

Transverse Torque



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Regional Contacts

Register Officers

Chairman
 Brian Godfrey, 57 Aldershot Road, FLeet, Hants GU51 3NW
 Tel: 01252 616296 e.mail: briangodfrey@ntlworld.com

Vice-Chairman
 John Argent, 35 Brookmans Ave., Brookmans Park,
 Hatfield, Herts AL9 7QH
 Tel: 01707 662049 e.mail: j_argent@sky.com

Secretary
 Bob Wilkinson, Rose House, 9 Brambleside,
 Thrapston, Northants NN14 4PY
 Tel: 01832 734463 e.mail: bobwilkinson49@hotmail.co.uk

Assistant Secretary
 Peter Purdy, Manor House Farm, Thoroton, Nottingham NG13 9DS
 Tel: 01949 851293 e.mail: allpurdys@hotmail.com

Treasurer
 Bruce Allan, 37 Meadow Park, Cabus, Garstang,
 Lancs PR3 1TA
 e.mail: bruce.allan@yahoo.co.uk

Membership Officer
 Mike Malyon, 8 Bron Haul, Dyserseth, Denbighshire LL18 6LE
 Tel: 01745 571423 e.mail: mikemalyon@hotmail.co.uk

Spares Officer
 Peter Ketchell, 2 Manor Road, Westminster Park,
 Chester CH4 7QW
 Tel: 01244 676856 e.mail: peterketchell@yahoo.co.uk

Spares Administrator
 Colin Rowe, 4 Croxdale Close, Brampton Park, Northants NN2 8UL
 Tel: 07944 825045 e.mail: colinatfordyandc@aol.com

Regalia Officer
 John Argent, 35 Brookmans Ave., Brookmans Park,
 Hatfield, Herts AL9 7QH
 Tel: 01707 662049 e.mail: j_argent@sky.com

Editor & Archivist
 Sam Roberts, 16 Croye Close, Andover,
 Hants SP10 3AF
 Tel: 01264 365662 e.mail: sam@samroberts.plus.com

Deputy Editor & Forum Mentor:
 Roger Corti, 01895 638198 e mail: rogercorti@aol.com

Technical Advisor
 Nigel Stennett-Cox
 157 Mundesley Road, North Walsham, Norfolk NR28 0DD
 Tel: 01692 406075 e mail: binroundabit@btinternet.com

Website Manager
 Roy Hocking - see Regional Contact 08 for details

Co-opted members:
 Jim Sharpe, Galleywood, Essex. Tel: 01245 351546
 Geoff Dee, Leamington Spa. Tel: 01926 334780

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www.fordyandcmodelregister.co.uk

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- | | |
|---|--|
| <p>01/02 Devon/Cornwall
 Somerset/Avon/Wilts/Glos
 Ivor Bryant
 The Cottage, The Street,
 Alveston, Bristol BS35 3SX
 Tel: 01454 411028
 ivor_bryant@msn.com</p> <p>03 Dorset/Hants/I of W/
 Channel Isles
 Colin White
 49 Grange Road
 St. Leonards, Ringwood
 Hant BH24 2QE
 Tel: 01202 873620</p> <p>04 Surrey/West Sussex
 Dave Minnett
 20 Princes Ave,
 Carshalton Beeches
 Surrey SM5 4NZ
 Tel: 020 8661 2480
 Thev8telegraph@aol.com</p> <p>05 East Sussex/Kent
 John Keenan
 41 Ghyllside Ave, Hastings
 E.Sussex TN34 2QB
 Tel: 01424 424325
 elvabeach@btinternet.com</p> <p>06 South Wales/Hereford
 Mike Samuel
 "The Willows" Stoney Road
 Garndiffaith, Pontypool
 Gwent NP4 8PY
 Tel: 01495 772418</p> <p>08 Oxon/Berks/Bucks
 Roy Hocking
 69 Ayleisbury Road
 Berton, Aylesbury,
 Bucks HP22 5BT
 rhock@btinternet.com
 Tel: 01296 427706</p> <p>09 Beds/Herts
 John Argent
 35 Brookmans Avenue
 Brookmans Park, Hatfield
 Herts AL9 7QH
 Tel: 01707 662049</p> <p>10 Essex
 Dave Gustard
 44 Park Dale
 Danbury, Chelmsford
 Essex CM3 4EH
 Tel: 01245 222921</p> <p>11 Worcs/Staffs/W. Mids/Warks
 Geoff Salminen
 2 North Pathway, Carless
 Ave. Harborne,
 Birmingham B17 9EJ
 Tel: 0121 427 2189
 e.mail:gsalminen@talktalk.net</p> <p>12 Leics/Northants/Cambs
 Vacant - can you help?</p> <p>13 Norfolk/Suffolk
 Roger Hanslip
 165 Hungate Road,
 Emneth
 Nr Wisbech, PE14 8EQ
 Tel: 01945 430325
 jo.hanslip@btopenworld.com</p> | <p>14 N. Wales/Cheshire/Lancs
 Merseyside/Manchester
 Clive Harrison
 Tyn Y Felin, Pandy Lane
 Dyserseth, Denbigh LL18 6AL
 Tel: 01745 571185
 cliveharrison2@hotmail.co.uk</p> <p>15 Notts/Derby/Lincs/S. Yorks
 Robert Marshall
 32 Florence St., Hucknall
 Notts NG15 6EB
 Tel: 0115 955 6802
 romarpop@ntlworld.com</p> <p>16 North, West & East Yorks
 Pat Jennings
 59 Cookridge Drive
 Leeds LS16 7HP
 Tel: 0113 261 3780
 pdjennings@ntlworld.com</p> <p>17 IoM/Cumbria/Durham/Tyne
 & Wear/N'umberlnd/Clvnd
 Andrew Black
 66 Lindisfarne Lane, Morpeth,
 Northumberland NE61 2UL
 Tel: 01670 511113
 wagtail139@btinternet.com</p> <p>18 Scotland
 Drew Barr
 30 Weavers Crescent
 Kirkcaldy KY2 5LN
 Tel: 01592 269266
 barr195@btinternet.com</p> <p>19 Ireland
 Patrick Fitzgerald
 Tel: 00 44 (0) 1902 844273
 fitzcar@talktalk.net</p> <p>20 London/Middx
 Jim Miles
 11 Gordon Road,
 Wanstead, London E11 2RA
 Tel: 07901 561866
 (afternoons only)</p> <p>Overseas
 Australia
 Bill Ballard
 24 Rowan Ave, Boronia
 Victoria 3155, Australia
 Tel: 00 61 3 9762 9974
 sfbill1@bigpond.com</p> <p>Denmark
 Michael Deichmann
 By-Lyngen 4
 Blistrup, DK-3230 Graested
 Denmark
 Tel: 00 45 2227 8651
 michael@deichmann.org</p> <p>Norway & Sweden
 Terje Saethre
 Eikelivn, 3, 2005 Raelingen
 Norway. Tel: 0047 6383 3020
 tesaethr@online.no</p> <p>U.S.A
 Robert P (Bob) Anderson
 228 West Russell St,
 Barrington,
 Illinois 60010, USA
 Tel: (001) 847 381 0052
 Bander8899@aol.com</p> |
|---|--|

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 replace first 0 in UK number with +44

Editorial.

It is amazing how frequently we experience 'synchronicity', i.e. coincidences, in the study of our cars (there must be an 'ology' to describe this – Yandseeology perhaps). In issue 200 there were the coincidences surrounding the story of Leonard's fruit and vegetable business and the coincidence of Bucephalus being found by its previous 1960's owners. In this issue, having been loaned a book which describes first hand what life was like on the Dagenham engine assembly line in the 1930s, within days I was sent, from a totally different source, a rare post-card showing the Dagenham engine assembly line, also in the 1930s!

In issue 169 (November – December 2007) we told the story of the Australian, Joan Richmond, who, after coming 5th in the Australian Grand Prix in 1931, drove overland in time to join the Italian leg of the 1931 Monte Carlo Rally and then on to England where she set many records for lady drivers in various RAC and other rallies. She entered the Le Mans 24 hours race in an MG in 1935, the Monte Carlo rally again in 1936 and then ascended the motoring world completing 161 laps and finishing the 1937 Le Mans race driving a Ford Model "CX" tourer with Bill Bilney. The car had been prepared by our old friend Jack Bezzant. I mention this as, in February's 'The Automobile', there is the review of the autobiography of Joan Richmond as told to the author, David Price. The book is titled 'Joan Richmond: From Melbourne to Monte Carlo and Beyond.' It is priced at AU\$46 (ISBN 978-0-646-55251-4). Perhaps one of our Australian friends can obtain a copy for the Club library – it is not available in this country or on Amazon. What we didn't know when the article was written, was that following that race, Bill proposed to Joan, who readily accepted him. By way of celebration, Joan appointed him her co-driver in a works AC in a 12 hours race at Donington. On a damp track, he crashed into a stone wall at high speed and was killed instantly.

I happened upon a large coffee-table sized book of photographs taken by the RAF over Singapore in the 1950s. The originals of the photographs are held in the Singapore National Archive. Having written the story of Ford of Malaya in detail in the Ford Y&C book, I was pleased to see an aerial view of the Ford plant on Bukit Timah Road on Singapore island. Today, there is only the facade of one of the buildings and a small museum remaining. As the Ford plant was where the British Lt. General Percival signed the formal surrender of Malaya to the Japanese General Yamashita Tomoyuki on 15th February 1942, the museum is a fascinating insight to life in Singapore at that time and thereafter.

In the January 30th edition of 'Classic Car Buyer', the weekly 'Market Trends' article covered pre-war classics, comparing prices of Austins, Morris and Fords. This week the author states " ... let's not forget the Ford Model Y – a charming little car that (in saloon guise) can be picked up now for £4000 - £6000 in good solid order." This is in contrast with their previous week's valuation of £4500 for a Model "Y" (and "C"/ "CX") in 'First Class', well cared for condition. As I always say, the car is worth what someone is prepared to pay for it. The article was headed by the photograph of David Henderson's Tudor Model "Y", which we showed on page 21 in issue 200.

150th anniversary of the birth of Henry Ford (1863 2013). This year marks this notable anniversary. The Ford Motor Company has launched a dedicated website, www.henryford150.com, which includes an interactive timeline of Ford's life. It is well worth a visit. As will be seen from the website, Henry's early mechanical experience was with a Westinghouse steam engine, which belonged to a neighbouring farmer. He subsequently worked for Westinghouse on their engines (1883/84). Coincidentally, at the February committee meeting, our chairman, Brian Godfrey, gave me a newspaper cutting about a 102 years old lady in Ohio, Margaret Dunning, who still drives an 82 years old Packard daily. In the report on her life, it states, "It was a good life, growing up on the farm. She had some interesting neighbours too. Henry Ford's family lived only a few miles away. "I'm proud to say I also lived very near to the Gleesons", Dunning

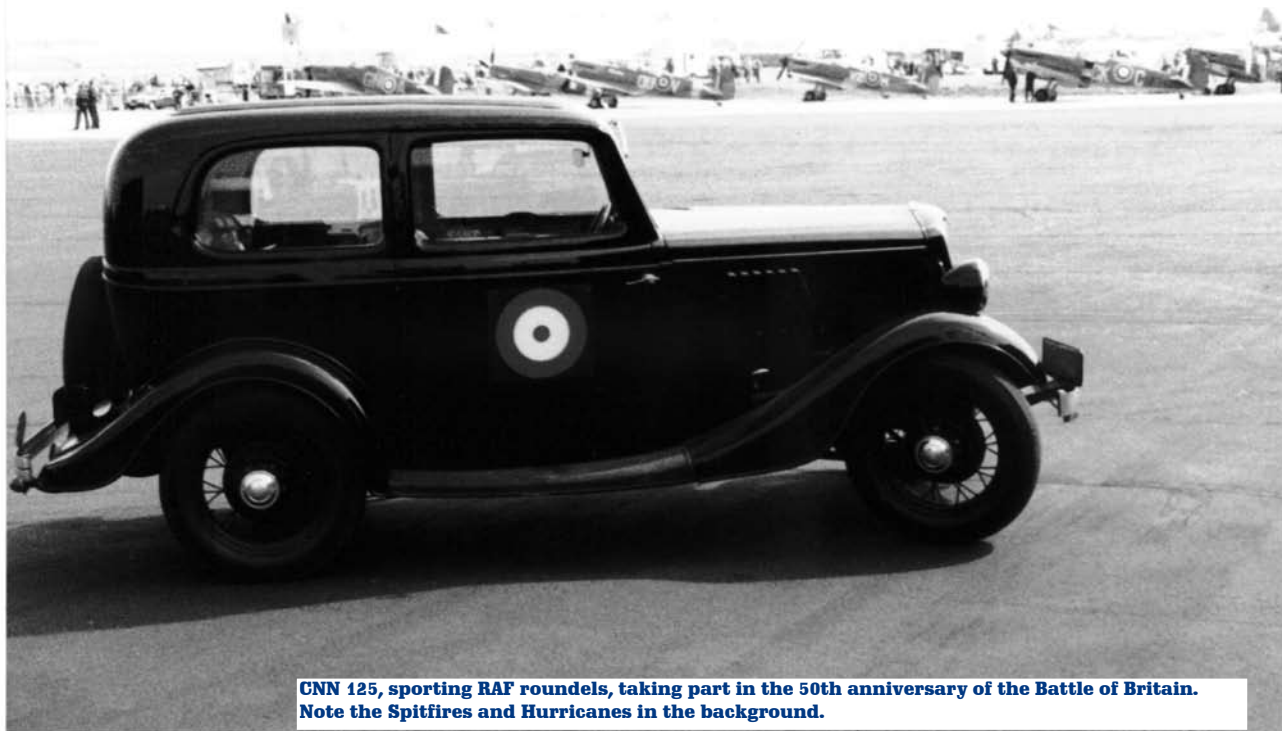
says. "The head of the Gleeson family, John, was universally referred to by the neighbourhood kids as "Grandpa Gleeson". He hired Henry Ford as a very young man to come and run his steam engine. I understand that Henry Ford acquired his mechanical knowledge for internal combustion engines from his stint with Grandpa Gleeson. Ford never forgot his roots. Even after he became quite



The aerial view of the Ford of Malaya plant on Bukit Timah Road in the 1950s. The assembly plant was in the four long sheds to the left of the photograph. Singapore city is to the left along the main road which, to the right, goes north to the Causeway and Johore Bahru, Malaya.

famous, he would like to go to his childhood haunts. He would stop at the Gleesons and the Dunnings He was a very kind man, very much of a gentleman and very interested in the young people of the community. He did a lot for the young engineers. He loved, as he would say, the 'raw recruits'."

I happened to flick the TV remote to BBC 4 to find myself halfway through an excellent film, 'First Light', which was made in 2010 specifically for TV. The film relates the memoirs of a young Spitfire pilot, who fought through and survived the Battle of Britain. His car, which appears in a number of scenes, was a Model "Y", depicted in the film by what appeared to be a green and black Tudor, ADD 124. We show this car in the Club's list of survivors as being owned by ex-member Neil Thorley. It is noted that he advertised it on ebay in 2007, so who owns it now and who owned it in 2010



CNN 125, sporting RAF roundels, taking part in the 50th anniversary of the Battle of Britain. Note the Spitfires and Hurricanes in the background.

when the film was made, is not known. Can anyone help? It brought back memories of the 50th anniversary of the Battle of Britain in 1990, when Paula and I were invited, with my Tudor Model "Y" CNN 125, to take part in the huge anniversary air show at Boscombe Down. I was supposedly a Spitfire pilot and we were asked to park the car in the middle of the airfield alongside the Spitfires and Hurricanes on display. For the event, CNN wore an RAF roundel, which supposedly indicated to the guard on the airfield gate that I was a pilot 'scrambling' to my 'plane and to lift the barrier sharpish! Needless to say, we had a superb view of the flying displays from the centre of the airfield.

