had attended various events in the region since joining about 6 years ago. Pat too owns a 1937 2-door Model "Y" in regular use. Members in the area are invited to contact Pat – contact details inside front cover of this issue.

Another Patrick, Pat Fitzgerald, has kindly offered to be Regional Contact for the whole of Ireland. Although UK based, Patrick can be easily contacted by phone and email (see inside front cover) and will no doubt catch up with old friends in Ireland on his visits. Again, Irish members are invited to contact Patrick on all matters Y & C.

Tours. On the subject of an active membership, we are fortunate indeed to have firm plans in the pipeline for Club tours over the next few years. Clive Harrison is advertising the 2013 Wales Tour and Peter Purdy is arranging a 2014 tour of his native region of Nottinghamshire. Another member has plans for 2015 – more on that anon.

Ron Staughton trophy. On a personal note, I was overwhelmed by being honoured with the Ron Staughton Trophy for this year. I take this as an award to the Club as much as to me personally. Having known Ron Staughton for some years in his role as Director of the Ford Heritage Centre, and seen his dedication to the classic car scene, receiving this award made to matter more personal and quite humbling. My thanks go to Austen Bromley for making a special journey to present the trophy on behalf of the Ford Motor Company and The Ford Model T Register.

Enjoy the remainder of the season.

**Bob Wilkinson.**

## Bob's joke corner.

*Here's one from Sam Roberts:-*

Mick and Pete had been golfing mates for all their adult lives. Mick's health was failing and was visited by Pete on his death-bed.

"Mick", said Pete "would you do me a favour." "Sure Pete, anything."

"When you get to heaven, please try to let me know whether we can play golf there." "Sure Pete." said Mick.

Mick passes on and after a few days, Pete hears a voice in the night, "Pete, Pete!"

"Who is it?" said Pete. "It's me, Mick. I've got some good news and some bad news for you."

"The good news is that there is plenty of golf up here; the fairways are super; there's no rough; it never rains; all our old golfing partners are up here and we are all teenagers again."

"That's brilliant," said Pete, "what's the bad news?"

Mick said, "The bad news is that you are down to play on Saturday."

Send me your favourite funny for us to share.

**Bob Wilkinson.**

# The Ron Staughton Memorial Trophy – 2012

Ron Staughton was greatly respected by many members of all the classic Ford clubs for his courtesy and willingness to help during the time he built up and managed the Ford Heritage Centre at Dagenham. On its closure, he oversaw the move of the Ford-owned display items to the Heritage Motor Centre at Gaydon. His untimely death in May, 2007, from cancer, was felt across the Ford classic car movement. In his memory, the Model T Ford Register of Great Britain and the Ford Motor Company Limited established an annual award to be presented in recognition of the promotion of the cause of historical motoring.

This prestigious award takes the form of a platter and was first awarded in 2008 to Neil Tuckett, one of the world's most informed people on pre 1930's Ford's and who, over thirty years, has built up a comprehensive workshop and spares support for the Model T Ford. In 2009, the award was given to the Michael Sedgewick Memorial Trust, which helps budding motoring authors financially to publish their works. 2010 saw the award going to Michael Worthington-Williams, whose tireless research into little known early makes of motor cars and cycle cars, as well as his love of automobilia in general is well-known to classic car enthusiasts. Last year, 2011, 'The Automobile' magazine was the chosen winner. Its continuing in-depth, erudite coverage of all aspects of veteran, vintage and classic vehicles is renowned world-wide.



*The prestigious Ron Staughton trophy, now residing in Bob Wilkinson's 'bull-shit corner' at home.*

The 2012 winner was announced at the Old Ford Rally, held at Gaydon on 22nd July. This was very appropriate as the whole concept of the rally, following the cessation of the All Ford Rally in 2006, was that of Bob Wilkinson. Like many others, he felt strongly that there is a need for an annual event to bring together the many Ford classic car clubs and enthusiasts. His feelings were translated into tireless dealings with other Ford clubs

and the staff at the Heritage Motor Centre at Gaydon. Initially, strongly supported by the members of the Ford Y&C Model Register, Bob organised the first Old Ford Rally in July 2009. Open to Ford vehicles pre-1985, the show was a great success, with some 350 vehicles in attendance. The rally has grown in stature and success each successive year, still with Bob at the wheel.

Bob Wilkinson joined the Ford Y&C Model Register some 28 years ago and was soon on the committee as the Membership Secretary. He has diligently steered the Club ever since in his role as Secretary to successive Chairmen. In addition, as the Club vehicle registration officer, he soon made himself known to the Driver & Vehicle Licensing Agency (DVLA) as a respected verifier of original registrations for restored Model "Y" and "C" Fords. Through the Federation of British Historic Vehicle Clubs (FBHVC), he is continuing to pursue the concept of safeguarding original registrations on historic cars, a cause about which he is very passionate and on which he has given a number of talks at motoring conferences.

For a while, Bob owned and restored a Ford Model A, which brought him into contact with the Ford Model A Club of Great Britain. From his experiences with the Ford Y&C Model Register, he volunteered to help the Model A Club overcome some perceived difficulties. His role on their committee in an advisory role has been much appreciated by the Club.

The Ron Staughton Memorial Trophy was presented to a surprised and very flattered Bob Wilkinson by Austen Bromley, the Chairman of the Model T Ford Register of Great Britain, on behalf of that Club and the Ford Motor Company Limited. It was a well deserved award, which will be endorsed by the whole Ford fraternity – well done Bob.

## Photographic finds.

This Köln cabrio-limousine, bodied by Drauz and carrying an IP registration, was in service with the Politzei. This bold statement by your Editor needs to be confirmed by one of our German experts, please. The wider body forward of the door pillar was a feature of the Deutsch bodies – hence my question."





*This Köln does not have the wider body forward of the door pillar, which means it could have been bodied by either Drauz or Traut – again help in identification will be appreciated.*

awaited, summer's day – blue skies and all. Talk about the sun shining on the righteous – Bob had to wear his famous hat to fend off all that heat! On Friday, Bob was to be found being interviewed by Local Radio Warwickshire (without any make-up!)

There had been much work in the preparation in the months leading up to the event, and it showed in the finesse with which it came together. On the Saturday, the site had been laid out, signs placed, barriers erected and everyone tasked with the plans for smooth running on the Sunday. Keen and helpful wives had started on the Goody Bags – packing and rolling up the programmes, adverts and contents complete with voting slips. We all knew what we had been volunteered for by Bob's 4 o'clock meeting – and to arrive at the crack of dawn on Sunday ready for the early arrivals and dealers.

Mike Malyon, Jim Miles and myself took early positions at the gate to advise and assist in putting on the wrist bands, (not easy as three hands needed), others down the hill persuaded drivers to take up their correct positions as per Bob's Map. Several wives handed out the goody bags, complete with naughty adverts and programmes. The Heritage Centre Staff took up security and gate positions and we were off. Apparent were several coloured duster twizzle sticks – I guess to tickle everyone into the right mood?

It was exciting to see all the range of elderly cars and commercials arriving – nearly all under their own steam – and being there to welcome them. There were some 500 cars on display, from about twenty clubs, mostly



*A surviving Deutsch bodied Köln cabriolet. Note that this body has running boards, unlike the cabrio-limousines and limousines (saloons), which did not, but had mud flaps to the rear of the front wings.*

## Old Ford Rally at Gaydon 2012

As Sam is away – watching golf (The Open) would you believe – it's down to me to report on the show of the year – that is the **Gaydon Old Ford Rally**.

The show this year has seen the involvement of other car clubs in the organising (Ford Capri Int., FSOC, Ford Model T Register and ourselves, the Y & C Register.) so as to reduce the pressure on Bob Wilkinson and share the load with our Club.

It was evident early on that the weather was looking promising, and indeed, the day became a real, long



*Elsie Malyon, Jean Ketchell and Jean Purdy assembling the Goody Bags, with a little help from Mike Malyon, who just wanted to get in the picture.*

pre-1965 with the oldest, a 1911 Model T.

The event rolled on through the day, with many cars being featured in the Arena with Peter Purdy asking pertinent questions of their owners, and Bob announcing.

For myself, staying close to the arena and the magnificent display from our own club members, there was great pleasure in meeting members face to face. Amongst members were those with cars on display and others just visiting.



The cars arriving in all shapes and sizes.

Some spares from the Club changed hands, comparisons made of the various models and years, problems discussed and many photos taken. (Many are being placed in the "OFR 2012" photo album on the Forum)

en route to the Olympics, having visited the previous sites at Atlanta in 1996, Sidney in 2000, Athens in 2004, Beijing in 2008 and now London 2012. It had taken Dr Claudio Anaya and co-pilot Arq. Fernando Garcia

As normal, we held our own competition for the best Y&C of the show. The award this year went to a delighted Doug and Bessie Hickson with their immaculate Jensen-bodied 'Mistral' Model "Y" tourer

It was also the 50<sup>th</sup> anniversary of the Mk 3 Ford Zephyr and Ford Cortina – a large selection was on display - maybe the largest group of Zephyrs & Zodiacs around. It was thought about 2000 people attended the show.

The Banbury Rotary Club held competitions to guess the ages and prices of three Fords. A Curio and Craft Fair was held indoors as well as the comprehensive and delightful Museum – excellent value all round.

John Argent and myself had dynamo problems getting home, others, unnamed here, lost their keys and had to resort to pieces of



*Brian Godfrey, our revered Chairman, directs traffic with his bright green twizzle stick - I think he should stick to the day job!*

The noticeable characteristic of the show was the friendliness of all – like a family gathering at a wedding I thought – all smiling and enjoying the company and the glorious weather and enjoying the company of old friends.

Later through the day, we were all excited when the 1928 Model A from Mexico arrived on its "5<sup>th</sup> Route of Peace". It was



*An impressive array of our cars flying the Y&C flag.*

Limon 10 years collecting the bits and 8 years restoring - and then was challenged by a friend, who thought it wouldn't even get to Mexico City - starting off these trips in response.

220 Peace medals were to be issued to participating countries and one was presented to Bob Wilkinson, and in return they were given Club Caps, a Model A Club Radiator badge and Motoring Books from the Heritage Centre.

Everyone was worried when, as the car arrived, hot water gushed from the engine – but with the help of the Model A Club, glands were tightened in the water pump and all was soon well.

In the afternoon, the winners were announced for the "Car of the Show" and the "Best Commercial" – chosen by the public who attended using voting slips in the programmes. The Car of the show was:-a 1964 Classic Capri Coupe, driven by John Beckett and his son Paul. and the Best Commercial was a John Mould 1939 Fordson V8 Box Van Model 91T driven by Rick Richardson.

wire judiciously placed, but it's believed that everyone who came got home safely.

Amongst the 17 cars on display were FS 7435, JB 3018, JB 6552, OW 6918, DKE 912, COA 715, CNY 360, YD 8501, JL 4086, EMF 151, CNN 125, VE 9051, AOA 727, UD 7605, NV 2821, AYL 454, DKO 301.

Members attending and recalled were :- Brian Godfrey, John & Carol Argent, Bob & Pat Wilkinson, Peter and Joan Purdy, Mike and Elsie Malyon, Peter and Jean Ketchell, Colin and Christine Rowe, Jim and Jean Sharpe, Jim Miles, Graham Miles, John Keenan, Mike and Kath Samuel, Geoff Salminen, Roger and Jo Hanslip, Nick and Monique Smith, Herbert Wingate, Tony Hurst, Doug Hillson, Dave Tanner, Nick Haul, Rod and Lucia Viveash, Gary and Vicky Whittle, Tom and Wendy Kelsey, Dave Paul, George Beecham, Graham and Margaret Dellow, Colin Ellis, Michael Leete, Geoff Dee, Ivor Bryant, Robert Jarvis, Colin French - and the support of all those mentioned (and those not) is much appreciated by the organisers.

