

# Transverse Torque



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**May - June 2013**



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# Editorial.

And so another A.G.M. passes by; again great fun with a superb turnout of members. From the feedback received by Bob Wilkinson, our Secretary, all those present thoroughly enjoyed the day. If it hasn't been mentioned in the report, our congratulations go to Doug and Bessie Hickson on reaching their 60th (diamond) wedding anniversary. It doesn't seem that long ago we were celebrating their golden anniversary on the Register's Isle of Man tour in 2003.



**"Brian Godfrey, our Chairman, presents Bessie with flowers on the occasion of the Hicksons' diamond wedding anniversary this year."**

Also awarded at the A.G.M. was the Maurice Billing trophy, which this year went to the two Geoffs, Salminen and Dee, for their untiring work in setting up and running the Register stand at the NEC Classic Car Show over the past 20 years. We received the following from the Hickson's after the A.G.M., "We have sent an email to Brian thanking the Club for the lovely bouquet. Thanks for your friendship over the years. Regards Doug." And then as a P.S. from Bessie Hickson, "I thought that the two Geoffs were worthy winners of the Maurice Billing trophy. However, there is an element of male discrimination. What about Eileen? After all she is an integral part of the team." For the uninitiated, the mannequin that appears at each show is called Eileen, because she does!

I regret that I owe Mike Malyon, some of our newer members and Tony Russell an apology for my oversight on proof reading the last issue of 'Transverse Torque' before it went to print. I failed to notice that the 'Notes on New Members' and the review of Tony Russell's book, 'Out in Front' – the story of Leslie Ballamy, had been omitted when the magazine was compiled. Both articles are included in this issue.

I started my last editorial by expressing surprise the uncanny number of cases of synchronicity that seem to be arising in our The Ford Y & C Model Register

little world of small pre-war Ford cars. It has happened again, twice. You will recall that, in the last issue, I expressed surprise that, after I had spent at least 20 years researching the subject for the Y&C book, a hitherto unknown German Model "Y" ('Köln') roadster with a Gläser body had appeared out of the woodwork; well, now a hitherto unknown Model "C" (Eifel) roadster with Gläser body has appeared – spooky, what? Gläser was a coachbuilder based in Dresden, in what became East Germany. The second case is closer to home. Bob Wilkinson often receives requests from past owners enquiring whether their car is still around.

The answer is usually in the negative. However, we have two instances of late where the cars are still in existence and the new owners are delighted that there is some living history to their cars. Each story will unravel in Transverse Torque as it unfolds to its full extent.

Not only have the two Gläser-bodied cars appeared out of the woodwork, but we have cars appearing from everywhere! 'International Correspondence' in this issue is full of members and potential members, reporting on cars, hitherto unknown to the Register, from Germany, Spain, South Africa, France, New Zealand, Western Australia, as well as

here in the UK.

In March of this year Morris Motors celebrated its 100th birthday, William Morris having produced his first car from the ex-military college at Temple Cowley, Oxfordshire, which he had converted into a car factory. The car was a 1017cc 'Bullnose' Morris Oxford. Morris had studied Henry Ford's production methods and was determined to introduce them into his factory. However, he strayed from Henry's philosophy in one major respect by outsourcing his components. Following the Wall Street Crash of 1929 and due to the inability of the overhead cam Morris Minor to dent the sales of the Austin 7, Morris desperately needed a new small saloon to attract the middle classes who, in 1933, were starting to recover from the effects of the Great Depression which followed the Crash. His answer was to follow Leonard Lord's suggestion of cloning the Ford Model "Y" following its success after its introduction in 1932. And so the Morris 8 was introduced in 1934 and remained in production until late 1938, over a year later than the end of production of the Model "Y". As a result, overall, Morris out-sold the Model "Y" by some 60,000 vehicles (roughly a year's Model "Y" production!).

The front covers of this and the last issue of 'Transverse Torque' have boasted superb

'portrait' photographs of our cars. Both of them were taken by the Ford Y&C Model Register Australian Syndicate members, to whom we are very grateful. Now we are at the start of the northern hemisphere summer, please turn your cameras through 90 degrees and take some memorable photographs of our cars in beautiful surroundings – fit to grace the cover of 'Transverse Torque'.