At the February committee meeting, Peter Ketchell gave an excellent report on the achievements of the Spares Group. After many years, they are able, at last, to provide right-hand-drive steering boxes to members and are well on the way to solving the left-hand-drive problem. The new brake rod sets are also proving popular. Peter is building up the number of manufacturers' drawings of parts for our cars for immediate manufacture and, once in the archive, for posterity. Although neither he nor the Club are ISO 9000 accredited, Peter works to the requirements of that quality standard and ensures that our suppliers certainly do. This is essential to demonstrate that there is no negligence on our part, should there be any product liability claim against us relating to any parts supplied by the Club. The number of new and new 'old stock' parts available to members has increased significantly recently, such that the listing in the centrefold of the magazine now covers two pages. The Regalia and Useful Contacts listings will now alternate between successive issues of Transverse Torque.

You will also have noticed the new FBHVC logo on the front cover of this issue. In July Page 4

this year, the Federation of British Historic Vehicle Clubs (FBHVC) celebrates 25 successful years representing the owners of historic vehicles and the considerable industry and employment which has grown up around the historic vehicle movement. Despite challenges along the way from regulatory authorities in Westminster and Brussels, the FBHVC has upheld the rights of our members to enjoy their vehicles as they were supposed to be used on the roads. In acknowledgement of the 25 years, the FBHVC has decided to bring their visual identity right up into the 21st century, featuring British Racing Green to emphasise their national heritage and a new strap line 'Yesterday's Vehicles on Tomorrow's Roads'. There is a choice of vehicles depicted on the basic logo, depending on your leanings, i.e. cars, motor cycles, buses and coaches, steam powered, commercial, military or agriculture. The website has also been re-launched in the new livery - www.fbhvc.co.uk

Dates for your diary. Two important dates coming up. Firstly, the A.G.M. at Willoughby, just off the A45 north of Daventry on Sunday, 14th April. Traditionally a well attended gathering enjoyed by all which sets the ball rolling for the events season. Come and hear what the Club has been up to and meet the key movers as well as your peer members. Secondly, the Old Ford Rally at Gaydon on Sunday, 21st July. This event has grown considerably over the past three years and has gained the support and respect of all Ford enthusiasts. Although now being run more by a consortium of the old Ford clubs, Bob Wilkinson remains the main driver for this year. Members, who have attended in the past, rate the event highly. Please give it your support this year, either in your old Ford or in person.

For those in the south of England, who are not taking part in the North Wales tour,

please note the dates of the Enfield Pageant of Motoring over the weekend 25th-27th May. Jim Miles and the team are keen to fill the Y&C Register stand on each of the days, so please make an effort to drive over to this huge gathering of vehicles and autojumbles. You will need to book in through Jim well beforehand (07901 561866).

Sam Roberts.

The closing date for contributions to issue 202 is Friday, 3rd May 2013

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Chairmans Chatter.

OLD FORDS AT GAYDON



Lotus Cortina line-up at a previous year's Old Ford Rally.

This year's Old Ford Rally takes place at the Heritage Motor Centre, Gaydon (CB35 0BJ for people using those new-fangled sat-nav things...) on Sunday, July 21.

This is a unique event that's open to all Ford cars, commercial vehicles and tractors made up to (and including) 1985. This means there will be a massive range of vehicles representing the huge variety of vehicles Ford has made and sold in the UK over the

years, ranging from Model Ts and 'sit up and beg' Ford Populars, through Zephyrs, Zodiacs, Cortinas, Capris and so on, right up to RS, XR and Cosworth sporting machinery. There's also an autojumble – Ford-based, naturally – and trade stands.

This event is organised by Bob Wilkinson of the Ford Y and C Model Register; for further details call Bob on: 01832 734463 or email him at: bobwilkinson49@hotmail.co.uk

Extract from a recent issue of *Classic Car Buyer*.

The Eco debate

Has anybody else ever been criticised for using a Classic car on the highway or received unwelcome gestures from other motorists? I have now sold Billy my trusted 1937 Model "Y" and just at the moment am without such a "steed," but I recall travelling in him at a respectable 45 to 50 mph much of the time where road conditions were suitable, pulling over to let traffic pass at every opportunity.

In my capacity as a Department of Transport instructor in fuel efficient driving in the passenger transport industry, I am often questioned about the hypocrisy of owning a polluting relatively high fuel consumption classic. Well, my defence goes something like this: I make many economies when driving my modern vehicles - the principles which of course are carried over to driving the classic with some effect - namely recovering energy using the inertia of the vehicle as much as possible - although unlike modern "engine managed" cars, fuel is still being delivered to the cylinders on the over-run. The mileage covered in the Model "Y" (30 mpg approx. with no CO2 rating) was less than 10% of my total annual motor-ing mileage and so I offset the carbon and other emissions from my classic by operating a CO2 at 109 gram/kilometre Peugeot 107 (55 mpg) for as many journeys as possible and using a 2.0 litre diesel CO2 154 gram/kilometre (50 mpg). I also walk to the shops and rarely use any motor vehicles for local journeys, which are the worst type from a pollution point of view with any vehicle, as I am lucky enough to live near a reliable bus route.

I recall having an under bonnet problem on one

occasion on a straight level road and pulled well on to the kerb to deal with it and received a great deal of abuse from drivers of larger and more powerful vehicles. One driver did stop to see if he could help. He witnessed some of these aggressive drivers and commented that he was a horse rider and received similar abuse from what seemed to be the same genre of motorists. It would seem that the appearance of particular types of vehicles brings out the worst attitudes from certain drivers.

Bad driving manners are rife. Even when out driving the Peugeot 107 and sticking to the speed limit, impatient drivers' abuse is abundant, frequently drivers of certain German marques – the one finger salute or even two is common! Driving the 2.0 litre diesel Ford Focus along the same road at the same speed attracts no such abuse, just frequent tailgating and dangerous and aggressive overtaking. What is in the minds of these drivers I wonder?

Most people have almost forgotten the smell of exhaust from carburettor engines without a catalyst convertor. When modern vehicles come up behind a classic, they are instantly reminded of the emissions and this triggers a reaction I fear, against those of us not complying with the spirit of legislation. We were all accustomed a few years ago to the smell of exhaust, which we breathed in without thought for the harm it could be doing to our bodies. That was before fuel injected managed engines and the catalyst convertor eliminated the pollutants and associated odours.

Well, another financial year for the Ford Y&C Model Register nears its end. As detailed within this edition of Transverse Torque, our A.G.M. is scheduled for Sunday, 14th April 2013. Those of you who attend on a regular basis will be aware that we assemble from 12.00, midday, to meet fellow members, view cars on display, purchase regalia and see new spares projects which are in progress. It is also good to just chat and discuss car problems and seek advice from fellow members [it's called 'kicking tyres' – Ed]. The A.G.M. starts at 2.00 p.m. so, for the regulars, I look forward to seeing you again. If you have not been for some time, it would be nice to see you back and, if you are new to our Club or have not attended previously, please give it a try; I am sure you will enjoy and become a regular attendee.

If you feel you would like to become involved in the organisation of the Club (it does not have to be too onerous or time consuming), then please volunteer to join the Committee. Bob Wilkinson would be pleased to hear from you.

As the Club year ends, the season for us to be out and about in our cars is imminent. I have many events booked already and cannot wait. As a starter, the month of March will be very enjoyable as it is "annual service" time. Following an engine service and change of all oils, I approach each corner of the car one at a time; wheel off, brake drum off clean, adjust, grease and wash down the under area and the wheel – onto the next corner! Finally, I check the paint work, touch up as required, then clean and polish.

On your behalf, I would like to thank all Committee Members for their efforts over the past year, along with the many volunteers, who continually work, some for decades, to ensure the Register continues to be respected, of great value and a pleasure to be part of.

Enjoy your cars in 2013.

Brian Godfrey.
Chairman.

We should be concerned about the emissions from carburettor engines, which include oxides of nitrogen, which lead to acid rain and smog, but more noticeably unburned hydrocarbons, i.e. fuel and carbon monoxide, which although colourless are the result of poor fuel air mixing and partially burnt fuel. Carbon Monoxide (CO) is toxic at quite low proportions (100 parts per million) and from older engines it will measure way beyond this. I recall working on my Model "Y" in the garage at home not so long ago with the engine running and the doors wide open and suddenly feeling very unwell – the effects of breathing (CO). Going outside and taking some deep breaths helped, but I remember ending up with a headache for the rest of the day. Carbon Monoxide, which is tasteless and odourless, binds to the blood haemoglobin in the lungs and reduces its oxygen carrying capacity.

Well, I am convinced that the classic car driver with his, yes maybe, more polluting car, mile for mile (but on the other hand carefully driven and maintained vehicle), covering relatively low mile-ages annually, is no greater threat to the environment than the high speed high mileage company car driver, who doesn't seem to have a minute to live!

Colin Rowe

Secretary's ramblings.

Spring is here !or maybe soon! With it comes our A.G.M. (April 14th. -see notice elsewhere) and of course the annual Drive it Day on 21st. April, when we are all encouraged to get out and about in our old cars, either as part of a formally organised event, or just with an informal group....or simply on your own. If your car is not "on the road", why not park it in full view for the public to see – that's what the day is about – making the public classic car aware! Your A.G.M. is a friendly gathering – for members and friends.

Vehicle Authentication: just a reminder to members who may have need of help in registering a vehicle. The Club is registered with DVLA to authenticate vehicles for owners are seeking to retain an original registration mark or, where no paperwork exists, to apply for an Age-Related registration. We are obliged to inspect all vehicles – but are fortunate in having expert members in most parts of UK to carry out this task. Full details from me or from our club website www.fordyandcmodelregister.co.uk

Car values: Various factors, including the higher cost of restoration, have driven up the value of 'Condition 1' cars over the past year or so. The best saloon cars are now valued at £5000 plus. Consequently, members should consider increasing the agreed value sum when renewing their insurance. Contact me if you need guidance. By the way, this increase does not include very average cars where work is required to bring them up to Condition 1.

North America: Members on the Continent of North America are reminded that the Club is unable to supply parts for their cars due to insurance restrictions. The litigious nature of the society in the U.S.A. and Canada is the problem faced by insurance companies. We would love to, butsorry. Please contact us though as we may be able to guide you forward.

The FBHVC is looking forward in various ways to ensure that our interest in classic cars is supported into the future. Skills preservation is one where we need to ensure that the necessary restoration and maintenance skills will continue to be available. Pressure will be needed to lobby for future apprenticeships and other training facilities. The first step is to survey the present scene and, to this end, you are invited to submit your experiences into an on-line questionnaire – www.tinyurl.com/8cpqxfv This takes only a couple of minutes and will provide valuable information. We need to ensure that our vehicles are part of an active heritage in the coming years.

Post Office: Much of the administration currently undertaken by DVLA local offices is being transferred to the Post Office, saving about £15million. You can continue to tax your car at the Post Office, with services extending to issuing driving licences etc. Detrimentially though, due to the closure of many local DVLA offices, there will be a loss of some of the vehicle inspection facilities when applying for registration marks. Please relate your experiences in this respect as we may need to review our Club procedures in parts of the UK where no DVLA office exists after 2013.

Accompanying this issue we have the List of Known Surviving Vehicles (the 16th. Issue) produced by Sam Roberts. This is the result of Sam compiling and updating records on our cars. We congratulate Sam on his detailed work, which provides a mine of information on changes in production over the years. What we do not see here is his extensive archive on individual vehicles with known history recorded. For posterity, you should send yours to Sam if you haven't done so already

I look forward to seeing you at the A.G.M.....as well as at an event or two during our long awaited summer.

Bob Wilkinson.

Bob's Joke Corner.

Enjoy this one sent in by an anonymous Scots member.

Graveyard Lament.

Time is like a river. You cannot touch the water twice, because the flow that has passed will never pass again. Enjoy every moment of life. As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the north of Scotland. As I was not familiar with the region, I got lost and, being a typical man, I didn't stop to ask for directions. I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt ill at ease and apologized to the men for being late. I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play. The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man. And as I played Amazing Grace, the workers began to weep. They wept, I wept, we all wept together. When I finished, I packed up my bagpipes and started for my car. Though my head hung low, my heart was full. As I opened the door to my car, I heard one of the workers say, "I never seen nothing like that before and I've been putting in septic tanks for twenty years."

Go on laugh! Please send in your latest chuckle for us all to enjoy.

Bob Wilkinson.

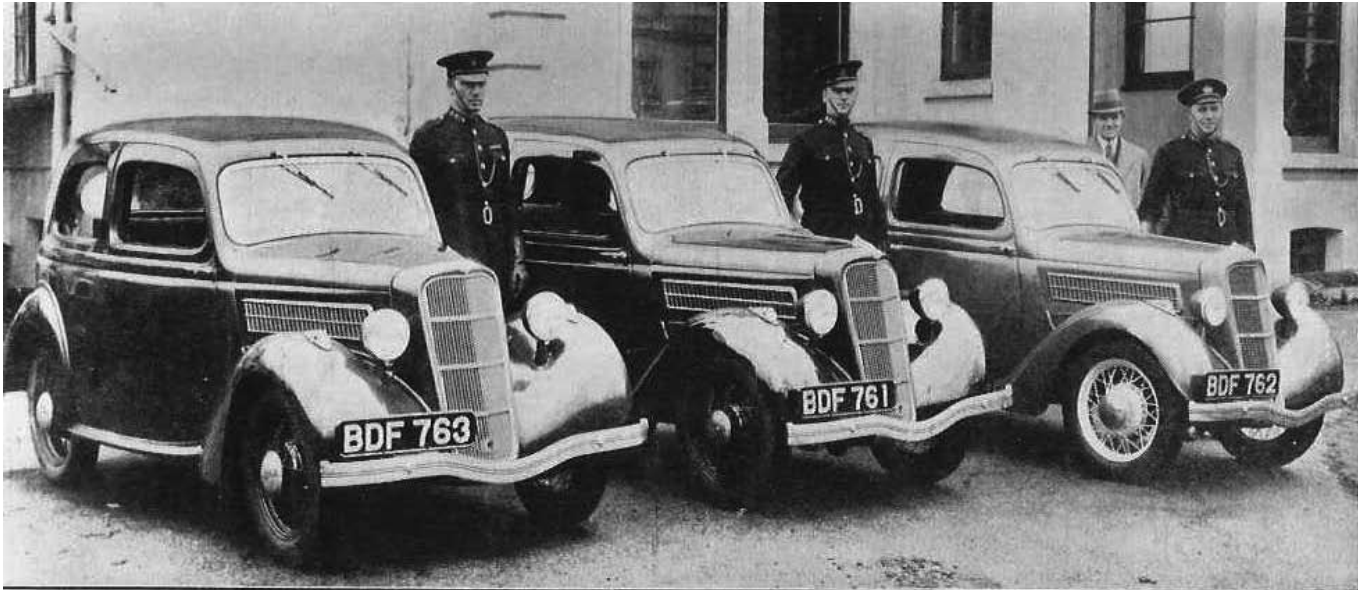
Covers:-

Front cover:- Bill Ballard took this photograph of Jim St. John's 1936 Model "CX" De Luxe sedan, registered O2728-H (chassis no. C55152; Geelong body no. 20B 51739), which he calls "Ruby". It was taken on Saturday, 3rd November 2012 at Terry and Enid Francis's property at Mount Taylor, north of Bairnsdale, on the coast to the east of Melbourne in Victoria, Australia, whilst on the East Gippsland Historical Vehicle Club's 'Riveria Run'. Bill and a group of sidevalve Ford friends had taken time out from the 'Run' to see Enid's wonderful private garden (behind Bill in the picture). The scenery in the background can be a bit deceptive: they are actually near the top of a hill (possibly Mount Taylor itself) and the ground falls away steeply on the other side of the road behind the car. Photograph courtesy Bill Ballard.