**Roger Corti, Deputy Editor**





*John and Paul Beckett pose by their 1964 Classic Capri – voted the car of the show by those present*

*John Mould's 1939 Fordson V8 Box van, the winning commercial entry. I'm sorry, this is the best photograph I have.*



*Having visited four previous Olympic venues, the Mexican Model A arrived at Gaydon en route to London 2012.*



*Brian presents Doug and Bessie Hickson with the Bert Thomas trophy, awarded annually to the Club car of the show, for their immaculate Jensen-bodied Model "Y" Mistral.*

## FBHVC news.



### FBHVC REPORT ON MOT ISSUES.

Many classic car owners have expressed an interest in having a voluntary test using the current MoT standard. The FBHVC has been looking into this as reported below:

*"The original consultation ruled out voluntary tests. However, as a result of pressure, the DfT and the Minister agreed that this facility would be made available as part of the implementation process. A number of clubs and individuals have been anxious to learn more details about this new concept. The short answer is that, following the Ministerial announcement, in principle DfT and VOSA will be involved in changing legislation and procedures to allow for this facility before the November deadline. Whilst the internal discussions take place, no formal details in black and white can be issued by either DfT or VOSA. However 'reliable sources' would suggest that the voluntary test is likely to be the same as the statutory test with all the component and performance exemptions as allowed at present. In the UK the testing regime operated by VOSA has always been age related and is a common sense approach*

**What actual paperwork is to be issued after the test is yet to be decided. Certainly it is envisaged that all VOSA approved stations, whether private or VOSA run, will participate.**

*Please allow both bodies to work through the processes required, rather than get interrupted by having to stop and reply to questions that are unanswerable at this moment in time – the movement needs a good on-going relationship with both departments.*

*The limited time scale allowed before implementation would not allow for a parallel test regime for historic vehicles to be introduced as has been suggested by some respondents. Ignoring the enormous effort in drafting six new testing manuals from scratch there are greater system problems and costs which for a limited number of tests in each class each year could not be justified. Many of the problems experienced in the past are down to lack of knowledge of individual testers. In this connection the FBHVC already publishes a list of 400 test stations on our website that are recommended by enthusiast users. The existing test regime properly conducted is still appropriate.*

*Historic vehicle owners remain responsible for the safe mechanical condition of their vehicles, and a prudent owner who 'self maintains' should perhaps consider a voluntary test as part of their husbandry regime.*

*As soon as more details are known the FBHVC will of course keep you informed."*

**Please note that you are advised to await any announcement rather than make enquiry from FBHVC / DVLA since numerous individual enquiries are bound to slow the process."**

FBHVC has just announced some EU proposals on Vehicle Roadworthiness and Testing. These proposals will be the subject of wide discussion in terms of implications for classic vehicles. More on this in next issue.

**If members have any comments, please contact Bob Wilkinson.**

## Forum banter

### Brakes.

**Question:-** "My 36 Y Model shudders when I apply the brakes. It drives great, tie rods are new, no wheel wobble when I jacked it up. The brake linings seem to be in full contact with the drums, and the drums look good. My king pins are tight, spring shackles look good. When I brake it shudders the whole car, and makes a terrible noise. ANY suggestions of what or were to look ?

**Answer:-** "Just chamfer the leading edge of the Brake lining material (taking the obvious safety considerations). It tends to help prevent the snatching."

**Response:-** "Well I cleaned the linings, turned the drums, bevelled the end on the brake shoes and it seems to have taken care of the problem....feels great to motor down the road with the wind in your hair.....At 25 mph you need to stick your head out the window for the full effect."

### Charging.

**Question:-** "I have a "CX" tourer; she runs really well (UNTIL you turn the headlamps on – then I get a serious drop on the ammeter (down to about 18 initially and then steadies at about 12 amp discharge) – only on the headlights. When I switch the sidelights on, it is normal. The big drop means that she starts to misfire and eventually give up all together when driving. I've checked the switch and the headlamp wiring circuit for shorts but can't find anything. Have had the headlights apart and all is well – proper earthing, etc. I've even bypassed the whole headlight wiring circuit and it still gives me the big drop. Fuel system all seems OK, wiring is old but seems to check out with no shorts – if I disconnect the headlamps with the pull connectors I don't get the drop. When lights are off the dynamo seems to be charging really well at about 15 amps consistently. The only thing I think it could be is the voltage regulator, so I've ordered a new one. Any ideas?"

**Technical Adviser:-** "Thanks for the enquiry; there's the odd anomaly insofar as Model "C"s didn't have a voltage regulator - only a simple cut-out. This latter is an electro-magnetic device which "cuts in", i.e. the points close and complete the circuit from the battery to the dynamo, when the latter's voltage output rises at just above tick-over speed. The dynamo then charges the battery and the rate of charge is shown on the ammeter. When the engine speed drops to idle again, the dynamo is no longer activating the electro-magnet and a spring opens the points. If it didn't, the battery would start trying to "power" the dynamo because the battery's voltage would become greater. This charging rate maximises at about 30-35mph in top gear, equal to about 1800-2000 engine rpm. It should be about 8-10 amps at that speed. Any higher is likely to result in a burnt-out dynamo or "boiled" battery on a long run, say more than about an hour's continuous running. This rate also should be just about enough to "balance" the input [to the battery] with the output when the headlamps are on, if the wattage of the headlamp bulbs, and their voltage

of course is correct. So you need 6 volt bulbs of no more than about 36, ideally 24 watts each.

You can adjust the dynamo output, but it will be obvious from the above that it's too high for safety already! Increase it further and you're asking for, and will get, trouble. You do that variation by gently pushing the "third" [thin] brush around in its holder in the direction of rotation to increase, and against that direction to decrease the charge. So, if you have the car's original equipment, and NOT a voltage regulator in use, the headlamps are taking [far] too much "juice". You say you've ordered a "new voltage regulator". If you really do have one, then your "CX" charging system is non-original. If that's the case come back to me with more explicit information. Meanwhile, I suspect you have too high a wattage, or even 12 volt bulbs in your headlamps."

**Response:-** "Thanks Nigel, much appreciated and you are correct, it's a cut out, sorry. I'll check the bulbs but I did order 6v bulbs so hope they are right. So, if not the bulbs what would cause all that juice to be drawn?"

**Technical Adviser:-** "Wires too thick, or leakage somewhere else. If you've isolated the existing wiring and gone direct with the fault still present then I assume not the latter. It's simple logic and deduction really. It's going into the headlights or "leaking" somewhere else when that circuit is activated. Bear in mind that the tail-lights and fuel gauge are activated too when the headlights and ignition are on; do you get excessive drop when they and not the headlights are on? They should take about three amps. If not, then it's in the headlights - must be. The headlights and tail lights should take about 10, maybe 12 amps at the most. A 24 watt bulb at 6 volts will take 4 amperes, obviously 2 will take 8.

**Response:-** "Thanks Nigel, I'm pretty sure it must be in the headlamps as when I switch to sidelights and tail lights only, the drop is minimal. Interesting to see that with both headlamps on the drop should be about 8 amps - my problem was that the drop/discharge seemed to be about 12 or more and when driving, the engine started to misfire and then conk out altogether - so as it drives beautifully when lights not on, I can only think it is a voltage drop causing it and not allowing enough 'fizz' to keep it going. Am I looking in the wrong place do you think - does it sound like the problem is electrical? I've ordered a new cut out and new 6volt bulbs (24/24 watt double filament bulb) so will see if it's the bulbs first..."

**Technical Adviser:-** " Oh, yes, it's electrical. Are you saying that the amperage of discharge is 12 or more amps, even with the

engine running and charging at 12-15 amps? That's 24 to 27 amps consumption, which is ridiculous. Haven't you checked the bulbs by taking them out and reading what's written on them, volts and wattage? Any net discharge will result in the battery gradually going flat and the engine conking. If the current was liquid and running out of a bucket with a hole in the bottom, said bucket would end up empty. A discharge shown on an ammeter means just that, current is coming out of a container with a finite capacity; your battery. I see no reason from what you've said to think there's anything wrong with the cut-out. Thinking a bit laterally, could there be a fault in the bulb holders or dipswitch wiring, meaning that BOTH dip and main beam filaments in the bulbs are coming on at the same time?"

**Response:-** "Thanks so much Nigel. I've changed the bulbs to 24w 6v as the originals have nothing written on them and I think they did have both filaments on together. No real difference but changed cut out for a new old stock (came in original packaging of tin and cardboard!) and all seems well! Discharging on tick over at 8amps then up to zero on a few revs. Without lights on the charge is about 15 amps at a good running speed. Fingers crossed and thanks so much for your help."

**Technical Adviser:-** "That sounds much better! I'll only reiterate that long periods of running at a charge rate of 15 amps will overload battery and/or dynamo. You want 8-10 maximum, which should just about give you equity ["zero" ammeter reading] at optimum charge revs of about 30-35mph in top gear with the lights all on. A good battery will easily stand the periodic stray into a discharge situation when the revs drop, etc.

Ford kept things simple and cheap, many thirties cars had a switch incorporated into the dash allowing optional "summer" and "winter" [low and high] charging rates to be chosen at will. The low rate would be chosen where long runs in daylight were undertaken. Where the car would be used predominantly for short journeys with relatively more use of the starter, or in the dark a lot as in winter, the high rate would be used. Intelligence had to be applied; you're balancing between keeping the battery "up" but not overcharged, and avoiding the dynamo pushing out any more than about 8 amps for prolonged periods. With your simple Ford, charging at "full" rate all the time, you have to simulate the above conditions as best you can according to the kind of use to which the car is predominantly put, by dint of adjusting the "third" brush as previously explained."

#### General

These are just a couple of the topics that were aired on the Y&C Register Forum over the past two months. The Forum is well worth joining to pick up tips and perhaps solve your problem. Click on:- <http://uk.groups.yahoo.com/group/fordycmodelregister/>

## The Durham tour – June 2012

by Jim Miles

This year's Y&C Register tour was organised by Graham Miles and was a great success. First of all, let me tell you who took part; Jim and Joan Sharpe from Chelmsford, Essex in their smart 1936 Tudor long rad, Neil Bray and the charming Heather with their very scarce 1935 two-door Model "C", Dave and Joan Kitchen, who had driven across from Lancashire



*The first-comers gathered together for an aerial photo shoot*

in their 1933 Tudor Model "Y" – this was their longest trip so far, having owned the car for only a few months. On the other hand, David and Freda Kent have owned their 1933 short rad Tudor, JJ 9010, for no fewer than 55 years. David bought the car when a student in 1957 after borrowing the £50 price from his father. The car was used as every day transport for many years. Those of you who take part in the Y&C Register rallies and tours, will have seen this car in Ireland, Normandy, Holland, Isle of Man and the North Norfolk Railway weekends to mention a few! Bruce and Carol Allan came along in their 1937 Tudor long rad, which has covered 35,000 plus miles since being in their ownership. A different type of Ford was the smart 1941 left-hand-drive V8 pick-up, which is fitted with a Columbia two-speed rear axle and overdrive and brought along by non-member Norman Bloor and Sandy [whilst on the tour, Norman left Durham early one morning, drove the 125 miles to

We all converged on Durham City and stayed at the Three Tuns Hotel. There are always lots of things to do and see on these tours to cater for all tastes. For instance, some of the places visited were the lighthouse and Black Rock bird colony at Souter, Hadrian's Wall and the Roman Army Museum, Derwent Water and Beamish. Beamish is referred to as 'The Living Museum of the North' and, in my humble opinion, is one of the premier 'living history' museums in Britain. The site covers 300 acres, with its own vintage tram network and buildings which have been demolished and carefully re-erected in their natural surroundings and containing their original artefacts. The settings include the Pit Valley and Cottages, a railway station, colliery, garage and working farm. If you want to find out more, visit [www.beamish.org.uk](http://www.beamish.org.uk) John Argent has added some notes on places they visited.

The 'Last Supper', traditionally held on the last evening of the Register tours, was thoroughly enjoyed. The Geoff Murrell trophy was awarded to Duncan and Diane Davis for their help in organising the trips and Graham Miles was presented with a boxed bottle of Scotch!

The following day, whilst the rest of the Boys and Girls headed home, a small group of nutters (John and Carol Argent, Graham and Margaret Miles and myself, set off for Pickering in North Yorkshire via the Darlington Railway Centre, where we saw George Stephenson's engine Locomotion No. 1, the first steam locomotive in the world to haul passengers on 27 September 1825. We left Darlington and drove on quite merrily until a little way past Thirsk on the A170, where we encountered the notorious hill, known as Sutton Bank. There are warning signs forbidding cars and vans towing caravans on the hill, plus statistics of how many lorries don't make it during the previous year; it was in the hundreds!

Anyway, John put Carol in my bigger engined car [10 h.p (32 b.h.p.) c.f. 8 hp (23 b.h.p.)] and he roared up the hill in his Model "Y". He made, but vaporised on the summit and waited five minutes to cool down before setting off again. I went next and made it round the hairpin bend, changed down from second to first gear and reached the top OK. Graham and Margaret boiled up, but in the end, all three Fords triumphed over the steepest A-road in Britain. We drove on to a well-earned drink and dinner, in that order!

*Some of the group at Raby Castle. From left, Neil Bray and Heather; John and Carol Argent; Dave and Joan Kitchen; Graham and Margaret Miles; Michael Leete and Christine; Bruce and Carol Allan; Duncan and Diane Davis.*



Edinburgh, visited his aunt, stayed the night and returned the following day to Durham to carry on the tour!].

Members, Duncan and Diane Davis, who own the black bull pub in Frosterley, laid on a nice lunch for us, followed by a trip on the preserved Weardale Railway, which is opposite the



*Russell Storey joined the group at Raby Castle in his electric blue 1934 De Luxe Fordor Model "Y".*

pub. After the train ride, we followed Duncan, who drove his 1936 four-door Model "CX", finished in gleaming two-tone grey, to the north Pennines to watch the many old cars competing in the 100-mile timed round trip to Beamish. Cars included Austin 7, Citroën Light 15, Frazer Nash BMW and Lagonda.