It is very satisfying to have photographic proof that the Forum is of great value to members. For well over a year now, Rogério Machado in Portugal, under the enigmatic Forum label v1p0n3pt, has been struggling to obtain information and parts to restore a dilapidated Model "Y" pick-up. Members have been most helpful, responding to each



**Rogério's October 1935 pick-up (Y114481) shortly after he bought it in 2011.**

of his many questions. On the 6th April, I was delighted to receive no fewer than 10 photographs accompanying the following text, "The pickup made his debut public preview this weekend in the biggest classic show in Portugal; "Motorclassico" in Lisbon. It's not finished to drive but it's almost there. I hope you like the result." Rogério, it looks superb, well done and congratulations. We hope you enjoy driving over the surrounding hills of Lisbon during the summer. (See photo on next page)

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**Rogério's beautifully finished pick-up on its stand at the 'Motorclassico' show in Lisbon over the weekend 6th/ 7th April 2013.**

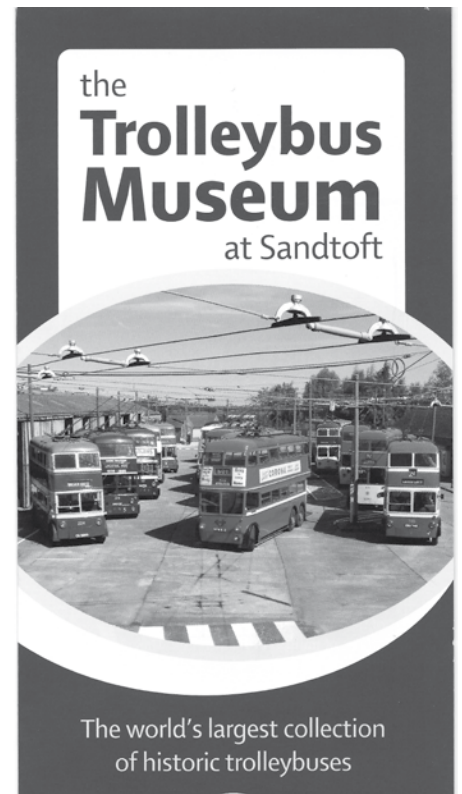
Bill Ballard has alerted me to a series of articles on "Get the best from your car – Ford "Eight" and "Ten", which appeared in the Practical Motorist magazines, numbers 265, 266, 267 and, I suspect, 268 (3rd to 24th June 1939). We have the first three magazines in the Club library. There is some excellent maintenance advice in these articles and, although they refer to the later 7Y and

7W, the mechanics and maintenance procedures are the same as for our cars. These will appear in future issues. Does anyone have a copy of No. 238 that I can photo-copy for the library, please?

The feedback from members on the national Drive-It-Day was pretty sparse – only two members, Roger Corti and Jo Hanslip, submitted photographs.

Despite this, I hope that many of you were out and about in your cars.

Graham Bilbe is a trolleybus enthusiast and sent me some pamphlets for the Trolleybus Museum at Sandtoft, near Doncaster in South Yorkshire. It claims to house the world's largest collection of historic trolleybuses. As I well remember travelling on the Doncaster trolleybuses during and shortly after the war, I felt I had to share the venue with you.



**Noel Page's Model "CX" travelled as far as Emneth to meet up with Roger and Jo Hanslip. To the rear of the "CX" can be seen Roger's Model "Y" with its wheels up in the air – typical! Alongside is a smart 1930 Standard 9.**

I look forward to seeing some of you on the tour of North Wales.

**Sam Roberts**



**Roger Corti's smart blue Fordor Model "Y" reflecting the deep blue sky on National Drive-It-Day.**

## THE FORD CAR.

---

THE "FORD" is my Auto, I shall not want—another.

It maketh me to lie down in wet places.

It soileth my soul.

It leadeth me into deep waters.

It leadeth me into the paths of ridicule for it's name's sake.

It prepareth a breakdown for me in the presence of mine enemies.

Yea, though I run through the Valleys, I am towed up the Hills.

I fear much evil while it is with me.