Rear cover:- Instead of the original leather strap across the bonnets, it would seem that there were alternative accessories. Draped across the Graces and the Mortiboys' Model 'Y' Arrow Alpines' bonnets outside Wendy's house in Boston Spa, are Wendy Grace and Fiona Vucevic. It's called Yorkshire relish!"

Photographic finds.

Once again, we are grateful to Karl Dillon in Bury, Lancashire, and to his continuing search for early police photographs.



Extract from the Cheltenham Chronicle, "THE UBIQUITOUS FORDS. Three Ford "10"s are the latest addition to the Ford Fleet of the Gloucestershire Police Patrol – rather a striking testimony to the power, braking and general roadworthiness of this excellent young member of the Ford series. Police cars must be able to stand up to hard work all the time – consequently the Victory Motor Company Ltd., Winchcombe-street, the local



During the post-war petrol rationing period, it was a common sight to see random checks of petrol tanks to ensure that no agricultural TVO fuel was being used illegally. Here, an April/May 1934 London registered long rad, with a short rad rear bumper, is under scrutiny. I like the guilty looking son peering out of the rear window!

An officer of Manchester City Police controls traffic on London Road, Manchester in 1933. Waiting patiently for the off is a 1933 London registered short rad.



**NOTICE OF 2013 ANNUAL
GENERAL MEETING.
SUNDAY, APRIL 14th.
WILLOUGHBY VILLAGE HALL
FROM 12.00 NOON.**

The 2012 A.G.M. will be held in the village hall at Willoughby, which is just off the A45 between Daventry and Rugby in Warwickshire (CV23 8BH for your Sat-Nav). Members are invited to attend from 12.00 noon to exchange parts/books, etc., and to meet friends, old and new. Refreshments will be available at the hall from noon and the pub next door serves lunches, or you may wish to bring a picnic to enjoy at the tables on the lawn if the weather is fine.

The formal Meeting will commence at 2.00pm. The A.G.M. is your particular opportunity to direct the Club management and, indeed, to be elected to the Committee. Our A.G.M. conducts necessary Club business but, in addition, is an excellent social gathering for members - you may bring family and friends too. We generally have about a dozen of our old Fords present, displayed securely on the hall lawn for the restorers to look over. Why not bring yours? Just be there! More details from the Secretary, Bob Wilkinson.

You are invited to make nominations (including yourself) for Committee posts by copying the reply slip below or emailing it. Nominations and items for Agenda must be sent to the Secretary no later than Friday 5th. April 2013.

COMMITTEE POST MEMBER NOMINATION SLIP:

(Please copy & send).

NOMINATED :-

Name

Nominated by.....

Signed:.....

Please note that additional proposed agenda items must be received by the Secretary no later than Friday 29th. March 2013.

A.G.M. Draft Agenda:-

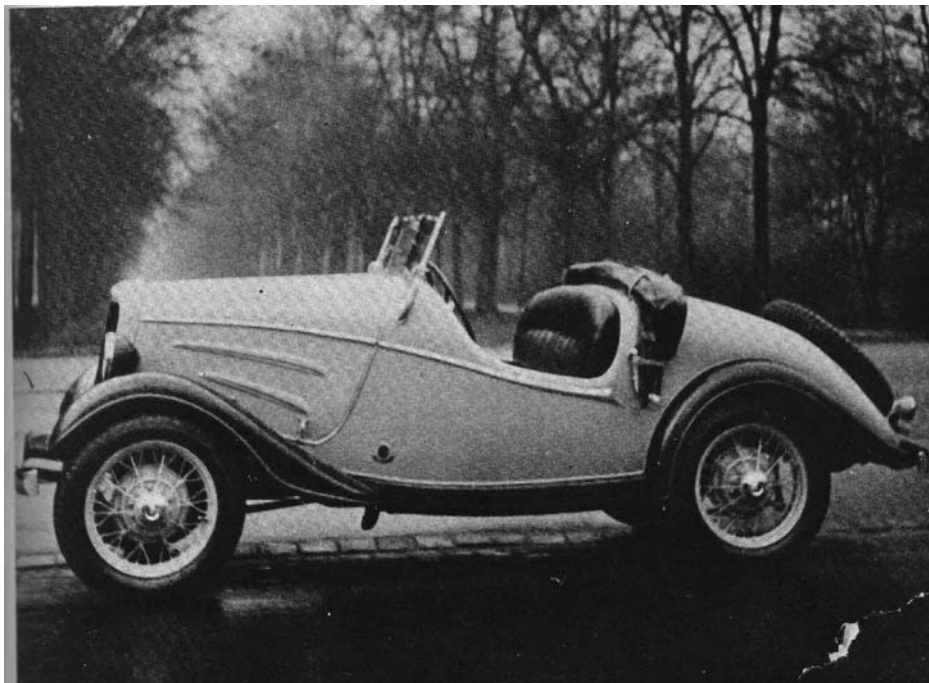
Welcome by Chairman;

Apologies:

1. Previous Minutes of AGM, April 2012.
(i) Move as true record. (ii) Matters arising.
2. Committee Officers Reports.
3. Awards: Annual Presentation of the Maurice Billing Trophy by the Chairman.
- 4 Election of Officers and Committee Members.
- 5.Events 2013.
6. AOB.
7. Date of next A.G.M.

A Köln Gläser bodied roadster.

Colin Spong has uncovered a photograph of a rare German Model "Y" (Köln) roadster, which we do not have listed as a variant in the Ford Y&C book. He emails, "I came across the attached photograph while sorting through some old files. I can't remember where it came from but I might have bought it at one of the Essen shows some years ago. The coachwork is easily identifiable by the distinctive badge on the lower cowl. It is the emblem of Gläser of Dresden, who built a number of convertible bodies on Ford V8 chassis, but this one is on a Köln chassis and is quite unusual."



"The photograph, sent in by Colin Spong, of a rare Gläser-bodied Köln roadster, identifiable by the Gläser emblem on the lower scuttle."



The Gläser of Dresden emblem, which was fixed to the lower scuttle on all their bodies. Unusually, the emblem on the roadster has a scroll beneath the emblem."

Another Kerry is resurrected.

Phil Denson reports, "Finished at last! I can't believe it's done after all this time – I am personally pleased with the result - who would believe it would eventually turn out like this?"

As Margaret and I had bought ourselves a holiday home in Co. Kerry, Eire, where we spend half the year, it seemed to make sense, in 2008, to buy the Kerry tourer which David Tebb was selling. As you can see from the photographs, it was in a terrible state, needing a complete rebuild. Our son said "It won't take that much doing"! Uh!

Well, with lots of money spent, the support of my wife, Margaret, the help of my son and the infamous Terry Mortiboy; also lots of photographs and advice from Sam, the car is now ready for the road. It is painted in its original green, which is the Kerry green, with a touch of the gold (yellow). The original registration is OD 6420, so when we are in Ireland, our name changes to O'Denson!

We also found an original W. Harold Perry sales brochure for the car, which has been altered by a sticker, with the Kerry name on it, having been placed over the name Terrier. Perry originally called the model a Terrier, but British Leyland objected as they had a truck of that name, so he was forced to change it – note a Kerry is a type of terrier dog!

We have managed to get the car on the road to celebrate our 50th wedding anniversary. It is also the car's 80th birthday so, God willing, the car, 'Margaret Lily', will be on the rallies in Ireland this year."

Phil has made a fantastic job of the restoration. I remember seeing the 'rust-bucket' (I'm sure Dave won't take offence at that) sitting in the Tebb shed way back in the 1980s. Phil has spent a lot of time and money on getting the car back on the road and, being now cloaked in the Co. Kerry colours (green and gold), it is set to take to those super roads we drove over in Kerry on Convoy 2002.



A sad and rusty Kerry arrives at Phil Denson's house in 2008

This now becomes the third Kerry tourer on the road, adding to John Argent's in Hertfordshire and Mark Turner's in Michigan, U.S.A. Russell Storey in Co. Durham is close on their heels with the restoration of his Kerry.



That's better; a totally restored and cheerful Kerry, displaying the green and gold (alternate radiator grille squares) colours of Co. Kerry in Ireland, where it will reside.

Events 2013.

14 April	34th Annual General Meeting Village Hall, Willoughby, 2 pm.	Bob Wilkinson 01832 734463
21 April	National Drive It Day	See below for runs
18 - 25 May	North Wales tour (see below)	Clive Harrison 07919 030667
25 – 27 May	Enfield Pageant of Motoring, Enfield, London	Jim Miles 07901 561866
21 July	Old Ford Rally. Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
8 September	Otley Vintage Transport Extravaganza Pool Road, Otley, West Yorkshire	Pat Jennings 0113 2613780
20/22 Sept	North Norfolk Railway '40s weekend Sheringham (see below)	Jo Hanslip 01945 430325
10 November	Committee meeting Willoughby Village Hall	Bob wilkinson 01832 734463

Events 2014.

9 February	Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
13 April	35th Annual General Meeting Village Hall, Willoughby, 2 pm.	Bob Wilkinson 01832 734463
27 July	Old Ford Rally. Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463

National Drive It Day – 21 April 2013
Regions 1 & 2. 50 miles run from Chipping
Sodbury, Somerset ... Ivor Bryant – tel:
01454 411028.

Tour of North Wales; 18th – 25th May. Last magazine update.

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.
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 and
I will be taking you on some of the most
scenic routes in North Wales.
Those more local members, or those wish-
ing to travel from home each day, are very
welcome to join in.

The hotels could be booked for anyone wish-
ing to stay for individual days if required.

Costs :-

Celtic Royal @ £63 single (up to 5 single
rooms); £75 (over 5 single rooms) per
person, per night, incl. 3 course dinner &
breakfast. £90 per double room, per night,
incl. 3 course dinner & breakfast.
Lion Quays @ £80 single per person, per
night, incl. 2 course dinner & breakfast.
£110 per double room, per night, incl. 2
course dinner & breakfast.

A small number of rooms have been
reserved for the above 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. A deposit of £50 per
room per hotel will be required to secure
your booking.

If you have never been on a Y&C Club Tour
yet, you have been missing out, so make
this your first! The numbers are creeping
up so don't leave it too late. I hope you can
join us.

Clive Harrison.

21st. July . Old Ford Rally.

Applications to display your vehicle: www.
heritage-motor-centre.co.uk (click on
Events, scroll down to Old Ford Rally and
click on here under 'How to enter a vehicle'
for entry form.) or email Bob Wilkinson bob-
wilkinson49@hotmail.co.uk



Victoria Edwards and Gary
Whittle, two of our members
with Winston Churchill
At Holt last year

NORTH NORFOLK RAILWAY 40'S WEEKEND

LINKS COUNTRY PARK HOTEL & GOLF CLUB
FRIDAY 21st TO MONDAY 23rd SEPTEMBER 2013

WITH 3 NIGHTS DINNER BED AND BREAKFAST WITH SATURDAY EVENING ENTERTAINMENT PLUS TWO DAYS ON THE NORTH NORFOLK RAILWAY AND THE BONUS OF A FREE 9 HOLE GOLF COURSE AND INDOOR POOL, YOU ARE SURE TO HAVE A BRILLIANT WEEKEND.

IF YOU ARE INTERESTED IN COMING AND JOINING US ON THIS FUN WEEKEND WITH OR WITHOUT YOUR CAR, THEN PLEASE CONTACT ME FOR DETAILS. (IF YOU ARE BRINGING YOUR VINTAGE CAR, YOU DO NOT HAVE TO DRESS IN 40'S GEAR ALTHOUGH I WOULD RECOMMEND IT; IT ADDS SO MUCH TO THE WEEKEND.

IF YOU WOULD LIKE TO BOOK, PLEASE PHONE THE HOTEL DIRECT ON 01263 838383 AND SPEAK TO CATHERINE AND TELL HER 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.

IF YOU ARE NOT STAYING AT THE HOTEL BUT ARE BRINGING YOUR VINTAGE CAR PLEASE LET ME KNOW THE REGISTRATION NUMBER SO THAT I CAN ARRANGE FOR IT TO BE DISPLAYED AT HOLT AND GET YOU THE APPROPRIATE PASSES FOR THE RAILWAY.

Look forward to seeing you
Jo & Roger Hanslip
01945 430325
jo.hanslip@btopenworld.com

Members' correspondence.

Henry's transplant post-script.

Following his report in issue 200 of the trials and tribulations of 'Henry', Graham Rudd's sick Model "Y", he sent in photographs of the car arriving home after its 'heart transplant'.



Graham Rudd's February 1936 Tudor Model "Y" arrives back home in Beccles, Suffolk, having had a new engine fitted

I can squeeze it in!

Gerald Jenkinson from Staffordshire responded to my cruel dig in Issue 200, "Surely after 20 years, the car is now on the road?". He replies, "I have just read the article from 20 years ago, asking why this vehicle is still showing as under restoration. There are many reasons. I sold the vehicle to a gentleman in Southern Ireland

about 15 years ago, who has since died. I bought the vehicle back in 2011 in the same condition that I sold it to him. I have started to fully restore it but, also under restoration are a 1920 Pierce Arrow 5 tonne truck, a 1911 Belsize 5 tonne truck, a 1926 Ford Model T oil tanker plus the ongoing maintenance of a 1927 Dennis truck, a 1920 OK truck and a 1953 Morris 6. I also have "her indoors" who moans when anything needs doing around the house. How much can a man do in a day? Oh, I forgot, there is also a 1916 1st WW Pierce Arrow that needs to be started.

I had to buy a single post car ramp, single phase, on wheels, that can be moved round the workshop whilst the car is in the air. It's a brilliant piece of machinery as I can't get up and down as I used to, now with two knee replacements - something else "her indoors" had a moan about. I can't grumble too much though, she still brings me a cup of tea into the workshop. I think she is just checking to see I am not slacking.

I have just sand blasted the bonnet and primed it ready for the topcoat and the radiator has been re-conditioned so work is still progressing, if only very slowly. Honest!!"

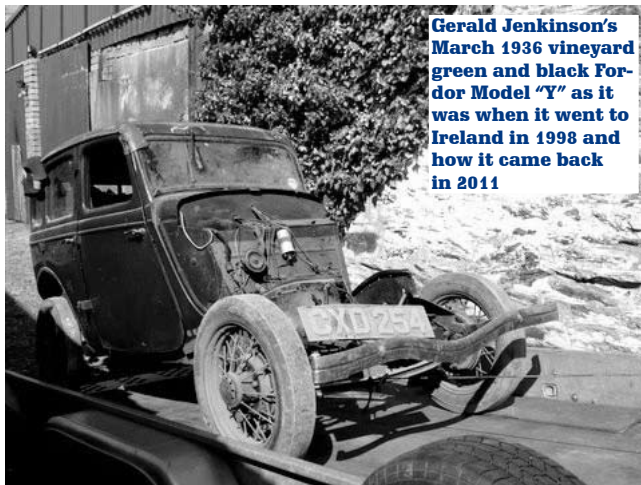
This makes me feel very guilty, especially as it wasn't so long ago that Gerald emailed me to say, "I eventu-

and chassis, cut the bottoms off the driver and passenger doors and re-built them. The 10hp engine has surprised a lot of side-valve owners. When I knocked out the split valve guides one of them would not allow me to remove the valve. I put a screwdriver between the split in the guides to separate them and two pieces of a very thin sleeve fell into the valve chamber. I found that this block had been re-worked at the factory and they must have fitted re-worked valve guide sleeves. It came as something of a surprise. Has anyone else heard of this? I hope I don't have many more surprises in the next two years or so!"