Michael Leete, along with Chris, brought along their much travelled 1933 Tudor short rad. The new keepers of Sam Roberts' 'Kerry' tourer, John and Carol Argent, drove their 1935 green Tudor Model "Y". Talking of tourers, Graham and Margaret Miles turned up with their four-seater short rad, painted a nice shade of blue. Another Yorkshire member, who joined us at Raby Castle was Ford enthusiast and member, Russell Storey, with his 1934 De Luxe Fordor model "Y". I brought up the rear with my 1937 Eifel Sport Roadster.

Bright and early the next day, we continued the railway theme by catching a steam train from Pickering to Whitby, where Captain Cook worked and lived and where his ship 'Endeavour' was built. Carrying on the nautical theme, we took a trip on an ex-lifeboat around the local coast. The boat was powered by two Fordson Major tractor engines. We then returned to Pickering on the North Yorkshire Moors Railway.

In the morning, we set off for home, where we all arrive safe and sound and looking forward to the next Y&C Register tour - to North Wales in 2013!

Jim Miles.

**John and Carol Argent's additional spicy visits:-**

**Durham Cathedral**

On our first full day in Durham, a number of us decided to explore. Our first port of call was the Cathedral - described in the tourist information as 'one of the great architectural experiences in Europe'. We decided that a guide would be worthwhile and Peter turned out to be full of information, our tour taking the best part of 2 hours. Construction of the Cathedral began in 1093 and was largely completed in 40 years. It is the only English Cathedral to retain almost all of its Norman craftsmanship and one of four to preserve the unity and integrity of the original design. It was built as a shrine to the North's best loved saint Cuthbert, in whose honour pilgrims come to Durham from all over the UK. Visiting the Cathedral today is certainly worthwhile and, although entry is free, we did our bit to help by having a guided tour and by paying to climb to the top of the Tower, thus disproving the guide book's claim that there are 325 steps - there are, in fact 328, including two at the bottom and one at the top.

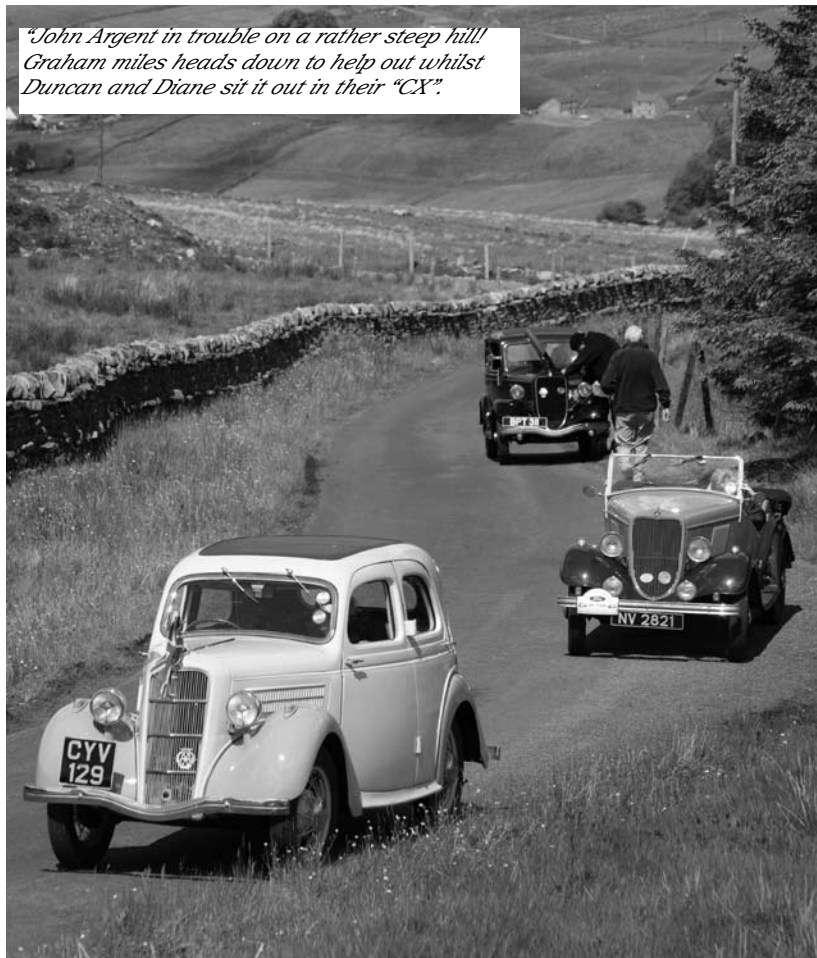
Having spent several hours in the Cathedral we then wandered down to the City Centre. There was much to see but we decided on the Town Hall with its renowned hammer-beam roof. The building is on the west side of the market square and incorporates the 14<sup>th</sup> century Guildhall. We were lucky enough to be allowed into the Mayor's chamber and the Guildhall itself, which dated back to 1356, has a valuable collection of old English silver. It was a great experience to visit the Town Hall, not only because it was such an impressive building but because of the enthusiastic and polite staff that showed us

**The Ford Model Y & C Register**

around. Our first day was at an end and, as we returned to the hotel, we agreed that we had only scratched the surface of this fine University city.

**Killhope Lead Mining Museum**

*"John Argent in trouble on a rather steep hill! Graham Miles heads down to help out whilst Duncan and Diane sit it out in their "CX".*



The Lead Mining Museum lies high up in the stunning North Pennines at 1500 feet above sea level and has won many tourism awards. On Tuesday, a group of us visited the museum where we had to don large Wellington boots, a helmet and carry a mining torch. Suitably kitted out, we had to wade through extremely cold water and quite low tunnels with several people banging helmets on the roof for about 100 metres, until we reached an area where we could see veins of lead. These veins also contained silver. The lead was mined by using explosives, which was a hazardous occupation when you consider that they were doing everything by the light of candles. There is an amazing underground waterwheel, which must have been assembled underground and maintained, again by the light of candles. Everything had to be sorted on the surface and, as the rocks were extremely heavy, it must have been a very hard life. It was a very interesting look at the way people had to work in appalling conditions. Also on the site are two wildlife hides where some of our members saw red squirrels. A cafeteria and must-have shop completed our tour and we travelled on to Eggleston Hall.

**Eggleston Hall Gardens.**

These gardens are known locally as 'The jewel amongst the Hills' and a 'Plantsman's Paradise'. Sadly our visit here was quite short due to us arriving fairly late in the afternoon. There is a beautifully restored Victorian glasshouse set in a walled garden with beds of vegetable and flowers laid out very neatly. There is also a small stream running through the middle of the garden and, against one of the walls, is a scaled down version of the 'Angel of the North'. Unfortunately we had to head back, but we saw enough to make us think a return visit would be worth it.

**Raby Castle.**

On the Wednesday, a number of us decided to visit Raby Castle, which is about 8 miles from Barnard Castle. As we rounded a corner on the road, we were presented with a magnificent view of it. It was built by the mighty Nevill family but has been home to Lord Barnard's family since 1626. The Castle is surrounded by 250 acres of parkland, where there are hundreds of Fallow and Red Deer. We were fortunate in that Duncan Davis persuaded the gatekeeper to allow us to line our cars up in front of the main gate for a photograph opportunity before we entered the Castle. Over the years the Castle has been converted into more of a home than a Castle with some beautiful restorations. This includes the Victorian octagon drawing room and the vast Baron's Hall, where it is reputed 700 knights gathered in 1569 to plot the doomed rising against Elizabeth 1. There is also an enormous kitchen which was in use for over 600 years until 1954.

To finish off the day we followed Duncan back to Frosterly, the journey including a hill which defeated John's car and after several attempts it vaporised, with Graham coming to the rescue by pouring water over the engine! We continued on to Frosterly through amazing scenery and hills dotted with sheep and newborn lambs. On reaching the Black Bull we refreshed ourselves with a cool beer. Duncan then ushered us into his next door barn where he has installed a complete set of 12 bells in the roof and he proceeded to ring them one after the other. It was a most beautiful sound. Bellringers visit from all over the country to take part. We then took our leave and travelled back across the hills to our Hotel.

*cont'd page 14*

# Parts Report

In this issue of Parts for Sale you will find that there are now brake rods for each of the three models the Register covers. One question I was asked is "why are the brake rods so expensive?" My answer is that they are not; if you consider that the Model "Y" long rad has six brake rods, four of which have the elongated slots, they are made from good quality steel and are welded by a certified welder. Try getting six fishing rods for £95.00. The Model "Y" short rads and the Models "C" and "CX" brake rods are lower priced because they only have four rods and the configuration on the "C" is different. The development work on the rods, including arranging the initial load testing and assessment, was done by myself and no cost has been included in the price. I feel they are very good value and the quality is excellent.

In the past I have written about the comments we get from members. In most cases they are complaints about the spares section. I now consider the spares service to be outstanding when compared with most clubs our size. The range of spares, the quality of remanufactured item, the speed of delivery and the dedication of the people involved is second to none; after all we are volunteers. It was gratifying to receive comments from members who have recently purchased steering boxes. All the feedback has been positive. I know it has taken a long time to develop the current version. It has been difficult to find a specification of how much play there should be at the steering wheel. The pundits have said that when the cars were new, there was 1½ to 2½ inches of play; the new boxes are better than 1 inch. I would like to thank all the people involved in the steering box development and the members who have given us such favourable comments.

We have just had delivered a new batch of stainless steel exhaust systems. As these have not been ordered for some time, the price has escalated, but the quality is once again excellent.

**Peter Ketchell**  
Spares Officer.

*cont'd from page 13*

## Gibside.

We decided on a wet Thursday to visit Gibside, which is a National Trust Property near Gateshead and is a stunning landscaped park and a nature reserve. Unfortunately, it was pouring with rain whilst we were there, so our explorations were somewhat curtailed. There is a fantastic gem of a Victorian chapel, almost circular in shape with an unusual central pulpit and altar. The pews are terraced and fit around the walls. The house had been owned by the Earl of Strathmore and his wife Mary Eleanor Bowes. On the Earl's death she married Andrew Stoney, who, almost as soon as they married, refused to allow her to use her carriages and forced her to eat alone and dismissed her staff and replaced them with women of his choice. He also spent a large amount of money on himself, eventually being imprisoned for cruelty to his wife and fraud. Sadly Gibside Hall is now just a shell but the large stables have been converted into a residential discovery and educational centre.

The journey back was very wet and we stopped at Durham's rather unimpressive art gallery and very good military museum, which was somewhat spoiled by a Jeep with flat tyres! We were glad to get back to the hotel and dry out.

**Carol Argent.**

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and the Register library and archive, is our tyre supplier, Tony Etheridge. Recently, he sent me a letter as follows:- "I was in a local bookshop and they had a bound motoring encyclopaedia, in which, in Part 12, dated Saturday, 24 December 1932, was an article about the new 8 hp Ford! They kindly let me photocopy the article, which I enclose.

They also have 'My Life and Work' by Henry Ford, written in collaboration with Samuel Crowther, published in 1922. Also, 'Today and Tomorrow' by the same authors, this one in 1926. Each has 280+ pages and are in excellent condition apart from some age staining on the front and rear blank pages. Their prices are £14.00 or £25 the pair.

*If these are of use to the archive, please send me a cheque in the post."*

Henry Ford 'wrote' three books, all ghost-written by Samuel Crowther. In addition to the two books mentioned, he also wrote 'Moving Forward', published in 1931. They are all a good read. Interestingly, 'Today and Tomorrow' was reprinted in 1988, because it spelt out Ford's progressive ideas.

## Members' correspondence

### Old Ford Rally feedback.

"Bob, a sincere, "well done" to you and all of your team with regard to Gaydon. You seemed to have addressed all of the things which may have needed a little tweaking from previous years, and I thought that the gathering was superb! It can surely only go on to grow healthily from this foundation. Thanks!"

### Photographic finds – issue 197

Steve Waldenberg sent the two photographs of Bury to his friend Ron Lomax, a Bury historian, who replied, "Thanks - part of the very old market is on the left and the Art Cinema (in white) behind. That is still there, but is now a restaurant/night club. Off to the left would have been the old market hall building, which burnt down in the 1960s. Where the stalls are is now part of the bus depot.

The other photo showing the tram car has the Parish Church behind it (still there) and the tram lines with cobbles - long since gone.

### Henry Ford, the author.

One member, who contributes regularly to Transverse Torque

It was his belief in using low-cost, high quality production to win market share that inspired the Japanese to do the same in the 1960s. In my second career, I was a Quality Manager and encouraged middle managers to read this book. I was able to thank Tony for his thought, but told him that we already have copies of the three originals, and the 1988 reprint, in the Register library.

As for the encyclopaedia article, it will make good copy for a future issue of Transverse Torque.