It's rods and it's engine discomfort me.

It anointeth my face with oil.

It's tank runneth over me.

Surely to goodness the darn'd thing won't follow me all the days of my life, or I shall dwell in the house of the insane for ever.

**"I seem to remember publishing this ode many moons ago, but it is well worth repeating. To the tune of the 23rd Psalm, here is an 'Ode to the Ford Car"**

## Chairmans Chatter

**The deadline for copy for issue 203 is Friday, 28th June 2013.**

**SUBSCRIPTIONS ARE DUE 1 JUNE 2013**

This is just a reminder that subscriptions are due on the 1 June 2013. If you do not do so already, please consider paying by standing order as this is the easiest way for you, me and the Club. There is an application form inserted in this issue of "Transverse Torque".

I would like to thank all the members who paid promptly last year. It saves me time and the Club money by not having to send out reminders. Thank you for your co-operation this year.

Mike Malyon,  
Membership Officer.

Well, the A.G.M. has gone by again and we are into the active season. As usual, the day was, I think, a success with a short committee meeting from 11.00 am for one hour, then meet, greet, lunch, view cars, various items on sale and of course plenty of chit-chat amongst members. It is the friendship and good nature of our members that make our Club so valuable and this was echoed in several e-mails and calls after the A.G.M. So, thank for your feedback. As a matter of record, we did even get some nice ones! If you have not yet attended an A.G.M., please put it on your "to do list". The next date is already set for Sunday 13th April 2014.

Now the weather has changed for the better, my servicing, washing, cleaning and polishing is complete and following a trip to Windsor for National Drive it Day, the virtually weekly events start on Mon 6th May at Popham Airfield. I can't wait.

Over the winter I have been helping two friends on their own projects. The first a 1937 Jowett 10 (it has a horizontally opposed four cylinder 10HP engine) and a 1962 BSA C15 Sport motorcycle (Single 250cc). This past week, we first got the Jowett engine running; the first time after a lay up for 37 years. Then, just days after, the BSA engine sprung into life. The joy on the owners' and my faces was a pleasure to behold. So, it occurred to me that there may be owners or potential owners of our vehicles, who may not be over-confident with certain tasks of renovation and/or repair, and other members may well be more than willing to spend some hours assisting. If you need help or advice and would like to share some congenial time with a like-minded member, contact your Regional representative who I am sure would be pleased to put you in touch with fellow members in your area. I had some great lunches and many cups of tea, coffee and cake.

So off we go into the summer, we hope. I wish you all well with your ventures.

ENJOY.

Brian Godfrey

## Secretary's ramblings.

Around 50 members and friends enjoyed a fine sunny Sunday at our AGM on April 14th. A few Y&C models were on display as well as an older big brother Model A saloon. The meeting conducted business with efficiency and those assembled enjoyed the social interaction, which is a hallmark of our club. A full report of the day appears elsewhere in this issue. A note for the future is necessary in that your committee is ageing and it becomes increasingly important to attract some of our younger members into taking on Club roles to ensure the future health of the club. Do not be frightened of offering your services. Why not come on board – maybe as a co-opted committee member – whilst there are older hands to pass on their experience? Let's not wait for a crisis to catapult someone into a role at a time when there would be less support. If you are interested in talking over the way you might help – give me a call.

**Your Car Insurance:** You are advised to check your policy wording on vehicle road-worthiness. I am advised that some policies still carry a clause requiring cars to "be MoT tested". Now that pre-1960 cars are exempt from MoT testing, such wording could prove problematic for owners where policies retain such phrases. The usual clause has been that the "vehicle must be in roadworthy condition". The latter clause is more meaningful anyway to responsible owners – but don't be caught out.

**A Taxing Problem:** A few owners of pre-1960 cars (MoT exempt) are reporting some difficulty in renewing their road fund licence (car road tax) where no MoT test certificate is in place. The problem seems to focus on the renewal reminder from DVLA which still asks for a current MoT. This stems from the V5C logbook where it should state a correct year Registration Date (this could say, incorrectly, 1983, when DVLA was computerised). It should also state 'Historic Vehicle' in Taxation Class and, if required, the correct Year of Manufacture. Check your V5C logbook now. If these are incorrect, then the DVLA computer will send a renewal document requiring a current MoT. Owners in this situation should write to Swansea, sending the V5C for correction (keep a copy of your V5C). Contact me if you need Club support or verification.