Where is it now?

Christopher Gill writes, "The article in the latest 'Transverse Torque' that the register of surviving cars is due out has shamed me to inform you I am no longer the owner of HY7957, the 1933 Model "Y". Due to very ill health and living a lot of time in Canada, my family was forced to sell the car in 2006. Sorry to say they took no contact details of the new owner. I am attaching a picture of the car as it was in my ownership.

Having lately fully recovered I will put a lot more effort into the restoration of DY9760, a 1936 Model "Y" car, which I have owned since 1996. This was bought in pieces and is quite a difficult jigsaw puzzle to put together. I have been hit by bad luck here again as I was having the two doors rebuilt when the garage was



Gerald Jenkinson's March 1936 vineyard green and black Ford Model "Y" as it was when it went to Ireland in 1998 and how it came back in 2011



Despite the massive backlog of restorations in his workshop, Gerald is finding time to restore the Fordor.



Short rad, HY 7956, when in the ownership of Christopher Gill pre-2006. Does anyone know where it is now?

ally got the car back in April 2010. The car is now in my garage in Wicklow under restoration, and between two Pierce Arrows, a Morris Six and a Belsize, it may see the light of day again in about two years time. George, the carpenter, has made all new floor boards and a complete set of roof sticks and the frame. We have shot-blasted the body

broken into. An MGB was stolen along with my finished doors. I must say how much I enjoy 'Transverse Torque'.

Not far to go.

Peter Benton, from Penge (now in Greater London, but in Kent in my day!) sent in some photographs of the restoration of his June 1937 Tudor Model "Y" (Y192369). It is at that stage where the hard work that has been put in

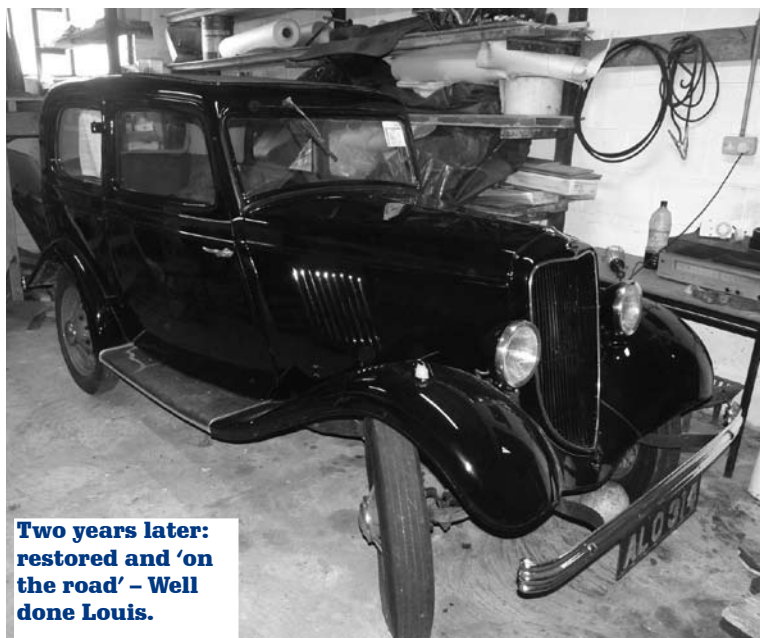
is paying off and the sense of job satisfaction is growing rapidly. Peter hopes to have the car back on the road in the spring.



Peter Benton's 1937 Ford "Popular" almost ready for the road.



ALO 314 undergoing a paint-job in 2010. Note the unoriginal steel roof.



Two years later: restored and 'on the road' - Well done Louis.

Another Model "Y" on the road in Ireland.

Louis Keeting sent me progressive photographs of the progress on his April 1933 short rad Tudor Model "Y", ALO 314, now in Co. Claire in the Irish Republic. Louis reports, "The car is "on the road". I've taken her to a few vintage days locally and took part in this years "St Patrick's day" parade. Thank you for all the work you put into the Y&C Register, and congratulations on your recently published book, I'm reserving it for a Christmas read!

Retromobile Paris.

Not many of us have the opportunity to attend such a prestigious show as Retromobile, held in Paris during the first week of February. Ex-member, Paul Tritton did just that and reports, "Last week I was at the Retromobile motor show in Paris – where vintage and modern vehicles are displayed (and some for sale). Amongst them I saw a 1935 Darmont. Darmont was a small cyclecar maker from Paris, who made – usually – a 3-wheeler, very much like our Morgan of the period, even down to the air-cooled V-twin engine.

However, the 1935 version was rather different – it was a more civilised 4-wheeled light car. The grille almost certainly came from a Ford Y. They presumably bought up some bankrupt stock from Fords! Unfortunately, I didn't have much time and the stand was very crowded, so I wasn't able to get a picture. However, I hope to go again next year!"

Does anyone have a photograph of a 1935 Darmont in a classic car book? Ford S.A.F. assembled very few Model "Y"s at Asnières in 1934/35/36 as demand dropped right off due to the high import duties. They certainly would have had surplus parts for disposal.

For Sale

Post-1947 gearbox (case has dipstick rather than level plug) complete with U/J and cover. For details contact Keith Copp on 01268 524798 (Essex)



Wanted.

Horn and indicator switch for Model "CX". Same type as later Anglia / Prefect to 1953. Doug Taylor. 01828 650743.

20 years ago - Issue 81 February/March 1993

Ken Devine, the recently elected Editor, was struggling with this issue as he had received very little in from the membership [and we editors do rely on input from you the members – Ed.]. In fairness, traditionally, over the winter months there are fewer events and not many opportunities to take out the car and, apart from articles and photographs found and memories recalled, there is not much to send in. It was also a bad couple of months for new members, only four joining up, of which two were from overseas. The two UK-based members were Derek Creaser from Alwoodley, Steve Waldenberg's neck of the woods, with EVX 752, and Brian Hodges, another Yorkshire-based member, with BWE 268. Having bought EVX from the Editor's son, Kevin, ten years later Derek sold the car to fellow Yorkshireman, Les Vine, who sold it over the Pennines to Phil Denson in 2008. From there it went to Co. Cork in Eire and is now in the ownership of Ritchie Swanton.

Brian Hodges is still a member of the Club, although he sold BWE to Roger and Kathleen Roach in 2002. The car is now registered LAS 601. Whether that has any bearing on the fact that the Roaches are no longer members, I know not. Does Brian have another car, I wonder?

Of the two new overseas members, only one, Ashjorn Seeman Olse from Norway owned and was restoring a 1933 short rad Model "Y". I wonder if Terje Sæthre, our Norwegian pundit is aware of this car? The other overseas member was Marianne Potgieter of the Ford 8&10 Sidevalve Club of Victoria, Australia, who was one of the first to start an exchange of information between our clubs.

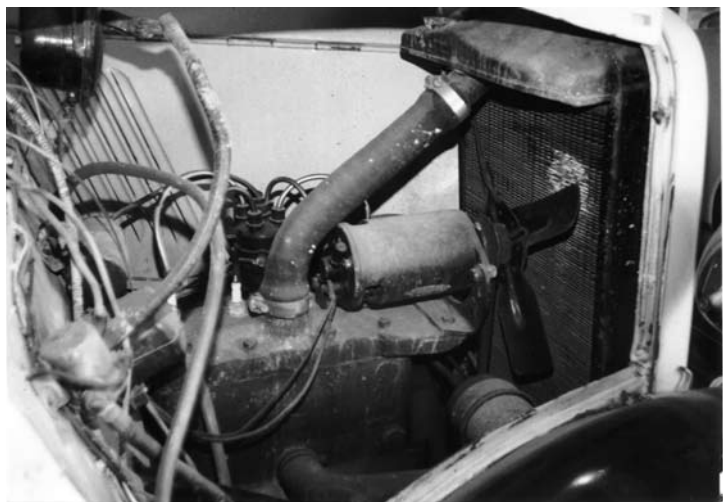
What I failed to mention in issue 199, when reporting on issue 79, were the photographs received from the late Carlton Thisse in Michigan, U.S.A. of the only known surviving Model 19 pre-production development car, which has an engine with 00001 stamped on it. It was then owned by Buzz Yonts in Detroit (although with a name like that, one imagines an outgoing sort of chap, Buzz, in fact, was almost a recluse and trying to get any information out of him was almost impossible – although he did allow Carlton to look over the car and take some photographs). In issue 81, the two most knowledgeable "Y" men, Jeff Cole and Bert Thomas, poured scorn on the engine number claim and the

photographs – quite rightly. To sense the tone of their comments, here is the letter from Jeff Cole: "I read with interest your article on the resurfacing of 00001. As the Technical Adviser of the Register, the following are my observations:- looking at the lower photo on page 22, issue 79, the engine fitted could not be the original. It is either an E04A, 8 hp or an E93A, 10 hp with a single water inlet. The original engine fitted to the '32 Model "Y" was a 'Narrow Block' engine and in this photo we see a head with the extension platform for the dynamo. Now, no way, would this late head mate up with a 'Narrow Block', two-water inlet engine. The piece of unknown mechanism is an AC oil filter which could be fitted to your Ford engine as an extra, allowing longer intervals between engine oil changes, I also note a late two-brush dynamo, fitted with two leads carrying the main and field winding connections, trailing across to a voltage regulator and cut-out control box. Mounted on the bulkhead, this could be a 6 volts or a 12 volt conversion. May I suggest looking for the chassis number on the near-side chassis rail, more or less opposite the exhaust down-pipe. Many early Model "Y"s are so stamped. Anyway I also reserve judgement on this being the first Model "Y" off the line. Could it be some 'bomb happy chappy' with a set of figure punches?"

Having had a good look over this car in the late 1990s whilst researching my book in Dearborn/Detroit, it is certainly one of the original 14 pre-production development cars, but it has been heavily modified by successive owners. The development cars, having been thrashed round the test



The only known surviving, but heavily modified, Model 19 development trials car, which was in dry storage when this photograph was taken by the late Carlton Thisse in 1992 in Detroit.



The engine compartment of the Model 19 development car, which was the subject of Jeff Cole's letter.

circuit in Dearborn on various trials, were sold off to employees of the Ford Motor Company. They were all painted white with black wings and valances, less the one green and black pre-production car, which was shipped over to Dagenham in March 1932 for production preparation and promotional work (registered EV 5689 in April 1932).

In issue 81, there were a couple of letters submitted by members. Fred Barber wrote, "I am making steady progress with the restoration of my 1937 Model "Y". So far I have welded repair sections into the chassis, front wings, rear valance and radiator shell. The rear off-side section of the roof and gutter had been badly damaged at some time; the result of the car being rolled over in an accident. I have now beaten this out to its original shape. Welding attention is now being directed to the doors where they have rotted out at the bottoms.

My thanks to Bob Wilkinson for helping me to retain FMV 264 registration; also to the Club spares section. Tim Brandon also

helped in supplying various parts, as did member Dennis Pittock."

The car (Y182509) is now owned by Fred's son, Fred having passed away in 2002.

The second letter was from Harvey Woods, who was suffering in the same way as most classic car owners indulging themselves in their passion, "I have restored quite a number of cars previously, but this is my first Ford. I am finding it very difficult and very interesting! I am lucky to have a heated garage under my house, but I fear it may be my bedroom shortly as my wife is threatening to move my bed down there. Mind you this would give me an extra few hours a day working time – can't be bad!"

Harvey was restoring Y133442, an April 1936 green and black Tudor, TH 6941, recently owned by active member, Norman Purdy from Birmingham, who died in 2010.

In my Chairman's newsletter, I reported on a visit I made with a professional draughtsman to John Keenan's house in Hastings. John was halfway through the very thorough restoration of what he now calls 'Black Beauty', his very early Model "C" (C00647). I was hoping to capture the structure of the Model "C" sliding roof in professional drawings as that had been removed from the car and was to be dismantled. Unfortunately it proved to be such a complex item, far more so than the Model "Y" sliding roof, the drawings, knocked up in the space of just a few hours, are unintelligible! However, I did manage to obtain some good photographs of the body work in its raw state.



The pressed steel inner door and body panels of John Keenan's Model "C" during its restoration in 1992

The single rear brake rods on the Model "C" – also on the Model "CX". The Models "C" and "CX" assembled in Australia at the Geelong factory from Knocked Down rolling chassis from Dagenham, were fitted with double rear brake rods. Could one of our Australian readers please provide your Editor with a similar photograph to this one, showing the double rods.



Book: Ford Models Y&C. Henry's Car for Europe.

As mentioned at the February committee meeting, now that the bulk of members, who are going to, have purchased their copies of the book, it is now up to all members to market and sell the book outside the Y&C register. It must be remembered that the book is owned by the Y&C register. A number of members, and the Club funds, have subscribed interest-free loans to enable its publication (£16,000). Once the members and the Register funds have been repaid their loans, the Register stands to make a significant income from the proceeds of subsequent sales, enabling the manufacture of yet more valuable parts for our cars.

Members can help sales in a number of ways:-

1. Refer friends, especially Ford enthusiasts, to either the Y&C Register website on which there is a flyer and order form, or to ebay no. 160981315383
2. Distribute flyers through their local car club, either through distribution by hand to members, or through the club magazine. Flyer inserts are available through Sam Roberts.
3. By attaching a flyer to emails sent to Ford-friendly friends. An email flyer attachment is available by emailing Sam Roberts.

Reviews:-

A number of very favourable reviews have been and are being published; notably, an excellent and full write-up by David Burgess-Wise in the March edition of 'The Automobile' and a brief one in the March edition of 'Octane'. I mentioned the reviews in 'Classic & sorts Car' and 'Ford News' in the last issue of Transverse Torque.

Some of the Feedback.

"Happy new year to you and your family Sam and thank you for a wonderful book." – MR.

"Thanks for a great book - many congratulations on the work." – JA.

"The 'book' arrived a few days before Christmas and I managed to keep it wrapped until Christmas day for 'Himself' - he's enjoying it immensely - congratulations." – JB

"What a fantastic job you have done on it. It is beautifully produced. . Many congratulations and thanks." – GR

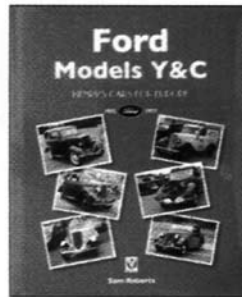
"Congratulations on the publication of 'Ford Models Y and C. Henry's Cars for

Europe." – DG.

"Many thanks for your latest edition Ford Y and C book. Splendid job!" - JP

"Thanks to your new book I was able to locate and purchase a missing door hinge part for my Model Y. Your Appendix K - "Specialists Owner's Clubs" listed Ford 8 & 10 hp Car Club (North Island, New Zealand) as running a spare parts service, and after contacting them I was able to procure my missing hinge. That event alone made the purchase of your book worthwhile." - M.H. (N. America)

"Just to let you know that I am now up to Chapter 4 of your book and I am thoroughly enjoying it. You write in a very readable style and the inclusion of extracts from letters of the time adds to the narrative and makes, what could be a rather dry read, much more enjoyable. Well done." – M.R.