### Alpine excursion

Ken Clarke, from near Coventry, emailed a couple of photographs of his trip through the Alps in 1972 in his February 1937 Tudor Model "Y", CHP 127. The car is now brown,

*Ken Clarke takes a break and cools the engine down as they cross the Alps in 1972. The photograph was taken on the Mont Cenis Pass on route N6 to the north-west of Turin.*



**The Ford Model Y & C Register**

but then was two tone black and light blue. Ken was in one of two 1930's cars and an early taxi which drove in convoy and must have been quite a sight as they transversed Europe.

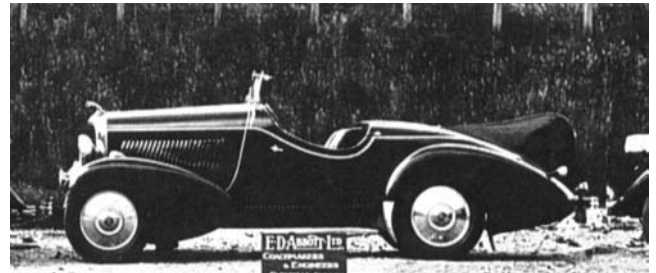
**One for the archive.**

Colin Spong emailed the following:- "I came across this while sorting out old papers and thought that it might be a interesting item for Transverse Torque. It's from the

in Surrey, built a superb looking streamlined body on a Ford V8, which was given the name 'Chaseside', suggesting that it was commissioned by the Enfield agency.

**Synchronicity**

Regular readers will recall the many times that we



*The Model 18 V8 'Chaseside' built by E.D. Abbott Ltd.,*

**▶ REDUCED PRICE**

**£102.10**

*5-Cwt. Van £102.10 at Works*

**FORD 5-cwt. Van**

Buy a Ford 5-cwt. Van now and cut down delivery costs. At its reduced price this Ford 5-cwt. Van is by far the best value obtainable for a vehicle of its class. It gives an outstanding performance with amazing economy. It has ample carrying capacity. Let us demonstrate to-day.

**Chaseside Motor Company Ltd.**  
Main Ford Distributors  
**CAMBRIDGE ARTERIAL ROAD, ENFIELD.**  
Telephone: Enfield 3456

**Showrooms: 48, CHURCH STREET, ENFIELD**  
Telephone: Enfield 1907

through Bob Wilkinson, asking about the connection between E.D. Abbott and our cars. As we only know of one surviving Model "Y" Abbott tourer in Cambridgeshire, which has lain unrestored for at least 20 years, and hence have not given the Abbott name any airing in the magazine, it is quite a coincidence that the name should crop up twice in one week. Len has offered to write an article on Edward Dixon Abbott, the man and his company, for the magazine, which should be interesting.

**No Charge**

Steve Waldenberg, our magazine publisher, sent in the following, "On a recent run over to Sledmere from Leeds, my Javelin's ammeter was not showing a charge. I stopped at Tadcaster and ran a slip of thin card between the regulator points, but still the ammeter only occasionally showed any charge. The car is fitted with the usual Lucas 2-coil type regulator box and it had been okay since 1996 when fitted as a new component. At Sledmere, Keith Winteringham (a fellow Javelin owner) kindly gave me a small piece of fine wet and dry, but still the charge was erratic after "wiping" the points with this.

The battery in the car being new, there was no trouble getting back home in broad daylight. I decided to use the services of "dynamoregulatorconversions" ([web site www.dynamoregulatorconversions.com](http://www.dynamoregulatorconversions.com)), who can install an electronic device within the old Lucas box. Cost was £145.00 and the job was done within a week. Externally there is no difference, so the job is suitable for concours engine bays.

I have fitted it – remember to label all the wires as you remove them off the box – and it now charges fine, even with side and head lamps on. They can also convert old 3 brush systems and convert 6 to 12 volts, still using your original 6 volt dynamo.

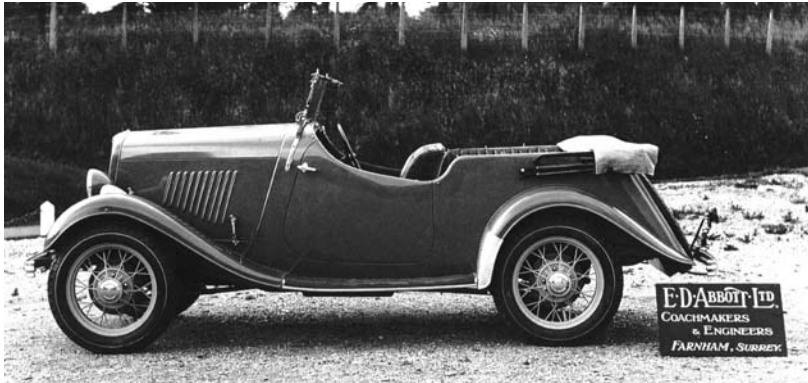
**'Where are you now?'**

An April 1936, Birmingham registered Model "CX", BOX 980, caught the eye of member, Don Smith, in Wrexham as he was reading the 26<sup>th</sup> June 2012 North Wales Daily Post. That week's 'Flashback' selection of photographs was taken from Katie Lynch's book, 'Caernarfon in Days Gone By'. The

*The Model "Y" van advertisement from the Enfield Express dated 18 October 1935 – with thanks to Colin Spong.*

"Enfield Express" 18 October 1935." The picture is an advertisement for the Model "Y" van submitted to the Enfield Express by the local Ford main agent, Chaseside Motor Co. Ltd. We know that coachbuilder, E.D. Abbott Ltd. of Wrecclesham, near Farnham

have used the word 'synchronicity' in 'Transverse Torque', meaning the coincidental coming together of like events. It has happened again. No sooner had I written the above paragraph about E.D. Abbott Ltd., than one Len Huff contacted the Register



*An E.D. Abbott bodied Model "Y" tourer, which was marketed by Dagenham Motors Ltd., based in Balderton Street (off Oxford Street) and who advertised them selves as 'Ford distributors for the County of London'.*

photograph of two teenage girls perched on the front wings of the "CX" in 1952 also caught another reader's eye as, the following month, Elwy Davies of Denbigh wondered about the current whereabouts of the two ladies and whether the car is still in existence. He included a picture of himself with the car



*Elwy Davies with the gang's car in 1947.*



*The photograph extracted from Katie Lynch's book on Caernarfon, which caught Elwy's eye.*

taken earlier in 1947- 48 at the bus terminus in Bryn-y-Maen, near Colwyn Bay. It was then owned by the late Ivor Jones, who was the only member of their gang who owned a car.

Incidentally, we have no record of the car having survived.

#### Alex's charity event.

Alex Grace is our youngest member at 13 years of age. He inherited the cream and green Model "Y" Alpine from his granddad, the late and much loved member, David Grace. Alex sent in the following letter and photographs:-

Dear Ford Y & C Members

*On Friday the 4th of May I took my car into my school to raise money for MND ( Motor Neurones Disease ) . The Disease has effected a very much loved member of my family, David Grace, who died from this disease .*

*It all came about when I, Alex Grace, was speaking to the charity organiser at Silcoates School. She told me that we hadn't got a nominated charity for the summer charity day.*

*I thought to raise the most money, we should take cars in but not just any cars , classic cars. Of course, my car couldn't do it all by its self so I roped three other cars in to this day .*

*The cars were the original Mini, an E - Type Jaguar and a Spitfire ( not the plane ). The Silcoations came in their own clothes and donated £2 for the privilege . You could also have a photo taken with each car for £1. Overall we raised £ 1,603.52*

*I would like to thank Silcoates School for letting me do this event*

Alex Grace

Grandson of David Grace

*see photographs on next page....*

#### Classic car insurance.

Member Roger Gurney emails from Lincolnshire, "I would like to recommend Adrian Flux classic car insurance. We have now moved all our Fords, including our 1935 V8 cabriolet to this company after receiving un helpful service with Footman James after 20years with them. As dad is now over 74years old, they will not insure him. Footman James wanted £275 for four cars. I have now insured five cars with Adrian Flux for £220; no age restrictions and very nice people."

#### Thanks for the memories.

Les Ives has decided to discontinue his Friend's membership of the Y&C Register. He writes to Mike Malyon, "Thank you for your kind call of yesterday evening. I'm sorry I hadn't written to explain why I am suspending my subscription to "Transverse Torque" because of an eye problem which has recently manifested itself - and has very much curtailed my normally avid reading.

*I find the magazine most interesting (even though our Model "Y" was a very faithful servant way back in the mid-fifties!) at the vast expense of some £20 - we acquired a car which never let us down - cost a minimum amount to run and, as I have written in my humble motoring memoirs, travelled thousands of miles as if 'she' knew our finances (as newly weds) were a touch on the Spartan side! Reading the magazine certainly took us back to that wonderful era - and it is so nice to read that the marque is still going strong! (Long may it do so.)*

*Probably completing a full circle after many makes of vehicle - over many years - We're back to Ford again. We have had our 'Focus' Estate for around eight years. It may well be our last car - and has served us well. However, a couple of recent repair bills have given my wallet the tremors! Modern sophistication at a cost indeed! (I could have bought 30 "Y" Fords for this figure based on the cost of our first and only "Y").*

*Finally, I enclose a copy of an illustration from a pretty old book about the life of the Duke of Windsor. Interestingly enough, he comes over as a pretty interesting sort of bloke. However the 'pic' shows him being driven through Dagenham's Ford factory in 1934 in a company V8 Model 40.*

*Finally, my thanks again for your kind call. Very best regards to "Transverse Torque" and all who are involved in the production and Editorial!"*



## 20 years ago –

Issue 78, August/September 1992

In the last issue, the report on the 1992 Stanford Hall was covered, with a brief mention of the driving tests. One notable contender was Yorkshireman, Peter Brooke, in his partially restored July 1936 Tudor Model "Y", 'Emily' (registration EML 150). In issue 78, following the Stanford Hall weekend, he puts his thoughts down in prose:-

### An Ode from Emily's Dad.

Why do we keep these cars so old?  
We must be daft, or so I'm told  
To think of mending all those bits  
Which seem to come to us in kits

It's so involved and takes so long,  
We often wonder what went wrong,  
To stop the car from working right  
Or, did it stop going out of spite.

Before I found the Y&C  
I thought that there was only me  
Who still had such a love so deep  
For rusty metal in a heap.

But pleasure there is to be found  
In pushing cars on muddy ground  
In watching others enviously  
And thinking some day that'll be me.

Behind the wheel with rattles gone,  
With gleaming paint where there was none.  
But even with an empty shell  
Attention's gained as most will tell.

The feeling that your car is great  
As others tell you where to plate,  
They help you fix that awkward bit  
That wore you down and made you spit.

The ease with which they seem to do  
The hardest things, just seems to you  
The reason why you joined this lot  
Just getting help, like you just got.

The delight of meeting folks at shows  
Is whar it's all abart tha knows!  
The friendly ca-ma-ra-de-rie  
Has made it all worthwhile to me.

With winter drawing ever nigh,  
I look at 'Emily' and sigh  
And wonder when the day will be  
That she will get her MoT.



*Alex, with his grand mum, Wendy, hands over the cheque for £1603.52 to Mike Jeffrey, the chairman of the Motor Neuron Disease charity. Well done Alex from us all.*



*Alex Grace poses with his Model "Y" Alpine tourer, which he inherited from his grandfather, David.*

*The Duke of Windsor when Prince of Wales on his visit to Dagenham in July, 1934. Although not clear, it is presumed that Rowland Smith, the Production Manager, is in the passenger seat with Sir Percival Perry, the Chairman, alongside the Prince in the back."*



*Emily, having passed her MoT, even with her unorthodox headlamps!*

None of the eleven new members reported in Issue 78 is still in membership, but their cars have moved on. Henry Pool, from Southall in Middlesex was restoring Model "Y", DUV 109, which now belongs to member, Serge Pool, in the Seychelles Islands. Are they related I wonder? Serge, please let us know the story of your car. Model "Y", BHK 76, then owned by Allan Walsh, is now owned by member, David Irwin, in Essex. Fred Barber, in Ipswich, was restoring Model "Y", FMV 264. He unfortunately passed away and the car was for sale in 2004. Does anyone know its whereabouts? Another 'export' is Tony Clark's Tudor Model "Y". Having joined in 1992, the car has since found its way to Athens in Greece in the ownership of ex-member Thanassis Charmanis. John Weaver was restoring a 1936 Model "Y" van, JT 5654, in Corfe Mullen in Dorset. He has since dropped out of membership. We think he still owns the van. Ron Watson, in Sleaford, bought a dismantled early (February 1935) Tudor Model "C" and had started a complete restoration. By 1997, he had BUU 945 'on the road' and up for sale. It was subsequently bought by a Mr. A. Harrison, who did not join the Register. Does anyone one know the whereabouts of this early "C". Peter Gooch, in Hemel Hempstead, was in the process of importing a red Model "CX" tourer from New Zealand (C37665). He has since dropped out of membership, but, as far as we know, still owns the car. We do not have its UK registration number. Finally, Rick Embling joined us as member of the Fullbridge Carriage company, Ltd, which was to feature for some time after 1992 in 'Transverse Torque'. The company had restored 1936 Tudor Model "Y", ENO 344, to concours standard. The owner could not settle the bill (rumoured to be in the region of £13,000), so the company were left with the car. The rest, as they say, is history. Jack Clarke has recently sold ENO back to Rodger Dudding to add to his large collection of classic cars.