**DVLA Changes:** SORN: There are changes in administration of SORN (Statutory Off Road Notice) for those motorists laying up a car. From now, the annual renewal/confirmation that a car is off the road is not needed. SORNED cars will assume to be so until a new road fund licence is applied for. This is a welcome saving of time and effort.

**Pre-1974 Cars Tax Free:** From April 2014, the existing "road tax-free" threshold will be moved from 1972 to include cars manufactured in 1973. Whether this becomes a rolling date, as was the case until 1998, remains to be seen.

**Club Mechanical Check-list:** Included with this issue of 'Transverse Torque' is

## Cover photographs

**Front cover:** Bill Hamade sent the following, "Today Rami and I, along with friends from the Ford Anglia & Prefect Car Club (New South Wales), attended the St Patrick's Day Parade (17 March 2013). We met at Glebe Point Road for a cuppa and headed to George Street to prepare for our convoy. After decorating our cars, the show kicked off at 12.00 pm. The streets were covered in people wearing green, cheering and waving, many of whom would have been Irish. I felt lucky and honoured to have been part of this celebration. After the show Rami and I were led to the Harbour by our 'Noble Steed' BUCEPHALUS for some photos. Here we are under Sydney Harbour Bridge. Working most weekends, I appreciate days like today, especially sharing it with my best mate and Bucephalus. It was an absolutely glorious day and a perfect backdrop for photos."

**Back cover:** An interesting photograph that appeared on the cover of The Light Car of 2nd April 1937, illustrating what must be one of the first car-wash sites. The late 1935 Tudor Model "Y" is under going "Car valeting by ultra-modern methods – (which) is now being undertaken by a go-ahead concern in Manchester, greasing and so on are carried out as the car - a Ford in our picture – passes along the conveyor."

a check-list of mechanical items relevant to your Model "Y" or "C". Your committee felt it appropriate to give members a basic guide to follow when doing a periodic check of the mechanical condition of their cars. This is intended as a guide only as our club Technical Officer, Nigel Stennett-Cox, will be writing more detailed articles to support members using the guide sheet. The guide can be used as a pre-MoT check-list and is laminated for garage use - note that Club advice is to submit your car for MoT test. Apart from safety instructions, note that you are advised to seek further guidance from your vehicle handbook, service bulletins and the Club Technical Officer. Equally, do not undertake any work for which you are not competent.

Modern cars rarely need daily or weekly "under bonnet" attention. Additionally the electronics of engine management reduces the need for regular maintenance of the sort cars of our era require. More cars are subjected to annual dealer service than was the case years ago. Thus, a good number of our younger members may be less familiar with the maintenance needs and basic technology of our cars. Hence this guide is intended to give greater insight and knowledge to support responsible ownership and use. Your comments on the guide will be appreciated.

I am looking forward to taking part in the North Wales Tour, which is imminent as you read this magazine. Despite time being at a premium, being a family working man (and restoring a Model "Y" tourer), Clive Harrison has done a splendid planning job - his first organising role for the Club - and we look forward to meeting some new faces on the tour and enjoying the Welsh countryside in our old Fords. They tell me that the scenery is nearly as delightful as my home county of Yorkshire! Old Ford Rally: July 21st sees the 5th event at Gaydon. The cut-off date remains at 1985 to retain the meaning of OLD in the title. Members and friends are invited to apply (to come along to the biggest old Ford event in the UK. Application forms are on the Club website - [www.fordyandcmodelregister.co.uk](http://www.fordyandcmodelregister.co.uk) - or contact me. The modest £5.00 entry fee covers a car and 4 people giving access to the show, museum and the full site. Camping and caravanning facilities are also available. Bring your other old Ford (up to 1985) if your "Y" or "C" is not available.

Enjoy your summer. Do get out and about with your old Ford.