Ford Models Y & C

SAM ROBERTS, Veloce, £35
ISBN 978 1 8458 4444 8

THE MORE we delved into this 272-page hardback, the more we liked. Roberts really does tell the whole story behind these baby Fords, not least their genesis and subsequent development. We were also pleased to read about stylist genius Bob Gregorie and the many coachbuilt offerings. While some from the likes of Tickford and Jensen were familiar, a great many such as the pretty REAL 'Alpine Coupe' were not. There is also welcome info on the cars' assorted competition forays, not least on the Smithfield Ford Special which looked like a shrunken Hi-Boy roadster. A good read and a useful reference work.

[Review in the March issue of Octane](#)

Technical advice.

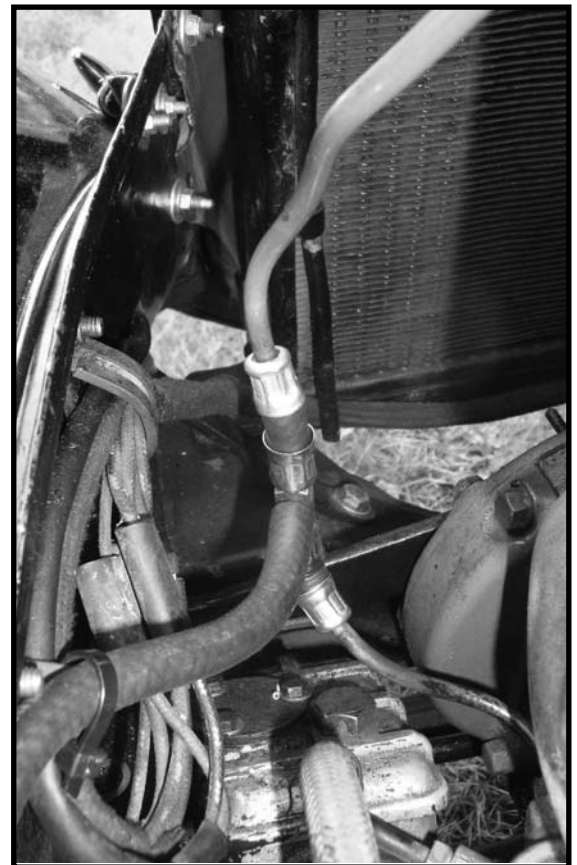
Following the advice that Nigel Stennett-Cox gave to Luis Cascante re. the possible air leaks on his carburettor (see issue 199, pages 22/23), Luis replied, "I've carefully checked all the gaskets between carburettor and engine block: carburettor to manifold, manifold to block, vacuum pipe and the wiper itself. No air leaks. I revised also the needle on top of the bowl and checked the float, as a possible cause of the flooding. All is o.k.

Nigel replied, "Firstly, well done in tracing part of your problem down to flooding. A point of interest is that this can be cured more simply by adding gasket[s] to the joint between the pump and the engine block. I've done this myself; it slightly reduces the stroke of the pump and concomitant delivery pressure. Experimentation can be performed with how much this needs to be done, but just one gasket of maybe 0.3 to 0.5 mm can make sufficient difference.

I haven't a carburettor to hand but thought that there was no air passage in the butterfly zone? That's to say that when the throttle-stop screw is backed right off, nothing gets through, provided the butterfly is a good fit and assuming the choke is closed.

The small orifice in that area, just downstream of the butterfly, is to allow fuel to be drawn in via the choke valve, when the latter is "pulled out". There is a "sucking" force, or negative pressure on this orifice whenever the engine is running, or being cranked over with the throttle closed. It follows that, when the choke is not in use, the brass fitting of that device on the back of the carburettor, through which the choke cable passes, must be tight in the carburettor and forming a good seal. Because air can pass through where the cable goes through, the brass plunger on the end of the cable, which is pulled off its seat when the choke is in use, must also be a good fit in the carburettor body, and in its tapered seat.

In the mean time, Luis had taken the car to a local 'specialist' workshop. He reported to Nigel, "Finally, another specialised workshop suggested that the pump was giving an excessive fuel pressure as the origin of flooding and causing also an excess of fuel in the Venturi. Pressure was about 100 g/cm². They've solved the problem by fitting a by-pass pipe in parallel with the pump, with a 0,75 jet inserted inside the by-pass pipe. (With a 0,80 jet, the carburettor still flooded, and with a 0,7 one the bowl became empty). Fuel surplus returns to the pump inlet. Now the engine runs perfectly, with no stalls at all and the slow running can be adjusted. A picture is attached. However, the engine runs a bit too fast, even with the throttle adjusting screw completely off. Perhaps the air passage in the butterfly zone is slightly too big."



The by-pass pipe fitted to Luis Cascante's Model "Y", 'Forito' (Baby Ford), which seems to have solved the apparent air-leak problem. Luis still has to try Nigel's pump gasket suggestion to reduce the fuel delivery pressure.

International correspondence.

Sweden

We received an email from Ralf Lomakka asking the whereabouts of the chassis number on a 1939 Eifel belonging to his girlfriend's uncle, who needs the number to register the car in Sweden. The question was passed to Thilo Moerke, expert in the "Ford Oldtimer und Motorsport Club Cologne e.V. im ADAC", who, as always, came up trumps.

He replied, "The Eifel chassis number is stamped on top of the right hand side longitudinal chassis rail, next to the front shock absorber mounting. In addition the same number is shown on the manufacturer's plate, riveted to the dash panel in the engine compartment. On delivery, engine and chassis number were identical. If later a replacement engine was fitted, this would be shown on the blank positions of the manufacturer's plate. These blanks were introduced in 1937 for the Eifel. If you find the number please forward it to us so we can add your vehicle to the registry of surviving vehicles and advise you with the build year."

New South Wales

Member, Jenny Bone, sent an email on 8th January following our concern over the Australian forest fires. Jenny and Derek live in the Blue Mountains, north-west of Sydney, "Thanks for your concern. We are OK at the moment thanks; although NSW has currently 130 fires, 30 of which are out of control. I awoke in the night to the smell of smoke. They have given out on the news, a fire out of control on the Bells Line of Road towards Lithgow - about 20 miles away. The strong winds have dropped and we can't smell any smoke now - luckily. The temperature has dropped today as well to about 20degrees, but yesterday I was at work in Richmond, where it reached a scorching 41 degrees - not nice. They are forecasting temperatures again on Friday and Saturday of up to 40 though and it's so dry here at the moment. We do have a pub run on Sunday with our local car club, but I somehow think my little Ford will be staying in the garage. Happy new year to you all."

South Australia.

Feedback from Richard Flashman on issue 200. "I have just received the 200th edition in beautiful colour...nice work. Thank you for the article on Bucephalus I am sure that both Iain and Bill Hamade will be delighted. There a couple of errors however and I'm sure they are probably the result of proofing confusion.

1. Bucephalus is indeed a 4 door (Fordor) not a 2 door (Tudor).
2. The car was only ever put onto Historic Registration here in South Australia, as that is the far cheaper option, never onto full registration as Bill Hamade has done. (The personalised plates RAF001 and 002 are available here without full registration being applied to a car).

Just an added thought for the technical issue of Luis Cascante's Model "Y" refusing to idle at a respectable speed. The throttle butterfly shafts do wear in the carburettor housing and when the idle screw is fully released, the linkage return spring can exert sufficient pressure on the shaft to lift it and allow air to be drawn in. The remedy is to re-bush the throttle body and replace the shaft.

Ford of India. Rare copy.

We are grateful to Tony Ethridge, our tyre man, who sent me an extract from the August 1934 issue of the 'Western India Automobile Association Magazine'. Any information on the Ford Motor Company's activities in India in the 1930s is rare, as head office in Dearborn turned down a request from the Indian government, which wanted to run its own motor manufacturing industry. Here is the extract:

"Empire Automobiles, Poona Branch.

On this page we reproduce a photograph of an ideal showroom and modern service depot combined, which has been built to house the Poona Branch of Empire Automobiles. This magnificent building is equipped with the most modern repair arrangements including lathes, spray painting equipment, welding plant, battery chargers, a hydraulic ramp, washing plant, brake testers, etc. This depot is centrally situated in the cantonment and is managed by efficient staff. Bombay automobiles are exclusively distributing Ford products in this area, along with other well known automotive requirements such as Solex Carburettors, Dining and Autostar

A rare picture of a Ford premises in India pre-war. This was the Empire Automobiles Poona Branch showrooms, with Service Department."



Reserve Power Popular Batteries, Sieberling Air-cooled Tyres, A.C. Standard Spark Plugs, Robert Bosch Horns and Accessories, etc.

This concern is owned by the well known firm of Rane Limited, New Queen's Road, Bombay. They have a country-wide organisation to give service to the motor traders and owners in India, having branches and warehouses in Calcutta, Lucknow, Delhi, Lahore, Rawalpindi, Poona and Secunderabad."

Can anyone describe 'air-cooled tyres', please?

Spain

Fernando Fernandez has found the Briggs body number on his July 1933 Model "Y" van, which he is restoring. It reads 126/77. It took some finding as it was covered with what was a reinforcing platform in front of the loading bay on which an additional passenger seat rested. There are very few surviving Briggs numbers on vans as, in many cases the loading bays were re-floored and the old flooring discarded. The brass number tags were screwed on to the front

step of the loading bay. Fernando's van is one of only 1632 manufactured with the 126 prefix between 12th June and 22nd November 1933, the van having been manufactured in July 1933 (Y30855)

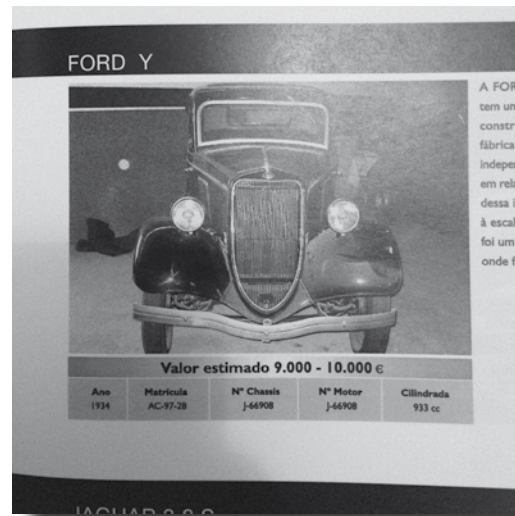
The right hand end of the brass tag and screw peeking out from the edge of an extension on which an additional rear passenger seat rested on Fernando's left-hand-drive 1933 Model "Y" van."



Fully exposed and buffed up, Fernando's van's Briggs Body number 126/77.

Portugal

Rogério Machado came across a 2005 auction catalogue listing a black and green left-hand-drive 1934 Model "Y" (Y66908) registered AC-97-28. We do not have this one on our list of survivors, so where is it now?



The 2005 Portuguese auction catalogue found by Rogério listing AC-97-28

Driving in Europe.

Jim Sharpe has sent in the following cautionary information. "Below is an extract from the Ford Management Bulletin sent to me this morning, I thought items 1 and 2 may be of interest should we ever consider a winter tour on mainland Europe, and 3 for general information.

German Winter tyre legislation

This is a reminder on the rules regarding winter tyres in Germany which changed at the end of 2010. Legislation now requires all passenger vehicles and motorbikes to be fitted with winter tyres or all season tyres. This also includes all foreign vehicles travelling in Germany. If a vehicle becomes stuck in winter months because the owner/driver has failed to comply with the winter tyre legislation, the owner/driver will be liable to pay an on-the-spot fine. If the vehicle causes congestion or is an obstruction to other road users, the fine may be double, without question. German officials also have authority to prevent the owner/driver of the vehicle continuing with their journey.

Travelling to Austria – a warning

Individuals travelling on motorways in Austria throughout the year have to display a sticker called a "Vignette" in their windscreen. The sticker costs €7.80 for 10 days of motorway usage. A "Vignette" must be purchased before entering Austria from a service station close to the border. Vehicles entering and leaving Austria from Germany, Italy or Switzerland are being subject to checks. The on the spot fine for not displaying the Vignette is €120.00. Motorway police are catching large numbers of foreign drivers. The warning signs are in German, therefore English speaking travellers can miss them. The system was introduced a few years back, but it has gathered considerable momentum in the last year.

Motor Incidents Involving Foreign HGV's - Information

If you are unfortunate enough to be involved in a motor incident with a foreign registered heavy goods vehicle, please be aware that the front vehicle registration number (the cab) is usually different to the rear (the trailer); unlike UK registered HGVs, which have the same number on the front and the back. You will need to make a note of both registration numbers. If you fail to obtain both numbers, and you are not at fault, this will jeopardise your claims position when recovering the costs from the other vehicle's insurance company."

Members' cars

This will come as a complete surprise to Roger and Jo Hanslip in Cambridgeshire, the present owners of the December 1934 Fordor Model 'Y', BTA 828. I wonder if they know about the history of the car, which was written up in Issue 20 of 'Transverse Torque' in 1982. The car was then owned by Richard Wakefield in Brighton, whose untimely death forced its sale in the mid-1990s.

First, about the car; it is Orient blue in colour with black wings and valances. Its chassis number is Y86379 and Briggs body number 166/5803. The prefix 166 tells us that it originally had a sliding roof. Its date of manufacture (December 1934) puts it into the period when the De Luxe Model 'C' was in production. Hence there were no more De Luxe Model 'Y's being manufactured. Prior to September 1934, all long rad Fordor Model 'Y's were De Luxe with the extras which that entailed.

From the known history of the car, it would seem that Richard Wakefield purchased it in late 1981. Perhaps Roger can tell me from the V5 document the exact date. Richard Wakefield wrote the following history of the car for Transverse Torque in October 1982:-

"It all started in July (1982) when I had the 'bright' idea of obtaining a north Devon telephone directory from the main post office here in Brighton, to find out if there was anyone by the name of Gammon in the village of Mortehoe, near Woolacombe. This was the name of the person who bought the car brand new. As luck would have it, there was one such name and when I contacted the number, I spoke to a nephew of the old lady who owned it (Miss Alice Mary Gammon), who knew all about this car from the word go and could verify its entire history. As you can well imagine, I was elated to say the least.



Roger Hanslip's orient blue, 1934 Fordor, BTA 828 showing off on at one of its regular outings

The nephew, a Mr. Ivor Gammon, forwarded to me the following items:- the last MoT and insurance certificates before it was laid up in 1965 (it never turned a wheel for the next 15 years!), a 1934 edition of the Highway Code, all her driving licences from 1936 to 1965, various bill headings, good quality photographs of a Model T and a Model A which the family owned in the '20s and '30, plus a photograph, taken in September 1980, of the car before it was restored, - about an hour after it was towed out of the garage and before it went to auction, where incidentally it fetched £775.00. The proceeds went to the Jimmy Savile Stoke Mandeville Appeal Fund. Also included was a newspaper cutting which appeared in the North Devon Chronicle in September 1980, at the time of the auction:-

"HOW AMY AND MARY SHOCKED SEDATE MORTEHOE

There was a definite glint in the eyes of Aunt Mary and Aunt Amy on their Friday visit to Barnstaple market, by courtesy of brother Walter's taxi service. As much as they loved Walter - and appreciated his workmanlike transport - they were yearning for independence; a motor of their own. And at Mr. Annendale's Ford depot, they found it, a shining black 8 Y type (ugh!) four-door saloon, with drop windscreen and spoke wheels. It was brand new and they bought it for £100. Back home in Mortehoe, it caused a village sensation, with Mary at the wheel and Amy poised in the front passenger seat. For this was 1934, and the spinster Gammon sisters were taking women's lib a bit far.