The 'Geordie Boys' (Ian Wright, Ron Topping and Trevor Walker) received a couple of mentions in this issue. In addition to Ian Wright's report on the various tinkering that they were performing on their Model "Y"s (CXC 850, JU 5342 and US 2090), ranging from rotting windscreen surround, new king pins to perforated brake drums, there was a letter from Alf Jenasson, in Bors, Sweden to bob Wilkinson, which read, "Thanks for putting me in touch with Ian Wright (Region 17 coordinator). He and two friends, ron Topping and Trevor Walker were at the port (Newcastle) to greet me with three Model "Y"s. This was very nice to see when I came off the boat. After a coffee break near a lighthouse (St. Mary's Island), we went to Ian's house for lunch and spent a good time having a closer look at the cars.

It was good to see a 1933 short rad Model "Y" (Trevor Walker's US 2090, Y29708) in running condition and i was able to take

lots of photographs to help me with the restoration of my 1933 Model "Y" back in Sweden.

Thanks once again in particular to Ian, Trevor and Ron for this welcome. If you come to Sweden, give me a call."

Ian Wright's CXC 850 now belongs to non-member, Tom Clark; Ron Topping 's JU 5342 now belongs to member, Sheila Laird, in Kirkcudbrightshire, Scotland and Trevor Walker's US 2090 now belongs to member, David Kitchen in Preston. All three 'Geordie Boys' remain in membership.

In issue 196, under Members' Cars, we copied a report from the December 1989 issue of Practical Classics, submitted by David Gatenby of Darlington, on the restoration of his Model "C" (LSU 166), now owned by member, Barrie Clarke of Norwich. In issue 78 of 'Transverse Torque' there was also a copy of an article, written by David Gatenby on the restoration of LSU 166, this time extracted from 'Ebb and Flow', the magazine of the company for whom he worked at the time, the Northumbrian Water Group. I will not repeat it here.

In my Chairman's Newsletter, I commented that, "In the last magazine, Graham Miles pointed out that my low oil pressure was due to a poor gasket seal in the oil pump. Kevin Briggshaw, who was suffering the same problem, dropped his sump, removed the pump internals and discovered that there was no seal fitted, so Graham, who has given many technical tips in past issues under the pseudonym of Doctor Ford, has put his finger on the cause once again. Thanks Graham."

This article ('what I wrote') appeared in issue 78, "Y00001. I have been following up a rumour that the first production Model Y, Y00001, still survives somewhere in the U.S.A. I am grateful to Andy Main of the Ford Sidevalve Owners' Club for following up a lead through one of their members in the States. So far, we have established that the car's last known owner is, or was, a chap called Buzz Yontz (where do they get their names from?). Unfortunately, he appears to be a recluse. He does not reply

to letters, he has had his telephone disconnected and he does not answer the door! That's just the sort of luck we need! I have asked Andy for an address."

Through one of our dedicated US members, the late Carlton Thisse, the car was tracked down in 1997 to its new owner, Al Maynard, in Detroit. I happened to be in Detroit/Dearborn, researching my book in 1998 and was able to visit the garage in which the car was stored, with member, Mark Turner., who kindly hosted me throughout my two visits. We were able to pull the car out of the garage and crawl all over it, taking many photographs. It became clear that, although the car was one of the 14 pre-production cars used during the development trials, it had been quite heavily modified. It still retained its original white paint – they were all



The only known surviving pre-production Model 19 ("Y") as found by the late Carlton Thisse in Detroit in 1997.



Pencil rubbing of false engine no. on pre-production Model "Y" in Detroit.

Painted white – but the engine had a single water inlet, which meant that it had been changed at a later date for a post-war engine. It was on this cylinder block that the number 00001 had been stamped! So the myth was exploded.

### Letter received from an enthusiast.

Dear Mr. Roberts,

My wife and I recently attended a wedding of the daughter of our next door neighbour at a local church, After the ceremony I was intrigued by the sight of an unusual looking car at the church gate. It had been much modified, but its basis was obvious to me at a glance – "Y model Ford 8".

I owned two or three of these cars for a short period just after World War 2. (There were no new cars on the market at that time, so we all drove the "oldies"). This encounter set me thinking back to those days of my youth and the Ford 8Y.

Among the things I remember are the screen wipers which stopped when driving uphill, worn brake linings which allowed the brake expander cams to go over T.D.C. which left one in a 'brakes on' situation until you got under the car with a spanner. I remember two helpful and brawny policemen assisting me to carry my Ford off the tram lines during the rush hour at Borough High Street in south London.

But, in spite of these snags I feel these cars were just as mechanically reliable as the three year old car I am driving at present [*Note. 1992 - Ed.*] At least I had no failure of the microchip driven engine management systems - which I have endured with my last three new cars.

In 1955, my friendly local garage man got me a factory reconditioned engine for my Ford 8 and I changed it myself. Cost, £22.00. I recently paid £32.00 for a new flasher unit for my 1990 car. There must be a lesson there somewhere. I still think back fondly to the starting handle, even if it did cause most Ford 8s to lose three or four bars from the radiator grille.

I have owned a couple of Fords since those days. A 1960 Anglia which suffered a completely seized up back axle on the day I took delivery (this at a time when Ford were moving their parts division from Dagenham to Basildon - it took six weeks for their main agent to get parts.) I lost all faith in that one! Later there was a Zephyr 4 which didn't leave much impression on me and a Mk 2 Cortina auto which would pass anything on the road, but wanted to stop at every petrol pump.

Encourage your Register members to cherish their old Populars. I am sure they were the best of the breed.

Yours sincerely, Sydney A. Farrow

P.S. Almost forgot to mention. The chap I met at the wedding, who later gave me copies of your Bulletin, was Mr. Bob Wilkinson. Please give him my regards when you next see him.

## Lessons from the Belgian tour

In the last issue was included a report on the Lustrum Tour of Belgium at the invitation of the Model A club of Belgium. In issue 78, a few lessons learnt were identified:-

"Apart from Jim Miles' final drive mishap on his return to France, we suffered only three minor problems during the rally weekend, each of which should not have happened and which point to good preventative maintenance practices.

One car overheated on the autobahn. If the cooling system on our cars is kept clear of gunge and rust, they do not overheat. Holts three-stage cleaner once a year is recommended as a good remedy. An additional tip on long runs on hot days is to wrap a piece of tinfoil round the feeder pipe from the petrol pump to the carburettor, clipped on with clothes pegs (The Wilkinson 'first aid' tip). This prevents vaporisation of the fuel in the pipe. However, it does not prevent the other detrimental side effects of running hot. [*A further tip, if you are held up in traffic on a hot day, with a hot engine, is to drive with the nearside bonnet open - Ed.*]

We then had a non-starting problem, which was traced to air being sucked into the petrol pump. The cause - a sensible preventative strip down and clean out of the petrol pump before the rally, but reassembly with the old, worn out and distorted, cork gasket. Fortunately, a colleague had a new rubber gasket, which solved the problem. Lesson:- Do not re-use old gaskets.

The final problem was a squeaky dynamo bearing. The owner, who I promised would remain nameless, admitted that he did not know that there was a covered oil hole behind the pulley and had never oiled it. That and the oil hole at the rear of the dynamo should be regularly lubricated.

Remember, maintenance is important to the longevity of our cars.

## "CX" tourer restoration - Part 3.

My ongoing saga has little to report at present. I am awaiting a time slot in Roger Hanslip's busy schedule for welding repairs to the chassis. Meanwhile all panels are being stripped of paint, repaired as necessary and put into primer. I will eventually do my own spraying using synthetic enamel. I am getting some practise on the Model "Y" van wings and other panels which belong to my friend Roger Hanslip. I suppose I will have to make a reasonable job otherwise my chassis repairs could be jeopardised!

One cannot afford to sit back and wait for things to happen when doing a restoration. There is always something to be done. I am pushing myself to get into the habit of doing a small job every day, or at least every week, such as cleaning up and painting various parts. At this stage, this is no bad thing as when the time comes to fit ancillaries, they will be there ready and waiting. Nothing better than picking up a clean, painted item ready to fit. You will be glad later on that you spent those odd evenings doing the little jobs.

I hope to have more to report in the next issue.

**Bob Wilkinson.**

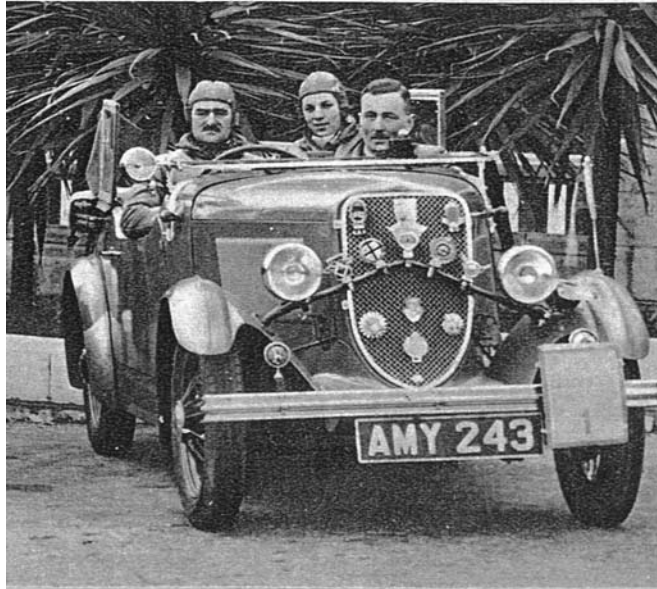
## 'Jack' Driskell.

Whilst researching my book on the Model "Y", there were two or three rally drivers' names that kept cropping up in 'The Ford Times' and period publications driving Model "Y"s in anger. One of them was J.A. Driskell. I often wondered who these people were and what were their backgrounds. As far as Jack Driskell was concerned, The only photograph I was able to find was of him in a Model "Y" Kerry at the end of the 1934 RAC Bournemouth Rally.

And then, in the September 2012 issue of 'The Automobile' there was an obituary to Ralph Silva, who was very much involved in pre-war motor racing. Part of the obituary read, "was born in Italy in 1917. He gained most of his education here before starting as a trainee mechanic at a small garage in Marylebone Mews, run by an ex-Indian Army Major, J.A. Driskell. 'Jack Driskell had a penchant for French sports cars having previously bought the DFP agency from the Bentley brothers.

In 1933, Driskell brought his old 1929 'Double Twelve' Rally back from a customer and campaigned it at Brooklands, Lewes and on the Chalfont hill climb with Ralph as riding mechanic. The following year Ralph, still 16, acquired a competition licence and drove Driskell's Ford Eight tourer at Chal-

font and his more sporting BEC Ford at the Brighton Speed Trials . . . . . Jack Driskell was a keen trials driver and in 1934 entered the Monte Carlo Rally, starting at John O'Groats. Ralph was among the crew in one of the early Ford V8 tourers. They finished 10<sup>th</sup> overall, the highest placed British entry, and received much publicity. . . . . . Ralph Silva gave credit to Driskell for getting him his job with ERA at Bourne in 1935, where he worked mostly on engines. . . . . . In 1937 Jack Driskell imported a Delahaye to sell at the Motor Show and asked Ralph to drive it the month before at the Brighton Speed Trials. Although only a demonstration, stop watches were clicked and a respectable time was achieved. In 1936 Ralph Silva had made fastest time at the Hatherop Park Speed Trials in Driskell's Rapier Special and in 1937, driving the Delahaye, he was second fastest to Tim Carson in the Carson special. . . . ."



*Jack Driskell at the wheel of a very early Model "Y" Kerry tourer at the end of the 1934 RAC Bournemouth Rally. The registration AMY was the first three letter registration to be issued (Middlesex, October 1932). I wouldn't mind betting that the young man in the back was the 16 years old Ralph Silva.*

So we now have some information to flesh out the Driskell skeleton!

## News of new members

Prepared by Mike Malyon 26<sup>th</sup> August 2012

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 7 new and 1 re-joining members.

Doug Allen	A0601	Ross on Wye, Herefordshire
Tony Bartlett	B2001	Twickenham
Helle Bredum	O-B107	Holbæk, Denmark
Dave Burnett	B0601	Garndiffaith, Gwent
Geoff Carter	C0201	Pewsey, Wiltshire
David Cheesema	C1727	New Hutton, Cumbria
John Macfarlane	M0403	Horsham, West Sussex
Doug Taylor	T1802	Newtyle, Perthshire

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

**Doug Allen** – we extend a warm welcome to Doug who has upgraded from a Friend of the Register to a full member having bought ACJ 86 (Y185622) in an auction, a black Tudor, first registered on 7<sup>th</sup> May 1937. The mileage is original and to date is 26808 miles. The car is on the road and it would appear that it has been transported by trailer over the last twenty years, but Doug intends to drive it as much as possible. Doug bought his first "Y" in 1954, a 1932, green/black short rad for £60 on hire purchase as he was an apprentice at the time. We hope you enjoy many happy hours of motoring, bringing back many pleasant memories.