**Bob Wilkinson. Secretary.**

## BOB'S JOKE CORNER.

*This one was sent by Robin Hunter, our vehicle transport contact (see Useful Contacts).*

A lady goes to the bar on a cruise ship and orders a Scotch with two drops of water.

As the bartender gives her the drink she says 'I'm on this cruise to celebrate my 80th birthday and it's today.'

The bartender says 'Well, since it's your birthday, I'll buy you a drink. This one is on me.'

As the woman finishes her drink the woman on her right says 'I would like to buy you a drink, too.'

The old woman says 'Thank you. Bartender, I want a Scotch with two drops of water.'

'Coming up' says the bartender. As she finishes that drink, the man to her left says 'I would like to buy you one, too.'

The old woman says 'Thank you. Bartender, I want another Scotch with two drops of water.'

'Coming right up' the bartender says. As he gives her the drink, he says 'Ma'am, I'm dying of curiosity. Why the Scotch with only two drops of water?' The old woman replies 'Sonny, when you're my age, you've learned how to hold your liquor...'

Holding your water, however, is a whole other issue.'

***I think we know the feeling!***

***Please send me your jokes to lighten our day.***

**Bob Wilkinson.**

# Ford Y & C Model Register, Annual General Meeting Sunday 14th April 2013

**Present: 46 Members and Friends. Apologies 10. 5 Cars - Geoff Dee's Long Rad., Michael Leete's Short Rad., Bob Brown's "CX", Neil Bray's "C", and David Adkins Model A.**

**1. Minutes:** The 2012 AGM minutes were accepted as a true record. There were no matters arising.

### **2. Committee Reports:**

**(i) Chairman:** Brian Godfrey expressed his thanks for the support he had received from the Committee. He went on to say that the success of the Register was down to the Committee and members who worked so hard to ensure it remained viable and active, and was pleased to report that the Club was in good heart.

**(ii) Secretary:** Bob Wilkinson reported that there had been three Committee meetings during the year and that the Club had maintained a prominent presence in the classic car scene. This presence had been maintained through active involvement in the FBHVC, representation at the NEC Classic Car Show, the Old Ford Rally, publication of 'Henry's Car for Europe', and a presence at many car events and shows throughout the regions. The major change affecting members this year has been the MoT exemption for our class of vehicle. In the light of this the Club will be issuing guidelines to members so that we are seen to be promoting an active and positive attitude towards roadworthiness as well as practical advice. The Register is still awaiting a definitive response from the DVLA on the fixing of a cherished number plate to a vehicle for life. On the good news front, Bob reported that car values have shown an upturn during the year.

**(iii) Treasurer:** Bruce Allan presented his report and accounts and informed the meeting that they had been signed off by the Directors. The year-end balance of cash was £17,100, a stock value of £55,757 (up from £40,454 last year end), debtors of £170, giving a total asset value of £73,027. This figure includes £13,500 for the book ('Henry's Cars for Europe'). The stock is up significantly by £15,300 but it was reported that the Spares Committee have the stock position well in hand. The general account is under control with subscriptions covering our expenditure. During the year we received proceeds from a donated car to the value of £3,500. It is proposed that Membership fees will remain unchanged. A full copy of the accounts may be obtained from the Treasurer by sending a self-addressed envelope stamped at the 100 gram value.

**(iv) Membership:** Mike Malyon was pleased to report that, in spite of the ins and outs of members and friends, total numbers were virtually the same year on year - 459 members this year against 458 last year. He made a strong plea for members to pay by Standing Order as it made the administration so much easier and cost effective. The 38 new members and 8 new friends balanced those who resigned during the year.

**(v) Spares Officer:** Peter Ketchell recorded his thanks to Colin Rowe for his on-going work on the spares administration, and to Roger Hanslip for his development input. He also thanked members of the Spares Committee and

**cont'd on page 8**

## Photographic finds.



**An immaculately clean garage in Essex. A December 1936 Model "CX" and a June 1937 "Ten", 7W, both Essex registered, undergoing some serious valeting on 4th May 1948**

**below left: A Lincolnshire registered 1934 short rad Tudor Model "Y" taking part in a hill-climbing event in Derbyshire in 1964."**

**Below right: A tired-looking January 1937 Manchester registered Model "Y", photographed, I would suggest, shortly after the war. If the photograph had been taken in Doncaster, one of the urchins could well have been me!**



the spares holders for their efforts. He reported that stock taking for the year-end had been completed satisfactorily. A report will shortly be appearing in 'Transverse Torque' regarding brake-wear problems, brake shoe fitting and vehicle inspection check lists. Our insurance cover has been extended to cover product liability for small batch production. The Spares Group is now turning its attention to engine parts that are difficult to find or expensive to buy. Peter re-iterated a plea for members to contact the Spares Committee with suggestions for possible future projects.