Aunt Amy, after three lessons, abandoned driving for the equally important role of front seat advisor. "Not too fast, Mary, my dear." Mary, on the other hand, progressed well, double-declutching with the best of them, with a hand still free to press the electric horn! For the next 31 years, the Y type (ugh again!) took them everywhere, to Barnstaple market, to Ilfracombe and on an occasional bold excursion to Exeter. They never had a crash, but admitted to breaking down a few times and getting stuck once in a snowdrift. Brother Walter was always ready to rescue them. The spinsters clocked up 34,000 miles and then,

because of advancing years, laid up the old Ford in 1965. Brother Walter died 20 years ago, but another brother, Tom, remembers their joy on the road. "I don't know how they got around, but they did," he chuckled. Both aunties reached a grand old age - 90 each - and steadfastly refused to part with the Y type locked away in the yard shed of their former boarding house.

Mary was the last to go, earlier this year, and she left the old Ford to their voluntary chauffeur, nephew Ivor. "Lots of people have inquired about it" said Ivor, "knowing

its history and my two aunts. But how best could I part with it?" Ivor has asked Fox & Son to auction it on site on September 18, and the proceeds will go to Jimmy Savile's Stoke Mandeville Appeal. "I haven't a clue what it will make," said Ivor. "There is some rust in the old motor now and I can't remember when the engine was last started. But I'm told it will restore to perfection." Aunt Amy and Aunt Mary, veterans of 34,000 independent miles and only one ownership would have approved!"

At the time of writing, the mileage has just passed 40,000 and the man who restored it, in Ilfracombe, whom I bought it off, actually only drove it for 5 miles believe it or not. The rest has been by me and this summer I have had certain 'teething' problems to sort out. Happily these are now of the past."



The Ford Y & C Model Register

One for our Irish members.

Car enthusiasts gear up to retrace Cork Grand Prix. From the Irish Examiner Monday, January 07, 2013

Ladies and gentlemen, start your engines for a grand prix circuit down memory lane. Motor sports enthusiasts are set to retrace an international Formula One circuit in Cork this summer to mark the 75th anniversary of what was one of the largest motor-sports events ever staged in Ireland.

The 1938 Cork Grand Prix was the last in a series which began in 1936. It was organised under international formula regulations — giving it the equivalent status of a modern day Formula One race — as part of a grand prix season of races in Crystal Palace and Brooklands, England; Pau, France; and Rio de Janeiro, Brazil. It attracted some of Europe's top racing teams, such as Bugatti and Maserati, and was watched by an estimated 70,000 spectators.

The Munster Vintage Motor Cycle and Car Club announced plans at the weekend to mark the 75th anniversary of the event in June 2013. Event co-ordinator, Alan Cavanagh, said it will consist of a three-lap parade over the original circuit, with Garda escorts and rolling road closures in place.

"The circuit remains relatively unchanged from the one raced in the 1930s," he said. "The landscape has changed but the road circuit itself is almost exactly the same as it was in the 1930s, and for a street and road circuit, that's fairly unique. It offers a unique opportunity for vintage car owners to cover the same lap the cars did in the 1938 race."

Mike Foy plans to drive his 1932 Smithfield Special [Model "Y" – Ed.], which competed in the '38 grand prix, in June's event, which will be open to pre-1950 race and sports cars. Cavanagh said organisers are hopeful that cars including Maseratis and ERAs, which competed in 1938, will also participate. They are now trying to trace the cars' owners, including a person who owns the 4.5-litre Delahaye, which was driven to victory by Rene Dreyfus in the '38 race, and which is now based in California.

The event, which will tie in with the second Titanic vintage car run organised by Cobh Classic Car Club, will be based on the Carrigrohane Road on Jun 22 and 23.

British Pathé recorded footage from the three grand prix races. It shows spectators standing within feet of speeding cars on dangerous chicanes, and one winning driver lighting up a cigarette as his car pulls in to the pit lane. The 1936 grand prix attracted

27 top drivers from all over Europe piloting some of the most technologically advanced race cars of their time. One of the most famous drivers was Austin Dobson, of Surrey, who piloted the Alfa-Romeo, in which the



Mike Foy at speed in his Model "Y" Smithfield Special; the very car which took part in the 1938 race."

Italian ace Nuvolari won the German Grand Prix in Jul 1935.

But Corkonians took Prince Birabongse of Siam (present day Thailand), who took part in all three races, to their hearts. He led for most of the 1936 race in his supercharged ERA but was forced out with a broken fuel pipe. He competed against 13 other drivers in the 1937 race and set a new course record for the light car race in the 1938 event, with a speed of 93mph, again in an ERA. He competed in the 1938 heavy car race driving a Maserati, but Dreyfus overtook him on the second lap and went on to

win, breaking the course lap record with an average speed of 96mph.

Fast lane

The 320km Cork Grand Prix, which was staged in 1936, 1937, and 1938, took place over a 9.6 km circuit starting on the Carrigrohane Road, where cars reached speeds of up to 160km/h. Drivers sped

city-wards towards Victoria Cross and in to a tight right-hand hairpin bend which took them towards Dennehy's Cross, and on to Model Farm Road, before racing west. The back stretch finished at the Poulavone hairpin bend, on the eastern outskirts of Ballincollig, where a roundabout now exists. The circuit featured a notorious drop to the left, just after the Poulavone hairpin, known as Hell Hole Corner. Several drivers failed to make the turn and ended up driving through a wall and off a steep embankment. However, there were no serious injuries.

Forum Banter

by our Forum Mediator, Roger Corti

I am pleased to report that your Forum has reached a milestone of 3238 entries since its inception, including messages, replies and photographs. It certainly shows that members value this service and are clearly generous in their replies, advice and knowledge. Further activity can be reported on membership enquiries and approvals as well as calendar entries.

As usual, discussion subject matter is varied and always interesting, as these edited extracts below show. As with all advice freely given by members, it is often a matter of opinion, and care must be taken in applying advice. Check with officials if unsure.

Query:-

My Ford Y has a E93A engine. Which oil I should use?

Reply:-

Your engine is a 10 h.p. (E93A = 10 h.p./1172ccs.). The same oil applies to the "Y" (8 h.p./933ccs) engine.

I have been advised to use a Classic 30 SAE oil. Modern oils of say 20/50 grade have additives which keep the engine dirt etc. in suspension to be filtered out. The old style classic oils allow the dirt to fall into the sump - better for our engines, which do not have a modern style filter. I use Castrol XL (30 grade). I am not an expert on lubricants - simply passing on advice I was given.

Whatever oil is used the best advice is to change it every 1000 miles.

Query:-

I was trying to set up the dynamo wiring system, but I got mixed up. I read that the cut-out should be fitted on the dynamo, but there is no place where to fix it. So I went on searching for some information and found that the dynamo I have is the one with the vent fins on the pulley. Does this type of dynamo take a cut-out on its body? Is this type of dynamo fitted to the engine with the strap or just from the bottom? I need some help and explanations

Reply:-

If your dynamo is 3½ ins diameter, it is an 8 h.p. dynamo. It should have fixing holes to screw the oblong cut-out to the casing. If it is a 4½ ins in diameter, it needs the larger regulator box with the black bakelite cover. This type will need extra connections, i.e. two terminals on the back of the dynamo marked with a d or a + sign and the small connection marked with an F and D. They should be connected to the terminals marked f and d on the regulator. Connect A to the existing dynamo wire and E to the positive earth. There may be another connection: it is for extra electric components to be connected to the system. The second a connection can be left blank: it will still charge OK. I hope this helps solve your problem



Follow on:-

The pulley size is roughly 3 ½ in. diameter., but it seems that there are no fixing holes for the cut out. Were all type of dynamos fixed with the strap, because mine does not have a strap as you can see from the photo I have attached. I was given a big black regulator when I bought this car, but I am not sure it's the one I should use.

Reply:-

Has your cylinder head got hole for a post type fixing with a nut to clamp it tight at the front of the cylinder head?

I think by the look of the photo it's an E93A engine.

If so it should have a dynamo bracket held in place bolted to the cylinder head studs with different end brackets on the dynamo that will bolt to the head bracket.

Reply: The engine is the original engine because it has the same number as the chassis. The cylinder head has the hole to clamp the dynamo. You could have a look in my photo file "Ford Model Y 1936 Malta", there are some pictures of the engine before being fitted in the car.

[Forum Med. – further detailed commentary published.]

Query:-

One question about this light thing. I am looking on the wiring diagram: the tail/stop lamp only works when the sidelights are on? If you are on high beam, the rear lamps are off?

Reply:-

This sounds a bit confusing; the front lights and tail lights are controlled via the dashboard switch. On my switch, one turn to the left turns on the side lights and tail lights, turn it once more to the left and it turns on the headlights. Obviously, the tail lights still stay on. The head light feed is then wired via the dip switch to enable high and low beam. The rear stop light(s) are operated via a switch which is operated by one of the rear brake rods under the car. I cannot see why you think the rear tail lights go off when high beam is selected as they are on a separate circuit. Flashing indicator lamps, if you have them fitted, will not be part of the original wiring; the only wiring for indicators would be for the original semaphore (swinging arm type) that may have been fitted.

Reply:-

Ah, now I see why you are confused; the tail light/s are actually continuously fed via the ignition switch, whether it is turned to the right for parking or the left to select main beam. The internal setup of the ignition switch is not very well shown on the diagrams. The diagram appears to show the stop and tail lamps as one single filament lamp, this not the case as it is a double filament bulb, so the feed for the stop light filament comes from the brake switch and the feed for the tail lamp filament is via the dashboard ignition switch; the bulb having a common return via the chassis (or preferably via a new wire back to the positive terminal of the battery - assuming you are keeping the positive earth system as originally used).

Query:-

Please, does anyone know whether I can get a replacement bulb holder (the type that slides into the reflector and is adjustable by the screw at the back of the headlight) for the 1936 Ford Model "Y" two door Long Rad, or if there is a conversion system available to change it to a sealed beam unit that would fit the original headlights.

The bulb holders you are looking for are available from www.smallfordspares.co.uk. Item number YE-13075. I bought a pair and they work well.

Various questions were also received:-

1. My 1936 Long Rad Model "Y"'s headlights appear to have two different glass lenses. One has a diamond recess shape in the centre, with a chrome diamond shaped piece of metal with 'Ford' written on it, that has an attached chrome metal bar to the top and bottom of it, which fits into this diamond shaped recess in the glass. The other is a plain glass lens that appears to have ridges on the inside. Is it normal to have two different lenses, if not could somebody please tell me which is the correct one. If lenses are correct, which goes on which side of the car?

The diamond one is the correct lens for your model, the lens' can be purchased from the club as can the Magnaflex bars behind the lens.

The diamond shape lens and the diamond shaped metal are correct and both can be purchased from the register.

EL1. headlamp lens, late curved diamond.

EL3. headlamp Magnaflex bar, diamond shape.

2. Last Friday I received the new book by Sam Roberts, 'Ford Models Y & C. Henry's Car for Europe'. It's great and it's my first Christmas present for this year that I bought for myself. A big thanks to Sam Roberts for all the work he is doing and for all the information he is giving us as regarding our cars.

Yes, I got mine as well last week; another brilliant publication. Thank you Sam for a job very well done. This book and its predecessor are "must haves" for anyone who owns or is thinking of owning a Ford Y, C or special.

[Forum Med. – This book includes a wealth of technical information as well as the history of our cars. A "Must Have" for sure.]

3. Has anyone got any tips on a non-aggressive method of clearing the waterways in an engine block in situ? I have cleared out as much debris as possible with probes, brushes and an airline. I would like if possible to use some sort of fluid, fill her up and leave it to do its job.

Clearing waterways - danger.

Other than some gentle mechanical probing in safe areas, I have not used any aggressive methods. A member used industrial strength cleaning substance recently and burst through the wall into the valve chamber - ruined engine block.

4. There were also many entries on cars seen on ebay and discussions on values. The consensus was that prices were increas-

ing, rightly showing the value of work done by members. Further discussions were on the merits of 6 volt v 12 volt systems. Also posted were questions on fitting the radiator bolts and springs to the chassis and what knack was required to fit the rear gearbox rubber mounting!

It is of course great to see also the encouragement given to members who may be struggling, as it can be daunting and confusing attempting restoration – especially for younger members – and I’m sure all replies and advice are much appreciated. Thank you all.

From your Editor:-

Some weird and wonderful photographs of an engine lifting contraption have recently appeared on the Forum. It should be remembered that the centre of gravity of the engine and gearbox is in line with the third cylinder from the front end (No.3). All that is required to lift the engine is a hook screwed into No.3 spark-plug hole.

REPRODUCED FROM THE GEELONG ADVERTISER,

Saturday 14th March 1936.
Courtesy Bill Ballard

**ENGLISH DE LUXE FORD
Safety Glass All Round in Sedan**

The recent successes secured by the 1935 English De Luxe Ford in several important reliability trials overseas and its reputation for economy, speed, comfort and reliability in everyday service, have created considerable interest in the 1936 range just announced.

New models may be seen at the premises of Hawkes Bros. (Motors) Pty. Ltd., corner of Malop and Yarra Streets, Geelong. A product of the famous Ford Works, Dagenham, Essex, England, the 1936 English De Luxe Ford should make a strong appeal to motorists who desire a car combining smart appearance with comfort and low running costs.

An important new feature and one that will meet with the approval of motorists is the use in sedans of safety glass all round. This is the first time in Australia that safety glass has been fitted all round in a car of this class.

The already well-known Ford centrepoise riding gives a very high standard of comfort with remarkable smoothness and steadiness at high speeds and on rough roads. The comfort obtained from centrepoise riding is still further enhanced by deeply cushioned, softly sprung seats.

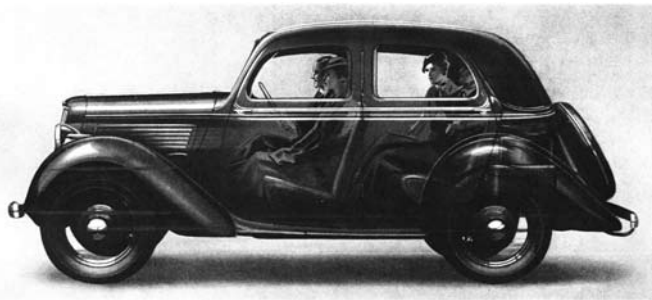
POWER PLANT

The engine is the same as in last year’s model. Reports of Ford Service experts in Great Britain and the Dominions regarding performance and economy have been so consistently satisfactory that it was decided to make no changes in the engine. The most recent outstanding proof of the efficiency of engine performance is provided by the success of an English De Luxe Ford in South Africa, where it won in a field off 11 light cars the famous Port Elizabeth reliability trial of 1200 miles under probably the most gruel-

ling of conditions in which this contest has ever been held.

FUEL CONSUMPTION 35-40 M.P.G.

The manufacturers, always conservative



A reminder of what is meant by “centrepoise riding”, i.e. seating between the axles.

in their claims, state that the engine gives a top speed of 65 to 70 m.p.h. with a fuel economy of from 35 to 40 m.p.g. It is a four-cylinder L head type engine of 1172 c.c. capacity. Other features include down-draught carburettor, with oil bath cleaner, balanced crankshaft, positive oil feed to main and connecting rod camshaft bearings.

Another refinement which adds to the pleasure of riding is the clear vision ventilation system. A half turn of the handle slides the window back into the frame, leaving an aperture through which air in the interior is drawn out. The ventilation system has the additional virtue of not impairing the visibility of driver or passenger – an important feature from the point of view of comfort and safety.