**Tony Bartlett** has bought Y126453, Briggs body number 165/33066, a 1936 black and red Tudor. At present the car is not registered. It was previously owned by member, William Ashburner and needs a full restoration. It looks as though you are going to be very busy with your project. We wish you well with the restoration and a very warm welcome to the Club.

**Helle Bredum** - we are pleased to welcome Helle and Lars from Denmark to the Club. They are the owners of DN71 918, chassis number Y61946, we haven't a Briggs body number at the moment. The car is a black, 2-door. It was first registered on the 29th May 1934. The car is on the road but needs a rear axle pinion gear. We hope you enjoy driving your "Y".

**Dave Burnett** has purchased AAS 573, Y82421, a 4-door black "Y" from member and ex-chairman of the Club, Rod Janes. It was first registered on the 26<sup>th</sup> June 1935 and is on the road. We hope driving your "Y" gives you many hours of enjoyment and welcome you to the Club.

**Geoff Carter** - we are pleased to welcome Geoff to the Club. He has inherited, VL 4590, Y13249, a black Tudor, which he was promised over 20 years ago. The car is new to the Club and needs a total re-build as it has been dry stored since 1950. We wish you well with this challenge. Remember, the Club is always here to assist in any way we can. We look forward to hearing of your progress with the car.

**David Cheeseman** is a re-joining member. David owns ED 7432, Y11102, a 1933, blue, 2-door Model "Y". He has been the owner since 1970. The car is on the road.



*A tidy Fordor, now owned by Dave Burnett. Here it is showing off to the public in June 2009 – Y&C Register grille badge to the fore!"*

We hope you continue to enjoy your "Y" and welcome back on board.

And now for two Model "C" owners:-

**John Macfarlane** is now the owner of CPK 744, C20639, 362/146, a rare thorn brown Model "C" tourer. The car was first registered in Surrey on the 2<sup>nd</sup> August 1935. The vehicle is under restoration with minor work to be done. The trim needs attention but the red leather seats are original and in good repair. Most of the tourer appears to be in original condition. John purchased the vehicle on the 1<sup>st</sup> of August 2012. Up to then it had been left in dry, clean workshop for about 40 years. Its last MoT was in June 1994, since when it has only done 12 miles. We hope you enjoy driving your tourer and a warm welcome to the Club.



*John MacFarlane's Model C tourer, CPK 744, when your Editor saw it in 1996 in dry storage in West Sussex.*

**Doug Taylor** is the proud of BS 1626, C60594, Briggs 464/7887, a 1937, grey, 4door "CX" saloon. The car is on the road with just a new roof lining to be done. The car has been in a Ford dealer's showroom from 1937 (W R Tulloch & Sons, Kirkwell, Orkney, who are still Ford agents today), until June 2011 when Doug bought the car. The "CX" is also new to the Club. We hope you have many happy hours of motoring and wish you a very warm welcome to the Club.

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

My apologies to Allen Green for omitting the e in Ormesby also quoting the wrong county, it should have read Cleveland.

**Mike Malyon, Membership Officer**

## International correspondence.

### U.S.A.

Ammie Fajoo in New York state emailed the following message, "my dad (Manny Feijoo) owns an Eifel. Below is a link to my Dad's Eifel. <http://blog.hemmings.com/index.php/2011/07/20/rare-1937-ford-eifel-seen-during-the-great-race/> My dad also isn't on email so he asked me to reach out for him after we found the pictures on your car club's website. We're in the United States so he'd like to mail a letter or call the owner to talk since there are so few out there."

The website displays a page from the July 20<sup>th</sup> Hemmings Daily and not only shows a couple of super photographs of Manny Feijoo's Eifel roadster, but gives some details about the car and its recent history as follows:-

*"While snaking its way into Bennington last month, the Great Race made an overnight stop in Binghamton, New York, where many local car enthusiasts brought out their antique iron to be displayed in the downtown streets, near the race cars. One of the cars sitting at the curb was this 1937 Ford Eifel which has recently won several awards after going through a total restoration.*

**The Ford Model Y & C Register**

*The Eifels were built in Germany and Hungary from 1935-'39 and bodies were built by European coach builders. Although they look similar to American Fords of the same era, the bodies are scaled down and are about the size of an American Bantam. They were powered by a Ford 1172cc side-valve four-cylinder engine mounted in a Ford Model C chassis and a majority of the model run was produced in Köln, Germany. Several body styles were offered: two-door saloon, four-door, roadster, small pickup and even a panel van featuring the same front treatment and called Express Leiferwagens. Some of the trucks were actually outfitted for battle during WWII causing Allied troops to blow up Fords.*

*This particular Eifel recently took top awards at AACA Hershey Meet in October 2010 and the Burn Prevention Network's Concours D'Elegance last May. Current owner Manny Feijoo purchased the car in 1987 and completed the restoration work.*

*According to the story printed on the sign in front of the car, the original owner was a Jewish doctor who hid it under a haystack in his father's barn during World War*

*II. The doctor eventually got spooked he would be arrested for owning the car and gave it to a U.S. Serviceman. It remained in Europe until it was purchased by another serviceman who shipped it to the U.S. in 1958 and gave the car to his brother. This brother was the owner Manny bought the car from. Although seen at numerous European auto shows, there are believed to be less than 100 Eifels still existing out of the more than 60,000 produced before Ford discontinued the Eifel model in favor of the Taunus. This restored example with its history is a fine example of Ford's European styling of the Thirties."*



*Manny Feijoo's very handsome 1937 Eifel roadster at a stop on The Great Race rally in New York. We already had this car listed on our register of known survivors.*



*The Eifel roadster Manny saw on our Club website was that of Jim Miles. His is the only other early roadster with the dip in the doors known to the Club.*

### New Zealand

Farmer, Ian Scobie, who lives in the back of beyond on the southern tip of New Zealand's South Island, texted me early one Saturday morning to say, "Been on holiday reading Transverse Torque. My 1936 "CX" has metal flange around its roof. My 1933 Model "Y" has its wooden roof frame attached from underneath and not from the top as shown in the diagram in issue 195.

Graham Miles is after five screws to attach a dash to the car. I have six he can have. They are for a Ford Model A, part no. A41544MB - hinge screws. I get my parts from Snyders in the USA. They sell parts for Ford Models T & A. I have used them a lot for Ford parts in my car. Their catalogue is available on [www.snydersantiqueauto.com](http://www.snydersantiqueauto.com) or email [don@snydersantiqueauto.com](mailto:don@snydersantiqueauto.com) Address:- Snyders Antique Auto Parts, 12925 Woodworth Road, New Springfield, Ohio 44443, U.S.A. Tel. no. 001 3305 495313."

### Join the Austins on the North Yorkshire Moors.

#### Sunday, 23rd September

Once again Jarvis Browning and Steve Waldenberg, 'Transverse Torque' publisher, will be having a leisurely run in their Austin 10s up into the North Yorkshire Moors. Some dramatic scenery is promised with a good pub lunch at the end of it.

Meet near Jarvis' home on Main Street, Fadmoor at about 10.30 am, (South View Camping site) just up from Kirby Moorside, which is on the A170 road to Scarborough. We will then drive over some moorland roads to the Lion Inn at Blakey Top. Alternatively, join Steve from his home in Bridlington at 9am (Evesham Croft, YO16 7BH)

Can we expect a few Yorkshire/North East Y&C Register members this year? Contact Steve Waldenberg, Tel:- 0113 226 7497 email:- cpsairedale@ntworld.com

# Events 2012

<b>14/17 Sept</b>	<b>North Norfolk Railway '40s weekend Sheringham. See below</b>	<b>Jo Hanslip 01945 430325</b>
23 September	Join the Austins North Yorkshire moors. See below.	Steve Waldenberg 0113 226 7497
30 September	Paradise Collection open day John Mould, Nr. Reading	Mike Cobell 01594 834321
4 November	Committee meeting Village Hall, Willoughby	Bob Wilkinson 01832 734463
16/17/18 Nov	Classic Motor Show NEC Birmingham	Geoff Salminen 0121 427 2189

### Events 2013

4 February	Committee meeting Willoughby village hall	Bob Wilkinson 01832 734463
<b>14 April</b>	<b>34<sup>th</sup> Annual General Meeting Village Hall, Willoughby</b>	<b>Bob Wilkinson 01832 734463</b>
<b>18 - 25 May</b>	<b>North Wales tour (see below)</b>	<b>Clive Harrison 07919 030667</b>
21 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463

### Events 2014

21 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
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### North Norfolk Railway 1940s weekend Friday 14<sup>th</sup> to Monday 17<sup>th</sup> September 2012.

Links Country Park & Golf Club, Nr. Sheringham. Three nights dinner, bed and breakfast at £330 per couple; 2 nights at £220. If you are interested in coming and joining in this fun weekend, with or without your car, then please contact me for details. (If you are bringing your "Y", "C" or other classic, you do not have to dress in '40's gear, although I would recommend it as it adds so much to the fun of the weekend).

We already have 16 rooms booked and the hotel informs me that they have a few more available at the moment. If you would like to book, please telephone the hotel direct on 01263 838383 and speak to either Lynn or Kirsty and tell them you are with the Hanslip party and you will get the preferential rate. Once you have booked, please let me know so that I can order the correct number of free passes for the railway for the Saturday and Sunday. I hope to see you there.

**Jo and Roger Hanslip. jo.hanslip@btopenworld.com 01945 430325**

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Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket per member. Club single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £39.50! off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club gets a commission!

See website for all information. All bookings are subject to a single transaction fee. Ticket price includes the official showguide to the value of £7.50. All information correct at time of publishing.

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## Contact breaker points.

### Tony Holmes adds another 'two-pen-orth on the subject of Contact Breaker Points.

"Referring to Colin Rowe's comment (issue 197, page 11), he talks of the four 'points closed' periods of the points as the Dwell and he is, of course, quite right, but we used to call it the Dwell Angle, which is self-explanatory when seen on the oscilloscope of the diagnostic machines used at the time. We used the Sun Tester in my Ford firm, which showed the complete spark cycle in graphic form, from the initial spark across the plug gap at circa 30,000 volts, through the dissipation of the coil energy to the point where the points closed, showing how long they were closed (the dwell angle in degrees) to the next point opening cycle. The advantage of this equipment was that we could see how the coil, the condenser, plugs and plug leads were all performing. We could also see if the coil had been connected properly, vis. its '+' '-' connections, for if they were reversed, the whole screen picture was shown upside down.

One manufacturer of coils for Ford's, who shall remain nameless, made a number of mistakes in manufacture, ranging from coil caps being reversed in assembly, to the internal connections wired to the cap connection the wrong way round, and to reverse winding the internal coils. All these faults could only ever be 'seen' on the oscilloscope and resulted in much reduced engine performance.

The Sun Tester (American I think) also had an adjustable stroboscopic timing light, (we called it a gun) which lit up the timing 'v' on the crank pulley and the pointer on the timing gear cover. I used to mark these with white chalk to make them stand out under the flashing light. There was an adjustment knob on the gun, which moved the position of the pulley mark so that through a whole range of engine revs, we kept re-aligning the timing marks, reading off the degrees of ignition advance on the gun's own screen. So now, you can see that we could 'plot an advance curve' through a whole range of engine revs.

### North Wales tour – May 2013

The planned schedule of dates, hotel venue and costs for the club tour of North Wales 2013 is as follows:-

Sat 18th May 2013 @ Celtic Royal Hotel, Caernarfon  
 - meet in the afternoon  
 Sun 19th @ Celtic Royal  
 www.celtic-royal.co.uk  
 Mon 20th @ Celtic Royal  
 Tues 21st @ Celtic Royal  
 Wed 22nd May 2013 @ Lion Quays, Chirk nr. Oswestry.  
 Thur 23rd @ Lion Quays, Chirk  
 www.lionquays.com  
 Fri 24th @ Lion Quays, Chirk  
 Sat 25th head home after breakfast.

Have a look at the link to each of the hotels. Both hotels offer off street parking. Trailers can be accommodated if required.

Suggested route/attractions for each day will be released in a few weeks time. Local members and those wishing to travel from home each day are welcome to join in with the suggested daily route.

Costs – Celtic:- £63 single (up to 5 single rooms) £75 (over 5 single rooms) per person, per night: incl. 3 course dinner and breakfast. £90 per double room, per night: incl. 3 course dinner & breakfast.

Lion Quays:- £80 single per person, per night incl. two course dinner and breakfast. £110 per double room, per night incl. two course dinner and breakfast.