**(vi) Editor:** Sam Roberts hoped that members had seen an improvement in 'Transverse Torque' through the increased use of colour. He thanked members for their contribution over the year and asked if, in the year ahead, he could have more articles of an anecdotal nature. An updated list of surviving vehicles had been published recently and the archive continues to grow steadily.

Sales of "Henry's Cars for Europe" stand at around 160. A big push on sales is now required and he urged all members to become active sales people. Flyers are available for those who require them, e.g. when they attend classic car events. He went on to draw members' attention to the Australian Syndicate and their publication "Wire Wheels" produced by Bill Ballard.

**(vii) Regalia:** John Argent reported that, as in previous years, instruction books and bulletins were the most popular sales items. He flagged a warning to the meeting that the day will come when stocks of these items will require replenishment and we must consider what the options are for their reproduction. Suggestions and solution from members would be most welcome.

**(viii) Technical Officer:** No Technical Report was available.

**(ix) Website and Forum:** The Chairman passed on Roy Hocking's request to the meeting for any new ideas and inclusions that may be incorporated into the website. Roger Corti, the Forum Moderator, stated that use of the Forum had gone from strength to strength. The subjects ranged from events, projects and their progress, spares, tools, "how to" features, paint colours, and lots of photos. Roger encouraged members to use the Forum with the helpful advice given. Members should make sure they have good anti-virus protection as a precaution against hackers who may try and spoil our site.

**(x) Regional Reports:** There were no Regional Reports for the meeting to consider.

**3. Presentations:** The Maurice Billing Award, which is presented at the Chairman's discretion, was awarded jointly to Geoff Dee and Geoff Salminen for their efforts over the past 20 years in putting together the Register's stand at the Classic Car Show at the NEC. It was also the Chairman's pleasure to present a bouquet of flowers to Doug and Bessie Hickson on the occasion of their 60th wedding anniversary.

#### 4. Election of Officers and Committee Members:

The following were duly elected to office:-

- Chairman – Brian Godfrey
- Vice-Chairman – John Argent
- Secretary – Bob Wilkinson
- Asst. Secretary – Peter Purdy
- Treasurer – Bruce Allan
- Membership Office – Mike Malyon
- Spares Officer – Peter Ketchell
- Spares Administrator – Colin Rowe
- Editor/Archivist/Registrar – Sam Roberts
- Deputy Editor – Roger Corti
- Regalia Officer – John Argent
- Website Manager – Roy Hocking
- Technical Adviser – Nigel Stennett-Cox
- Committee Posts – Jim Sharpe, Geoff Dee

After the election, and in response to a point raised by Jean Purdy, there was a debate regarding succession planning and cover for officers. The Chairman stated that this was an issue the Committee were mindful of and he asked that members put themselves forward to gain experience on the Committee. He was also mindful that, although the Register had a significant number of women members, they were not represented on the Committee and he would encourage them to come forward.

#### 5. Events:

**(i)** Clive Harrison gave an update on the Club Tour of North Wales; 29 members and 16 cars would be taking part. If there were any latecomers there was still the opportunity to join in.

**(ii)** Bob Wilkinson reminded the meeting that the Old Ford Rally was on 21st July and the entry fee was £5 per car with up to 4 people. Help for setting up on the Saturday was still required and the theme of the event would be a celebration of the suffragette movement which came to prominence some 100 years ago.

**(iii)** Roger Hanslip reported the North Norfolk Railway weekend, 20-22nd September was a sell out with 34 members and guests booked in.