The braking system is of the four wheel mechanical internal expanding type, the foot brake operating on all four wheels, and the handbrake on rear wheels. The brakes are extremely effective, and respond evenly to light pressure. The well-appointed bodies are modern and attractive. In the streamlined tail there is a spacious luggage compartment, accessible from the interior. It is opened by pulling forward the hinged back



Two examples of a simple engine lifting tool: either a hand-crafted tool, or one made from the base of a spark-plug, the latter is more prone to scrutiny by the ‘Elf & Safety’ chap-pees.”

of the rear seat. The wide doors enable bulky luggage to be passed into the car with ease. A parcels shelf is provided behind the rear seat.

The sedan has front seats of low-slung semi-bucket type. The handsome instrument panel is of new appearance, and carries an enclosed glove box. Starter and choke buttons are within easy reach of the left hand in the centre of the dash, together with ignition and lighting switches.

The new English De Luxe Ford will interest every light-car buyer. It has already proved itself a worthy addition to the Ford range, and in many respects introduces new ideas of comfort and performance in the light-car field. These points, of course, are best tested in a trial drive. The De Luxe Ford can be summed up as a smart, speedy, easy-riding, economically priced car that provides low-cost, pleasurable motoring.

**SNAPPY, COMFORTABLE
FLEET, ECONOMICAL**

The ENGLISH FORD DE LUXE is the ideal car for man or woman requiring efficient motor transportation.

35-40 miles per gal.. 65-70 miles per hour.
Safe, easy to park, easy to drive, roomy and luxuriously appointed it represents the ideal light car.

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My Second Car

by Neil Cairns.

Back in my teenage youth I owned an amazing selection of motorised transport, mostly big motorcycles. But I did have a Ford Popular and am one of those who come out with that immortal sentence at any classic car show, "I use to own one of these..." My 'ownership' was that of a very hard up youth when sit-up-and-beg Populars were plentiful and very, very cheap. Mine cost just £5 where as the annual road tax was £12.10s (£12.50) and the insurance just £6 TPFT.

In 1966 I was the proud owner of a very, very tatty and worn Ford Popular of 1954 vintage. I had passed my driving test the year before and had found an ancient 1939 version of the Morris Eight Series 'E' dumped in a farm yard in the village of Milton Keynes (this is some time before the 'city' of the same name; the village was set out in open countryside on the Simpson-Newport Pagnell road and is now called 'Middleton.) The Morris Eight replaced my Matchless 500cc G80 as its engine had blown up on the A1. My mate and I had dragged the Morris out of the yard and towed the rust-bucket home after giving the farmer £5 for it. It ran but required some urgent TLC to get it through a (very basic) MoT. Being of a business mind I sold it some months later for £15 to a mate, after the front ends of the rear spring came away from its monocoque structure and we bodged it with some angle-iron from an old bed frame. Such was the standard of engineering in those far distant days. At the same time, my father had left his 1959 Humber Super Snipe out overnight without draining its cylinder block. As it was winter, the water froze in the block and cracked it. The big car was now useless so, in a hurry, he purchased a 1954 Ford Popular runner for £5 from a scrap yard in Wharley End at the edge of the old RAF station. Dad had been station at Cranfield during WW2 so knew the yard's owner (I was also born in Cranfield). This little Ford was to get him to and from his work in the North London Area, where he looked after a number of government installations as a Clerk of Works for the Ministry of Public Building and Works ('Works'n bricks' to their friends). So that car did some huge mileages for a few months whilst we sorted the Humber. The 'sorting' of the Humber including donating its 12 volt battery to the 6v Ford, but only using half of its cells to run the electrics, but all 12v for the starter motor. A self-tapping screw implanted into the centre lead bar that joined the cells did the job; one just swapped the leads about after a few days so both '6v' halves were charged up by the dynamo. The huge crack along the side of the Humber's cylinder block proved not to be readily fixable with 'plastic metal' from Halfords, so we improvised. Lots of ordinary Holts body filler was applied along with many egg-whites and a bottle of Holts

Radweld for good measure. It worked after a fashion; enough for us to get the big car to Bletchley Motors and trade it in for a 1957 Singer Gazelle estate car (the one with the Hillman body but the old Singer OHC 1500 engine). The Gazelle proved to be a rot-box as well, but we are straying too far from our central star, 'The 1954 Ford Popular' (I think mine was a model E493A?).

As my Dad did such huge mileages, the poor little Ford got a bit of a shock having thought it had gone into partial retirement in that scrap-yard. It did return once though. The rear axle ran out of oil and seized up solid. It freed up a bit when it cooled so we towed it back to Wharley End, rolled it on its side onto some old tyres, rolled another similar model on its side next to it and swapped over the complete axles. Both axles are very similar to the famous original Ford Model T in that they are 'A' frames located under the gearbox mid-ships. Whilst it was on its side, I checked the brake rods. All were worn, but worst of all were the clevis pins (the little pins that join all the rods up). Once home I found some 1/4" coach bolts, cut them to the right length, drilled 1/16" holes in the ends and then replaced all the worn clevis pins. Those I removed had a variety of locking devices fitted; most often a bit of fence wire bent over or an old nail instead of proper split pins. I fitted the correct split pins (courtesy of the RAF, I was an Aircraft Engine Mechanic back then). The brakes improved tremendously, as many of the pivots now worked at their correct angles. There was little lost motion, but they were still rod-brakes. I adjusted them to 'balance' their coming on, so the car did not veer to one side or the other so much. There was not a lot of lining left on the shoes anyway. The driver's door window was held up with a rubber wedge otherwise it would drop suddenly. These could be bought from Halfords and they worked. You rammed it in at the glass base to hold the window up but if you had to give hand signals, it was some effort to dislodge that rubber thing to wind the window down. The car did have Semaphore Trafficators, but like all 6v solenoids they very often did not work unless you had a passenger who could give the door post a good hefty thump. The wip-

ers were powered by the depression in the inlet manifold (not unusual in those days; Vauxhall drove theirs off the end of the camshaft and Morris were both hand and electric motor powered.) The wiper's biggest fault was that when you were ready to overtake another car or lorry, when you put your foot down the 'vacuum' disappeared and the wipers stopped, not ideal in heavy rain. I drove that car often at weekends when I was home on a 48 hour pass. It had a three speed gearbox which everyone called, first-second and forth. There was a huge gap between 2nd and top, so you either screamed the engine up a hill or flogged it to death in top. Acceleration was very good in 1st and 2nd, but that high top killed it. I once saw 50mph on the speedometer, but it was scary with that direct steering, worn kingpins and dampers that looked the part but did nothing to stop roll. There was an after-market heater. It was a round radiator in the 'saloon' with a fan behind it. This was worked via a rheostat, a rotating switch with a resistor in it that controlled the fan's speed. When on 'full' it sounded like a small propeller on a light aircraft about to take off. The water was 'pumped' through the heater by a jockey wheel running on the outside of the fan belt. The sidevalve engine relied upon thermo-syphon (hot water rises) as there was no water pump. That is why very old cars have such high radiators, the hot water rises (as it is less dense than cold) up into the header tank and falls as its cools. This is OK until very hot days in long traffic queues when such engines usually boil up.

Once Dad had a half-decent car he gave me the Ford: hence my passing on the 1939 Morris Series 'E' with its rather dodgy spring hanger repairs. (You will be very pleased to learn that I taught myself to weld some years later and became very proficient at body and chassis repairs, doing them properly. Very often, local scrap yards would be stripped of washing machine mild-steel panels by me, it was 22swg, just right for the majority of 1950s British Built Rust Buckets. Whilst the Ford was much newer than the Morris, (1954 and 1939 respectively), the Ford was much older in its technology. Odd really when you consider that William Morris cribbed this little Ford sidevalve (originally of just 933cc) and made a 918cc mirror image of it to fit to his Morris Eight (many big car companies would buy a model of their competitors and stripping it down, then were not shy of blatant copying if they could get away with it. Nissan assembled the Austin A40 after WW2 in Japan. The camshaft fitted to the 1947 1200cc Austin engine was still directly interchangeable with that in a 1965 Nissan.) My father never serviced anything. He would run cars into the ground and then buy another wreck. He usually ran big gas-

guzzling Humbers as the government paid his mileage and these well built, over-engineered cars lasted for ages (unless you forgot to drain down the engine in winter. He was far too tight to buy anti-freeze). The little Ford rattled like small stones in an empty tin when the engine ran. There was no oil pressure gauge, the dashboard was very minimal indeed. From memory it had an ignition-cum-light switch; a speedometer and a fuel gauge with a choke knob sticking out underneath. There was a pull-switch with a Boden cable down to a very crude solenoid on the starter motor. The cable simply pulled two contacts together. On this car the cable had broken years ago and a piece of bright orange bind-a-twine as used to bind hay bales had been substituted. A loop hung out under the dash for your fingers to fumble about and find. The choke did not work either. To start the engine on a cold day you simply turned the little cap over the carburetor to one side (one of the two screws had been left out so this operation could be carried out) and poured a little petrol directly into the carburetor intake. There was no air filter as this was the 'base model' of the Popular. There was no heater either, but it did have two of those Halfords windscreen heaters that were held on by suckers. They did not work either, being disconnected as the 6v dynamo simply could not cope with the demand. The wooden floor was rotten and had a few bits of old plank nailed on to try to hide the holes. Nevertheless, it was possible by twisting about a little to see the state of all four tyres from inside the car from the driver's seat. This also meant that in wet weather you wore wellingtons. The roof centre was of a hard cloth. It leaked. I did wonder if it had once been a sun-roof but never dare to investigate further in case I made the water penetration worse.

There was no chrome at all on this car. It seems that we were at war with someone somewhere when this car was built and there was a drastic shortage of nickel. Without nickel it was not possible to chrome-plate, but I also wondered that as this was the very basic version of the car if the lack of embellishment was a cost-cutting exercise by Ford. As the 6v lights were so dim, I took it upon myself to remove the headlamp reflectors and polish them with Brasso. That way I learned that the very thin silver coating could be completely removed in seconds, leaving the headlamps with no ability to reflect anything much at all. So the poor 6v lights were even worse after my efforts. On my meagre pay, there was no way I could afford new ones and those in scrap yards were just as bad.

To cure the terrible rattling in the engine I removed the sump. The big ends and main bearings were all cast white-metal (babbit), so I took a file to the big-end caps

and the main bearing caps and removed a few thou. Then I refitted them dry one by one, rotated the engine by hand and then 'scraped' off the high spots. I had served an apprenticeship as a toolmaker, so was quite good at such things. I made a good job of this, but had reduced the engine to scrap should any future owner try to get the engine rebuilt. (You MUST NOT file down the bearing caps, unless you are an impecunious teenager, because it means those bearings cannot be re-metalled. Such minor matters do not worry an intrepid old banger owner!) I found that the valves all needed grinding in and that a special tool was required to remove the mushroom-shaped valves from the side-valve cylinder block. Well, my Dad actually had one of these tools (and I still have it today), so removing each valve with its split valve guide was easy. Once ground in the tappet clearance has to be done at the same time, there is no adjustment as on the Morris copy. So the base of the stem is also ground away, easily done on a grindstone if you are careful. This needs final finishing off with some grinding paste on the cam-follower (tappet) to get the correct gap. The ignition timing is easy, as a bolt on the timing chain cover is removable and if reversed its engages with a hole in the cam sprocket at TDC on No.1 cylinder.

By now I had the car running reasonably well and could use it to travel to and from RAF Wittering, where I was currently serving. From two other Populars at the Wharley End scrap yard, I had assembled four reasonable tyres; well, they had some tread on parts of the tyres anyway. The spare was completely bald but unseen. The car had been 'sold' to my father with a year's MoT. I doubt very much indeed if the car had been anywhere near an MoT station. I suspect the certificate was filled out and signed in a bar in a pub in Cranfield. The steering was awful; the car wandered all over the road, or it did until I realised the steering's ratio was very direct and very slight steering wheel movements were necessary. I 'adjusted' the peg's contact with the 'worm' in the steering box but this had already been done many times. On the straight ahead setting there was miles of play in the steering wheel, but just a few degrees each side the steering stiffened up a lot due to the adjustment being too tight. The kingpins were very worn and the various ball joints were similarly sloppy. It all added up to a not very directionally stable car.

I did just 60 miles in total in my new pride and joy. I set off on a Sunday evening to travel through Bedford to the A1, then north to Stamford. I had not tightened up that timing adjustment bolt in the timing chain cover. Somewhere between Wavendon and Wyboston, it fell out. Roaring up the

A1 at 45mph most of the oil escaped and as I neared RAF Wittering, there was an ominous loud rattle from the engine. I had run all the big-ends. The babbit metal had all melted I later found; it was all in the bottom of the sump. I parked the car in a lay-by and walked to work. On the Monday, I telephoned my Dad, who arrived with the Singer that evening and he towed me home. The Ford was dumped on the grass verge at the front of the house where it stayed till the weekend. Dad ran me back to Wittering.

I hitch-hiked home that Friday and removed the Ford's engine. Then I visited the scrap yard in Woburn Sands and by sheer luck found a Ford sidevalve engine laying on the dirt. It had no cylinder head and the bores were very rusty. So I removed the sump and the main bearing caps and pulled out its crankshaft complete with pistons. They did not look too good either. I gave the chap a few quid and took the crank home. I removed the Ford's crank in a similar fashion, swapped over the pistons and refitted the 'new' crank. It all worked to my utter amazement, but there was a problem. I had not bothered to remove my engine's cylinder head, so had not spotted that whilst my engine was a (10hp) 1172cc version, the crankshaft had come from a (8hp) 933cc engine. The smaller engine must have had a shorter stroke or a different gudgeon pin height because, whilst I started the engine easily, it had no power at all. So I removed the head to find the pistons did not come to the tops of their bores. I had about a 5:1 compression ratio.

That was it, the Ford had to go. I advertised it locally and a man from Cranfield brought it for £10. I included a lot of engine spares including those pistons, so he was very pleased. I then shot off to Wittering and did not come home for a week or two. When I did, it was to buy two Morris Minors of 1950 vintage from a lad in Wavendon. These had the 918cc sidevalve engine but looked like a Morris 1000 with a divided windscreen. From the two I made up a decent car using the convertible one by fitting the Gold Seal reconditioned engine and gearbox from the four-door...oops, we are off on another story. I did own two more Ford sidevalves, a 100E 7cwt van in 1969 (another total wreck) and for a very short time a nice maroon and cream 100E saloon in 1972. We never took any photos of that Popular and I do not remember its registration number. My wife's father bought a Ford Prefect NEW in 1956 and ran it for years as the North Bucks Water Board Inspector.

Neil Cairns.

Introduction of the £100 Ford "Popular"

Extract from a Ford publicity pamphlet dated December 1935.

MOTOR DICTA
By H.E. SYMONS

"The magic of the £100 car."
(Reprinted by permission of "THE SKETCH")

There has always been something magical about the idea of a £100 car. Long before the War, people were trying to achieve it, and there were one or two cars that approached the ideal as regards price very successfully.

Now the Ford people have by miracle of organisation, produced a saloon car selling at £100.

This is not a redesigned model. It is, in every way, the same as hundreds of thousands of other 8 h.p. two-door Ford saloons that have been sold during the last few years. Therefore the man who buys the Popular Ford now for £100 has a vehicle that is indistinguishable from one that the same man might have paid £115 for two or three weeks ago.