A small number of rooms have been reserved in both hotels at the above preferential rates and will be offered on a first come first served basis. For those interested in joining the tour, please email me on cliveharrison2@hotmail.co.uk or ring/text 07919 030667 as soon as possible to reserve a room. Do not contact the hotels directly at this stage. Deposit, part payment and final full payments will be collected nearer the time.

Both Hotels are asking me to give an indication of numbers to secure agreed room rates by the 31st August 2012, so please get your names down a.s.a.p. if you are wanting to join in on the club tour for 2013.

Reference to the manufacturer's manual for each model illustrated the correct advance curve, which could be adjusted by tensioning the advance weight springs in the distributor to keep the curve within these limits. Anything outside the correct curve could result in ignition 'pinking', (over advancing) or poor performance if below the curve (under advancing). All this knowledge became essential to know for all mechanics as newer, more efficient high performance engines were being introduced.

I regard all this as just 'nice to know' information, as it plays no useful part in setting up the ignition cycle of 'bog standard' "Y" and "C" models, so owners of these should not regard this as essential knowledge. I think we are in danger of getting a tad too technical for these enthusiastic owners, although they might also be very interested in these topics.

# "The Etiquette of Motoring".

Eileen Murrell recently sent me a book of Geoff's on early 1900's motoring .... I bet she thought I would recall most of this anyway! It was written in the early 1900s with a foreword by Lord Montagu of Beaulieu, as a gentle guide to early motorists. At the time there was no driving test or Highway Code to help new drivers who were more used to horse drawn transport. We may now find it amusing compared to our modern motoring scene, social standing, and also in terms of slightly antiquated language.

The preface is printed below:

**"Fifteen Reasons why the Autocar is Better than a Horse Drawn Vehicle".**

1. It wants no stable – the coach house is enough.
2. It needs no daily grooming consequently
3. No man need be kept specially to look after it.
4. There is no manure to poison the air.
5. It cannot shy, kick, nor run away.
6. It has no will of its own to thwart the wishes of its driver and cause disaster.
7. It is more absolutely under control than any horse.
8. It costs nothing to keep, and cannot "eat its head off in the stable."
9. It consumes only when working, and then in exact proportion to the work done.
10. It cannot fall sick and die.
11. It will do more work than any two horses and...
12. will travel twice as fast as any one horse.
13. It can be stopped with certainty and safety within half the distance.
14. No cruelty is inflicted by climbing a steep hill carrying a full load.
15. Nor can distress be caused by high speed travelling.

To be continued!

Bob Wilkinson.

## Care and maintenance.

### Ford 8 h.p.

This was the title of an article in a Motoring Encyclopaedia found by our tyre man, Tony Etheridge, in a local bookshop. Part 12 of the bound copies, dated 24 December 1932, was this article reference the new 8 h.p Ford:-

"The eight horse-power Ford was designed in the first place expressly for the British market. Its four-cylinder engine has a capacity of 933 c.c., which gives an R.A.C. rating of 7.96 h.p. with an annual tax of £8. The crankshaft is carried in three bearings, there is a detachable cylinder head, aluminium alloy pistons and side-by-side valves. A submerged, gear-type pump supplies the bearings with oil under pressure, while the gudgeon pins and cylinder walls are splash lubricated. Ignition is by battery and coil with automatic advance-and-retard mechanism, the firing order being 1, 2, 4, 3.

The clutch of this model is of the single-plate type and the gear-box is of the synchromesh pattern, offering three ratios with a top of 5.43 to 1. Thermo-siphon cooling is incorporated, aided by a two-blade fan driven by a V-section belt. In accordance with the Ford tradition, transverse, semi-elliptic front and rear springs are fitted, with hydraulic shock absorbers front and rear.

Brakes are of the four-wheel expanding type with a large braking area. The foot pedal applies brakes to all four wheels, while the hand lever applies brakes to the rear wheels only. A small but practical point is the fitting of a pull-out starter switch which is a guard against inadvertently switching on the starter when the engine is running.

**Lubrication.** Oil for the engine is carried in a reservoir in the sump. This should be drained after 300 miles running with a new car and thereafter after every 1000 miles. The sump holds about half a gallon of oil. A dip-stick indicator will be found at the side of the engine and on it are the two marks "F" when the sump is full, and "L" when the level has gone to the lowest permissible point. In no circumstances must the oil level be allowed to go below the "L".

The oil pump is located in the centre of the engine at the lowest point. It drives the oil up the pump shaft to the main oil passage, which runs alongside the engine. From this main oil passage or gallery leads branch off at the appropriate places to the main bearings, camshaft bearings and big end bearings. There is an overflow into the compartment housing the timing gear, and a return pipe at the rear main bearing. Oil splashed up into the cylinders is returned through slots in the bottom piston rings.

In the chassis the clutch withdrawal bearing is lubricated by a grease cup, which is accessible through an opening in the floor immediately in front of the gear lever. After every 1,000 miles of running the cap should be screwed down as far as it will go and then unscrewed and repacked with grease. When it is replaced it should be screwed down 2½ or 3 turns. This is an important point for lubrication, especially when a lot of traffic driving is being done.

The rear axle lubricant requires renewal about every 5,000 miles. The gear-box also will need lubricant at about the same time. The capacity of the gear-box is about 1 pint. Attention should be given to the front wheel bearings inside the hubs and to the shock absorber fluid at the same time.

**Valves, Fan, etc.** In the engine itself points to be noted are the valves, which are of the special Ford steel and are set when the engine is assembled to their full clearance so that no adjustment is possible: and the oil pressure relief valve which is situated at the front of the engine underneath the generator.

An extremely simple fan belt adjustment is provided. The generator, which carries the fan bearing the pulley, is mounted on a spindle which passes through a socket on the cylinder head. The spindle is clamped by a pin and nut. To tighten the belt, should this become necessary after prolonged wear, the nut is loosened, the clamping pin tapped lightly to free the spindle, and the generator prised upwards by a screwdriver or tyre lever. The clamping nut is tightened when the correct belt tension has been obtained. With the correct tension it should be possible to move the belt sideways about one inch.

**Fuel System.** The petrol is carried in a tank at the rear and is conveyed to the carburettor by a mechanically driven fuel pump located on the near-side of the engine towards the front. The pump is driven by an eccentric on the camshaft. It draws the petrol from the tank and past a sediment chamber at the side of the pump, which should be drained out periodically. The pump has a diaphragm which draws the petrol through an inlet valve and expels it to the carburettor through an outlet valve.

The carburettor is of the down-draught type with the usual float chamber, main jet, compensation jet and starting jet. There is also a slow-running device. For adjusting the slow running the engine should first of all be thoroughly warmed up and then the throttle adjusting screw should be set until the engine idles slowly. The air adjusting screw on top of the float chamber may then be screwed in or out until the engine runs evenly, the normal adjustment being from one to one and a half turn from the fully closed position. Afterwards the screw should again be turned until the engine picks up a little more speed.

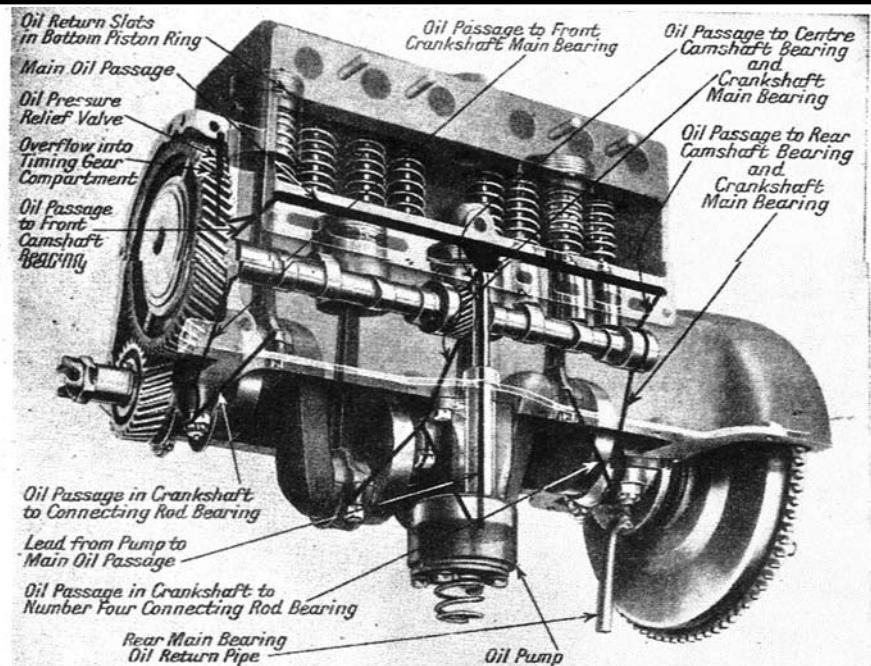
**Clutch.** Clearance must always be maintained between the clutch release bearing and the clutch opening fork. The amount of clearance is shown by the amount of free movement of the clutch pedal. When the clutch disk facings have become worn an adjustment of this clearance will be needed. The clutch pedal should have 1 in. play, and the adjustment is made by removing the clevis pin and turning the release arm rod. Screwing the rod out and increasing its length will increase the free movement of the clutch pedal.



**Wheels and Brakes.** Wheel adjustment is not often required, and it should not be necessary for the ordinary owner-driver to undertake it. Moreover, a special feature of the Ford system is the service offered by the dealers. The front wheel bearings may be adjusted by removing the wheel and inner hub cap and then taking out the cotter pin. The front wheel bearing nut, the bearings and hub may then be removed or adjusted. When re-assembling, the adjusting nut should be run up tight and then turned back approximately a quarter turn and the cotter pin replaced. The inner hub cap must be replaced before putting the wheel back.

The Ford Company recommends a road test as being the best means of checking brake adjustment, the best setting being when the least possible pedal pressure locks all four wheels simultaneously with the car travelling at about 25 miles an hour on a dry road. At speed above this, the rear wheels only will lock with this adjustment; while below 25 miles an hour the front wheels only will lock. This is recommended as the best adjustment for the brakes. Before adjusting the brakes the tyre pressures should be accurately checked.

If, when this test is applied, the brakes are found to be out of adjustment, the wheels must be jacked up in turn and the adjusting wedges at the back of the brake housing plate screwed in until the brake shoe starts to drag on the drum. Then one or two notches in the reverse direction will free the wheel and set the adjustment. Tapping the drum with a spanner will provide an additional



*Diagram of engine lubrication system, showing oil pump and oil ways through which the oil is forced, the remaining engine parts being lubricated by splash.*

check that the shoes are clear of the drum, for the drum will ring if they are clear and will emit a dull sound if they are not.

Ignition adjustments are made in the Ford in the same manner as in other cars. The sparking plug gap should be twenty-two thousandths of an inch and the gap between the contact breaker points when open eighteen thousandths of an inch. [Note:- this gap was changed to 14 - 16 thou in later publica-

## Why 'Y' - the devil's advocate!

Yvon Precieux, who believes the designation 'Y' for the 8 h.p. Ford was as a result of a logic progression of letters in the Ford dynasty of vehicles - see issue 177, page 17 - continues the discussion following Michael Deichmann's observations on the subject in issue 178.

"I'm being a real devil's advocate here, but Michael's comments have raised some interesting points, further to my reply to him.

I've delved into my literature for these early vehicles, but cannot locate any British motoring correspondent using the word Model Y or letter Y to identify the first small Ford. All, including staff from "The Ford Times" seem to refer in their articles to a Ford 8, Fordor, Tudor, Standard Ford 8 or Popular. The 10 horse is similarly just referred to as the Ford 10, Deluxe or Ford Deluxe? Even the Reliability Trial articles offer no differences to the above. With this sort of evidence, I can only come to the analogy that the terminology Model Y and Y were used just by Ford personnel, internally, which gives more credence to my way of thinking?

When you identified Mathis (issue 167) with regard to a name for the European Fords, it did beg the question why Ford Dagenham did not use the letting Y or the terminology "Model Y" in their own publicity and insist from the start of its use that the British motoring press stick to one or both of these identities, or at least try to get the public used to these names? Interestingly, by November 1934 even the publicity department of Ford Dagenham was identifying all cars from 1932 as Populars!

I would be interested if you have any early reference outside the Ford Motor Company that uses the wording "Model Y" or just "Y", other than more modern periodicals well after 1937.

Sorry to open up a can of worms. "

I replied as follows:-

"You are not entirely correct. I agree that, within the international Ford Motor Company organisation, the car was referred to as the Model Y. I have much correspondence and many reports referring to it as such. However, from initial production until September 1934, the cars were sold to the public with drivers' Instruction Books, Illustrated Parts Catalogues and Price Lists of Parts, all with Model "Y" on the cover. So the customers were let into the secret! The maintenance and service bulletins issued to Ford dealers were also labelled Model 'Y' Bulletin, etc. So the tag, Model "Y", was in the public domain during early production.