I mentioned just now that the £100 Ford was an exact replica of hundreds of thousands of similar 8 h.p. models. This implies that the car has not been cheapened in any way. The finish, equipment, and workmanship are all up to the same high standard as before.

The successful reduction in price, therefore, has not been obtained by using cheaper material or fittings, or by cutting down sheer weight of metal: there has been no skimping whatever.

Instead, as a result of meticulous observation of production methods at Dagenham, a saving has been effected in labour costs, and the factory reorganised in such a manner that is still a paying proposition to sell a car at such an amazingly low retail price.

For the benefit of those who are not familiar with the 8 h.p. Ford, I may mention that it has a four-cylinder side-valve engine of 933 c.c. and is rated at 7.96 h.p. and taxed at £6.

The three-speed gearbox has synchro-mesh easy-change and central control; the wheel-base is 7 feet 6 inches and the track is 3 feet 9 inches.

It can be yours -

THE £100 FORD SALOON

Ford in the thirties - put into perspective

Before his tragic death, Geoff Murrell loaned me a fascinating book, published by the Society of Motor Manufacturers and Traders (SMMT) in 1996, to celebrate the centenary of the British motor industry:- 'The Motor Industry of Britain Centenary Book' – ISBN 0 9523912 5 2 (soft-back), ISBN 0 9523912 6 0 (hardback). I am grateful to the SMMT for allowing us to copy some of the text, which covers the period of our cars' manufacture and which puts the Ford story in the 1930s into perspective, vis a vis other manufacturers.

"The fourth decade of the British motor industry's history was dominated by the world depression, triggered by the Wall Street financial crash in America. But whilst many of Britain's older institutions, such as coal mining and shipbuilding, were decimated by recession, the country's largest manufacturers continued, in the main, to record full order books. The exceptions were makers of low production, expensive cars and those firms which had sailed to close to the financial wind. Such makes as Invicta, Clyno, Swift and Star disappeared altogether and the likes of Bentley, Lagonda, Sunbeam and Talbot were revived under new ownership. With the protective McKenna Duties once again in place, foreign car makers began to establish British plants, namely Citroën, Renault and, briefly, Fiat. The retail trade also experienced its difficulties but the Motor Agents Association was on hand to help many of its 8000 members.

The appearance of the motor car was also changing with the coach built open touring bodies of the first half of the decade being replaced by saloons which, from 1927 onwards, were mass produced for many firms by Pressed Steel. However, smaller companies still used hand built bodywork and sports cars continued as the preserve of the open two seater.

Despite output having dipped between 1930 and 1932, it speedily recovered and, in 1935 the industry produced some 403,000 vehicles, which was about twice the 1926 figure. Not only that. In 1932 Britain overtook France to become Europe's leading motor manufacturer and was thus second only to America, albeit some distance behind, in output. But a sea change was taking place amongst the car makers. In 1929 the mass market had been dominated by three companies, namely Morris, Austin and Singer, which accounted for 75 per cent of production. Yet only six years later, in 1935, the picture had dramatically changed with the emergence of the Big Six car makers which would dominate the industry until the early 1950s. Singer's fortunes had by then slumped, but from the early 1930s, Morris, Austin, Ford, Vauxhall, Rootes and Standard entered a period of consistent and unparalleled growth, which was only halted by the outbreak, in 1939, of the Second World War.

The real success story of the era came from Rootes, directed by the pugnacious William 'Billy' (1894 – 1964) and his more cautious, canny, bespectacled brother Reginald (1896 – 1977). By the mid 1920s this formidable duo had built up a thriving car distribution business which was the largest in the motor trade. They wished to join the ranks of the car makers although their hand was forced, to some extent, by Rootes holding the worldwide export rights for Humber and Hillman and the Commer commercial vehicle which had been bought by Humber in 1926. All were essentially hand built but were suffering in the wake of sure footed, mass produced opposition from Morris and Austin. With backing from the Prudential Assurance Company, in 1928 Rootes took a financial interest in the loss making Humber business which allowed it to absorb Hillman, its next door neighbour in the Stoke district of Coventry. Rationalisation was the order of the day and Hillman's fortunes were revived with the timely appearance, in 1932, of the Minx. Selling at £159, this 1.1 litre 19hp model was well tuned to the times and attracted no less than 10,000 buyers within 10 months of its introduction.

Rootes' rapid expansion in the 1930s was matched by that of Ford which saw a dramatic revival in its fortunes. Since 1923 sales of the Manchester-built, American-designed ageing Model T had been in the doldrums, a victim of the horsepower tax, and its Model A successor of 1927 fared little better for the same reason. In 1929, work had started on the company's fine new plant at Dagenham, Essex but when it opened in 1931 it had, in truth, very little to build, other than a trickle of Model A cars and trucks. Sir Percival Perry, as he had become, had left Ford in 1919 but in 1929 he and Henry had patched up their differences. Perry was soon in Detroit to appraise his masters of this calamitous situation. The outcome was the Detroit-conceived 933cc Eight of 1932, speedily created for the European arena and thus the first Ford to be designed for anything other than the US market. Significantly, its British buyers paid an £8 Road Fund Licence rather than the A's £15. By 1934 Ford's sales fortunes had impressively revived, as the car attained a massive 54 per cent of the eight horsepower sector and, in 1935, came a £100 version of the model, which was the first British four seater to sell for this amount. These successes gave Ford a renewed grip on the British market that it holds today.

Much of this growth was achieved at the expense of Morris, the industry leader. By then it embraced three makes because, in addition to MG, Sir William, as he had become, had bought Wolseley in 1926. But first Morris: by 1933 its market share was under attack from a strongly performing Austin and a revived Ford but the firm had been unable to repeat the success

of the Bullnose models which had ceased production in 1926. They were replaced by an unwieldy multiplicity of cars, ranging from the diminutive 847cc Minor at one extreme to the low production 2.5 litre six cylinder Isis at the other. Executives came and went but, in 1933, a new managing director arrived in the form of the dynamic but tetchy Leonard Lord (1896-1967). His answer to the Dagenham threat was to initiate a much needed £300,000 reinvestment programme at Cowley and, in 1934, came its Eight. It was destined to be the best selling Morris, and indeed British car, with some 290,000 built, of the decade. Cowley once again led the field.

The upheavals at Cowley in the early 1930s were not to be found at Longbridge which in 1933 and 1934 for the first time built more cars than Morris. This was mostly the result of Austin introducing its timely 1.1 litre Ten in 1932, which sold a useful 53,695 examples in two years. The range was further buttressed by the seemingly evergreen Seven.

It will be remembered that General Motors had cast hungry eyes on Austin in the 1920s and had subsequently bought Vauxhall. The firm was to accordingly benefit from trans-Atlantic technology refinements, in the form of synchromesh gearboxes in 1932, independent front suspension three years later and ultimately, in 1937, unitary body construction. But it did take some time for GM to get the formula right. Prior to 1934, annual car output at Luton did not exceed the 10,000 figure and hit a low of 1,277 in 1930. But in 1934 production rose sharply to 20,277, due to the success of the Light Six, introduced in the previous year, and powered by a 1.5 litre overhead valve six cylinder engine. Annual production thereafter progressively rose, 1936 excepted, and hit a pre war peak in 1939 when 39,367 Vauxhalls were built.

Standard was a in a similarly depressed state in the late 1920s. Some 7,000 cars left Canley in 1930 but this rose to 37,000 in 1937. The firm had built mostly large saloons in the 1920s but, in 1927, came a much needed small car in the shape of the 1.1 litre Nine which became the enlarged Big Nine in 1930. By this time Standard's prospects had been transformed with the arrival of the dynamic John Black from Hillman, who was to become the managing director. The slow selling big saloons were perpetuated but, in 1934, came a modern new Nine and a well equipped Ten. Which cost a competitive £192. The corner had been turned."

These are but small extracts from a very well researched and comprehensive book, which is thoroughly recommended for those of you interested in the British motor industry in general.

Sam Roberts.

Spares report.

This is a very brief spares report in this issue as I have been busy doing the Register's annual stock-take, preparing for my daughter to move house and rewriting of the Parts for Sale List. Two new items have been added to the list; EN 19b, Model "C" Starting Handle and EN 23, Small End Bushes.

We are in the process of adding new items and restocking some existing ones, one of which is the oil can. We have a problem sourcing the screw caps and sleeves which are used on the five litre oil cans which most of us use. Please remove the cap and sleeve from your oil cans before you dispose of them and send them to us for recycling.

We have had a couple of very complementary emails about our Club and, in particular, the spares section. It makes our work feel worthwhile.

Peter Ketchell.
Spares Officer.



"Our Spares Officers go to the ends of the earth to source parts for you. Here we see Peter Ketchell sourcing bearings in Bangkok earlier this year.

Life on a Dagenham line.

Jack Gray, the son of a farm worker in Essex, became passionately fond of motorcycles whilst working on his family farm in his teens. In later years he was to become known as 'The Enfield Man', having been a partner in the Royal Enfield specialist firm of Gander and Gray, from its establishment in 1947, and later as its sole proprietor until he retired in 1989. However, his first job after leaving the farm in 1937, was with the Ford Motor Company at Dagenham.

Although primarily about his love of, and life with, his motor cycles, his book "Motorcycling through the Thirties" tells in some detail of his time at Ford. First-hand accounts of life on the shop floor at Dagenham are rare, so it is worth recording Jack's experiences in full. The book (ISBN 0 9527184 0 5), published by Gannet Books, was printed in 1995. Jack placed a lifetime copyright on the contents of his book; however, on writing to him to obtain his permission to publish, I was informed that he died some 15 years ago. I suspect that this is the first time his memories of Dagenham have been published outside his book. Thanks Jack - R.I.P.

Over the next three issues, Jack's story will unfold, told in his own words and unedited. Here is the first part. It starts after he has resigned from the farm in a huff!

Part 1, the first week (1937).

That night I sat down and wrote a letter to Fords asking for a job. Call it childish, call it petty, call it what you like, looking back down the tunnel of near sixty years I would agree with you, but that doesn't alter how I felt at the time.

Two days later I received a letter from Dagenham Labour Exchange asking me to report there. I took the day off and went. They had a separate department dealing with Ford, I was interviewed and given a card to take to the factory. I went along on the Velocette and turned into Kent Avenue for the first time. On the right was Briggs, who built all the bodies for Ford, further on was Tolemans Delivery Service, a small beginning to a large operation. The open ground on the left was low and marshy, part of it was used as a tractor trial ground and one was ploughing a deep single furrow as I passed. Next was the sports ground, then the employees car park where I parked the bike and walked up to the factory gates.

The main double gates were closed, behind them I saw half a dozen gangways divided by galvanised piping. A uniformed security guard stood at a small gate to one side. I showed him the card and he led me into a low brick building which we always called the lodge gate, but would have been more accurately named the gate lodge. Here, another security man in plain clothes asked me if I had any objection to being searched. I hadn't, and on his instructions held my arms

out at shoulder level while he ran his hands over me, new experience number one.

He handed me to another uniformed man who escorted me to the main factory building fifty yards away. The offices ran along the front and the main entrance was set at the left hand end. As we walked in I was struck by a smell of hot hydraulic oil and cellulose paint, while my ears were assailed by an almost indescribable din. It wasn't a noise, it wasn't a sound, it was a combination of a hundred noises and two hundred sounds, it was just a DIN.

Arriving at the office I was interviewed again, given a medical and informed that my application for employment was accepted. I was given a badge with a number on it, it is engraved on my soul next to my Army number. I told them I would have to work my notice out with my present employer, the man looked a bit peeved but agreed, took the badge back and told me to report for work the following Monday morning. I went back to work, sought out W.P. and told him I was leaving. He gave me a hard look but took it quietly and asked me if I would teach Snowy the tractor work in the time remaining, he picked it up quickly enough.

I reported at Ford's Monday morning, the hours were 7.30 am to 4.00 pm with half an hour for lunch, eight hours a day for five days, forty hours a week. The starting rate was one shilling and ninepence an hour. I was taken from the offices to the engine assembly department, my badge number was prefixed by an E, which denoted that was

where I had been assigned. I was handed over to the charge-hand who took me to the moving assembly line. It was called the "Y" line after the 8hp model Y introduced in 1932 or 1933, but included the engine for the model C 10hp which was almost identical.

He took me down to where the flywheel was being fitted, the production rate, I discovered, was sixty engines an hour and each operation was timed to take one minute. The operator nodded to me and showed me a steel bench with two bins at the back. One held one quarter inch bolts about one inch long, the other grover-type spring washers. The spring washers were a tangled mess and first I had to untangle them like a child's puzzle, open end to open end, then pull and put one on each bolt which I stood on end like a squad of toy soldiers on the bench top.

The operator, whose name I never discovered, fitted the flywheel to the flange of the crankshaft which had a dowel to locate it, screwed in the four bolts and tightened them with a socket wrench. He then clipped on an attachment carrying a dial gauge, rotated the crank by means of a ratchet fitted to the front, and clocked the flywheel for truth. If it ran out he gave it a whack with a hide mallet on the high spot and tightened the bolt nearest to it. The bolts had drilled heads and he wired them together, all this in one minute.

When I had a lot of bolts ready he showed me how to wire them up, sometimes it was necessary to tighten one bolt up a bit to get the hole to make a reasonable run for the wire. The danger here, he stressed, was

shearing a bolt off. I looked along the line at the other workers, they seemed to be all of medium height, slim, with an intent expression on their pallid faces. I was six feet plus, brown as a berry, and stood out like the proverbial sore thumb. In a rare spare moment my mate said to me,

"Where have you been working?"

"On a farm," I replied.

"What made you come and work at a place like this?" he asked. I shrugged.

During the next two days I tried my hand at all the phases of the flywheel fitting operation, on the fourth day my mate was sent further up the line to help out on another job and I was left to do the flywheel on my own. I soon got well behind and had to be rescued. When you got behind on a job, it was a sort of vicious circle, you moved away from your "station" where your tools and equipment were and had to walk back for everything you wanted, only a few steps, but it all counted. Then you started hindering the man on the next operation and got into his black books. The charge-hand looked at me and shook his head ruefully. I was put on another operation with much the same results and by the end of the week it was obvious that I wasn't the ideal nimble-fingered Ford assembler type.

The half an hour meal break was taken in the canteen which was on an open topped balcony where you could buy a mug of tinnny tasting tea for tuppence and a packed lunch for one shilling. Above, in the roof, were some glass panels which let in a certain amount of daylight, but it was not possible to see if the weather was sunshine or rain. The outlook over the adjacent sec-

tions was dim and gloomy, a row of semi-automatic butt welders relieved it momentarily when the parts they were making fused in a shower of sparks, then restored it again by emitting a thin cloud of blue smoke from the overheated metal. A row of presses thumped away, torturing pieces of steel into shapes they seemed reluctant to assume. I felt a bit dispirited and longed for the rain on my face and the wind in my hair but I had made a decision and had to live with it.

Late on Friday afternoon I was taken to the preliminary section of the "Y" line, it did not have a moving conveyor, but a steel "skid-way" with raised edges. The cylinder blocks were stood in skid pans and pushed along from one operation to the next. I was told to report there at 6.00 am on Monday, then clocked off and went along to the office to queue up at a window for my pay packet.

The change of job was not the subject of extended discussion at home. We weren't a family that talked a lot about our feelings, a brief enquiry from my father, "How'd it go then?" A briefer "O.K." from me was as far as it went.

(to be continued)

"The main entrance to the Dagenham factory where Jack Gray reported. The Model 'Y's in this photograph were the first long rad orders; taken at the October 1933 Ford Exhibition."