The reason for the '8 h.p. Ford' definition in motoring correspondents' reports and publicity brochures seems pretty clear. Here, at long last was a 'Baby Ford' designed to take on the average British family car. In the public's mind's eye, Ford had been associated with the Model T and the Model A, both relatively large cars attracting high Road Tax -especially the Model A. To change the public's opinion, rather than using just another letter, the Model "Y" was sold as an equal competitor in the small car market. '8 h.p.Ford' spells that out succinctly.

## The Ford Model Y & C Register

On the launch of the "De Luxe" Model "C" in September 1934, production of the de luxe Model "Y" ceased and the two cars were deliberately promoted thereafter as the "Popular" and the "De Luxe". Internationally, the "Popular" was still referred to as the Model Y as the name "Popular" was not adopted by other countries, who kept to names such as Ford Junior, etc. You mention The Ford Times - in the October 1934 edition, the motoring correspondent, E.N.D., in his report on the Blackpool Dealers' Convention, at which the De Luxe" was launched, states "...and of the newly reduced price of the double-entrance or four-doored Popular Ford, which we knew formerly as the Model Y ...".

I agree that the De Luxe Ford or the 10 h.p Ford was never referred to as the Model C outside the Ford Motor Company, but I do have internal and international correspondence referring to 'the model 'C' job' or 'Model C cars' and even one cable from Dagenham to Dearborn stating 'Sample Model Cee shipped American Banker 30th'.

The Mathis connection, as stated in my book, is pure hypothesis. Knowing the desperate situation Sir Percival Perry found himself in after the onset of the Great Depression and the raising of tariff barriers across Europe, it seems very plausible that he would do anything to woo Ernile Mathis into a merger to assemble and promote sales of the Model "Y" in France in particular. The 900 c.c. Mathis' Y models certainly needed an upgrade design-wise and he was the most likely manufacturer in France to co-operate; André Citroën having refused. I stand by my hypothesis!"

Any other erudite comments on Why "Y"? will be appreciated.

Sam Roberts

# Any Colour as long as it's Black.

## The Merlin Engine made by Ford in Manchester,

by Brian Collins.

[Tony Etheridge, our tyre supplier, alerted me to this article in the RAF Museum's magazine 'The Flying M'. I am grateful to the Friends of the Museum, the author, Brian Collins, and the two co-Editors of 'The Flying M', Roy Ellison and George Mason, for allowing it to be reproduced here.]

Perhaps the Ford Motor Company's most remarkable contribution to World War Two was its creation of a brand new 'shadow factory' at Urmston, not far from the old Trafford Park plant in Manchester, for the mass production of Rolls-Royce supercharged V 12 aero engines.

Although Ford had not been part of the shadow factory scheme of the late 1930s, the company was quickly called in by the authorities when the need for more engines became apparent during the 'phoney war'.

In peacetime, Ford's General Manager, Rowland Smith, had hosted the then commandant of RAF Staff College, Air Vice Marshal Sir Wilfred Freeman and his officers at Dagenham. The visit made a tremendous impression on Freeman, who, when war broke out, was made assistant chief of the Air staff.

Freeman recognised that when Hitler did move against England, the Royal Air Force would find itself stretched to the limit. Its prime need would be for engines to combat the Luftwaffe. Realising the very high degree of accuracy to which the Ford factory worked, he acted on a hunch and called a meeting with Smith and Lord Perry. The three met in Whitehall on 31<sup>st</sup> October 1939 and Freeman made a suggestion which sounded almost heretical. "We want to

"Four hundred a month." replied Freeman. At that time, only Rolls-Royce factories in Derby and Crewe were producing the Merlin, and two days later Smith and a group of Ford managers were in Derby to meet Rolls-Royce's managing director, E.W. Hives (later ennobled) to work out the detail of the project.

Since the Ford factory in Dagenham was already fully engaged on war work, Smith needed to build and equip a shadow factory to mass produce the complex supercharged 27 litre V 12 Merlin.

Called to a meeting in Harrogate a fortnight later, Smith told Air Ministry officials that the cost of the new factory would be £7 million: it proved to be a singularly accurate estimate.

Eight possible sights were inspected, but it was probably more than a coincidence that the final choice fell on the Manchester suburb of Urmston, not far from the site of Ford's first British factory, for Lord Perry still retained a fond affection for Trafford Park. (Fords had moved here in 1910 and began producing the Model T in 1913. Relocation to Dagenham was in 1931).

Arrangements were made for selected Ford workers to move to Derby to plan the manufacturing and supplying details. Rolls-Royce would provide suitable office accommodation. Here, a team of 190 engineers and mechanics studied how the Merlin was made and established a purchase department to buy raw materials and sub-contract component work.

As part of their training, each man had to work on the fitting benches to become proficient in making every component of the engine. By the time they had finished, each man had built a complete Merlin engine and was judged ready to instruct inexperienced workers at the new factory in the complex task of building aero engines.

A basic problem quickly arose. Clutching a roll of blueprints, Ford's chief engineer protested to his opposite number at Rolls-Royce, "We can't make the Merlin to these drawings!" "What's the matter? I suppose you can't achieve the accuracy."

"On the contrary, the tolerances are far too wide for us. We make motor cars far more accurately than this. Every part in our car engines has to be interchangeable with the same part in any other engine and hence all the parts have to be made with extreme accuracy, far closer than you use. That is the way we can achieve mass production."

Thus Ford re-drew all the working blueprints to meet its own standards. Much the same happened on the other side of the Atlantic, at Packard in Detroit. Strangely, the two motoring giants did not get together and agree to use the same drawings or tolerances.

Perversely, Britain had approached the American Ford Motor Company before turning to Packard, but Henry Ford snapped that it was not the policy of the United States (then neutral) to become involved in the war in Europe, adding, "Britain has enough automotive manufacturers to construct the damned engines themselves." He later tried to cover himself by claiming that he turned down the business not because it was British, but because the engine was antiquated.

Henry Ford's attitude seems to suggest that Dagenham was acting independently and had not sought clearance from Dearborn. By that time Mr. Ford was 77 years old and increasingly unpredictable. Part of his reason for refusing to build Merlins in America was his hatred of Democratic President Roosevelt, however once the US entered the war, Ford built a huge plant at Willow Run, Michigan, capable of producing four-engined Liberator bombers at the rate of one per hour. (One of these Liberators now resides at the Hendon museum).

Whether Dearborn knew or not, Ford Britain already had more than enough problems of its own when producing the Merlin, which had been designed for hand assembly rather than production line assembly. Not only did Rolls-Royce use four different screw thread forms, but they had also applied their own modifications to the thread forms, meaning



Rowland Smith flanked by senior managers from Ford and Rolls Royce.

know if you will make Merlin engines for the Air Ministry", he asked Smith. "Yes" was Smith's confident answer. "How many do you want?"

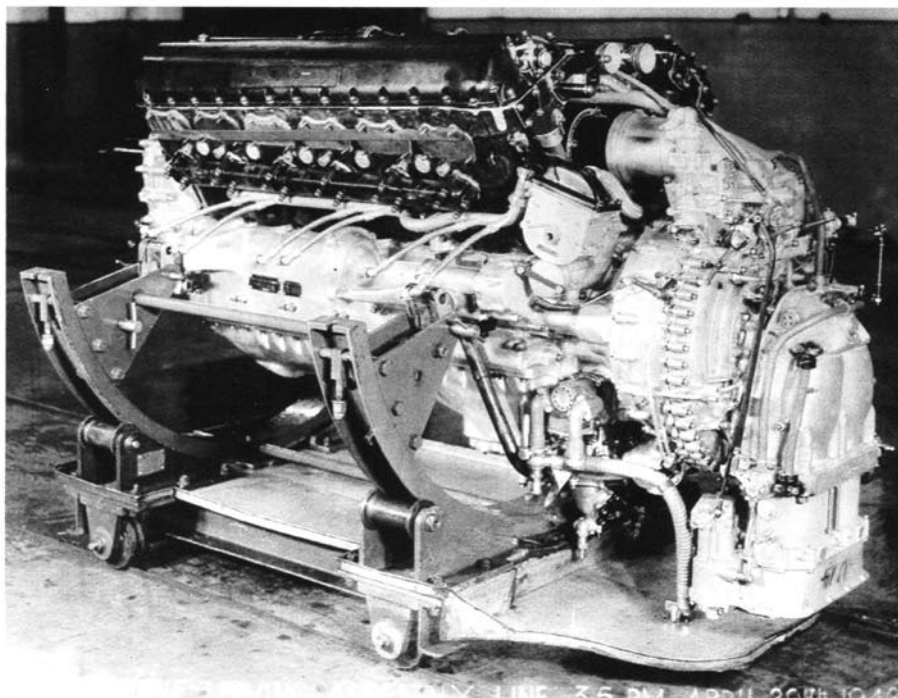
that there were almost 140 kinds of screw thread used throughout the engine!

Another problem with the Rolls-Royce way of doing things was that the drawings did not record running changes to dimensions, tolerances and tightness of fixings. At Derby, all these were left to oral instructions to skilled fitters, who then used their considered judgement when assembling the engine.

That was no use to Ford, which would have to train its operatives, and the Air Ministry gave the company permission to use part of the old Ford factory on First Avenue, Trafford Park, as a drawing office and tool room. Here work began on mass producing the Merlin, with Ford staff turning out the necessary drawings and gauges, and planning the engineering methods needed. Where Packard put 200 men on this work, Ford initially had 37, of whom nine were engineers and four draughtsmen. In November, the new factory's first test bed was completed and production machinery began to be transferred from First Avenue to Urmston where the first crankshafts and spare parts were produced several weeks before the roof was in place. By the end of the year, over 2000 staff were working at the factory, most of them recruited locally.

Ford's shadow factory was obviously a prime enemy target, and it was bombed for the first time on 22 - 23 December 1940, and again in March and May 1941. Though three people were killed in the May raid, work was scarcely interrupted and in June 1941 the first Merlin engine came off the production line.

"A splendid achievement," wrote Lt Col J.T.C. Moore-Brabazon, the Minister of Aircraft Production. Delivery to aircraft manufacturers began in August when 13 Merlins were shipped. Some of the production machinery had to be obtained from overseas. Three crankshaft machines were ordered from America, of which two were lost to



*A completed engine leaving the assembly line for the test depot.*

was a neutral country but wholly surrounded by Axis territory! Delivery to England proved easier than anticipated. The Swiss, insisting on their right to trade even-handedly with all belligerents, simply moved the machines through occupied France, and the Germans who also needed similar machines had to stand by as they travelled into Spain and the onward journey by sea to Britain.

The workforce at Trafford Park grew and at its peak numbered over 17,000, of whom 7,200 were women of whom fewer than 100 had previously worked on aero engines, and fewer than 300 had ever worked on car engines, yet not one of the more than 3,000 Merlin engines from Trafford Park during the war failed the stringent RAF acceptance tests.

It was a remarkable demonstration of the accuracy and consistency of the Ford sys-

worked to astonishingly precise limits: several thousand of the measurements involved in Merlin manufacture were accurate to one fifth of the thickness of a human hair. The 72 gear wheels in each engine were made to these tolerances which surpassed the standards then used in the watch-making industry.

The five Merlins resulting from the first month's production cost £5,640 each to build. When the target of 400 per month was passed in September 1942 the cost had fallen to £1,875. At its peak in the summer of 1944, the monthly output was 900 engines and the cost had now fallen to £1,200. Similarly the original build time fell from 10,000 hours to 2,727. "We made them cheaper than anyone ever thought the Merlin could be made." commented Rowland Smith.

Ford built mostly the Mark XX variant and over 12,500 were produced in 1944, familiarly known as the 'bomber engine'. Many of the Mk XXs were installed in Lancaster bombers produced by that other great Manchester factory, A.V. Roe & Company, but others were installed in Beaufighters, Defiants, Halifax's and Hurricanes.

Other variants were built: Mk 22 for Lancasters and Yorks; Mk 24 for Avro's Lancaster, Lancastrian and York; Mk T24-2 for RAF Transport Command and the Mk 25 used exclusively for the de Havilland Mosquito fighter.

Ford's contribution of over 30,000 engines out of the 150,000 Merlins made during the war by the five factories of Rolls-Royce, Packard and Ford in America was a vital part of the Allied war effort.



*The Duchess of Gloucester inspecting the production line. As a Footnote to the article, it was stated that the Duchess of Gloucester became the Head of the Women's Royal Air Force (WRAF) in 1940. Ex-RAF serviceman, Tony Etheridge, in his covering letter, did explain that, actually, the Women's Auxiliary Air Force did not become the Women's Royal Air Force until 1949."*

enemy action in the Atlantic. In 1943 Trafford Park needed precision (i.e. accurate to 0.00005 inch) jig boring machines: the only source of supply was in Switzerland, which

tem of mass production, for each engine comprised of over 10,000 separate parts. Many of the machines used in the Urmston factory had been designed by Ford. They