**(iv)** The Enfield Show is on 25th – 27th May. Members are asked to attend and give their support.

**(v)** A "Classic Virgin" event, where newcomers to the classic car scene will be encouraged to have a classic car experience, will take place in September. Details will be published in 'Transverse Torque'.

**(vi)** Peter Purdy gave a brief outline of the proposed 2014 Y&C Tour which will be cen-

tred on the East Midlands and will take place in June. It will be a Sunday to Thursday event with participants returning home on the Friday. As details are firmed up they will be published in 'Transverse Torque'.

**6. AOB:** There was no other business.

#### 7. Notices and Announcements:

**(i)** The Chairman thanked Christine Baldock for running the raffle and the contributors to it. £119 was raised for Club funds.

**(ii)** The Chairman confirmed the 2014 AGM date as Sunday, 13th April.

Brian thanked everyone for their attendance and wished them a safe journey home. The meeting closed just after 4.00pm.

After note:- "The two GeoFFs, Geoff Salminen and Geoff Dee would like to thank the Y&C Register for presenting us with the Maurice Billings award for the achievement of twenty years managing the Club stand at the Classic Car Show at the NEC in Birmingham. It is a high profile show and the Club has always set a good example by displaying purely pre-war cars. We have always created interest. On our first year, we were presented with the 'Best Club Stand' runner-up award and David and Wendy Grace's Alpine won an award for the car the judges would most like to take home (out of the hundreds present!). We have many visitors to the stand; members, people that have owned and those who are just interested. We manage to "up" the sales of regalia and attract new members. We even come across cars not known to the Register. It's not all sunshine though; it is a three-day show in November; it is always an uphill struggle to get certain models (the time of year and the fact that our cars are not local, meaning owners have to stay the weekend). We



spend four days there; five if the stand has to be moved out on the Monday. There is a forest of paperwork to go through and the build up and closing days are a nightmare for getting in and out of the halls. Enough of the gripes; our sincere thanks go to those who have supported us regularly with cars and help on the stand and we look forward to (one or two) more years."

The Ford Y & C Model Register



## News of new members

Due to an administrative omission for which your Editor apologises, 'News of New Members' did not appear in issue 201. Hence this contribution was prepared by Mike Malyon on 26th February and 29th April 2013.

We are pleased to welcome to the Ford Y & C Model Register the following new members and one re-joining.

Felix Ernst	E2001	London
Cathal Costello	C1905	Ashbourne, Co. Meath
Wijnand Daniels	O-D105	Slijk Ewijk, The Netherlands
José María Estrampes	O-E102	Ravel de Jesus, Spain
Dave Evans	E1403	Guilden Sutton, Cheshire
Howard Godsland	G1201	Eye Green, Cambridgeshire
Raymond Green	G1101	Malvern, Worcestershire
Joseph Holloway	H1901	Carrick-on-Suir, Eire
Roy Lawrence	L1801	Meike Wartle, Aberdeenshire
Mikko Marjatsalo	O-M110	Helsinki, Finland
Javier Martínez Romera	O-M111	Soria, Spain
John Michaels	M0601	Rhydlewis, Ceredigion
Peter van den Adel	O-V102	Melick, The Netherlands

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

**Cathal Costello** is the re-joining member. Cathal owns ZC 1054, chassis number Y180745, a 1937, navy/white Model "Y" and is in the process of registering a second "Y", which is under restoration. Good luck with the restoration and welcome back on board.

**Wijnand Daniels** - we extend a warm welcome to Wijnand who owns our old friend, the blue Tudor model "Y", AR-06-31 (ex-EW 8625), which was rescued from a scrap-yard by Philip Albers, who paid all of £8.00 for it in 1968. After restoration, it was sold to our Technical Adviser, the late, great Jeff Cole. It has the chassis number Y92009. The car is on the road with no work to be done. We hope you enjoy many hours of driving your "Y".

**José María Estrampes** is the owner of a Ford Model 10 1936. Assembled in Barcelona in 1936, it is a Dagenham manufactured Model "CX" with a German Eifel 2-door Cabrio-Limousine body. The registration number is V-18057 (Valencia province) chassis number C36693. A photograph of the car appears under 'International Correspondence' in this issue. José has started the car's restoration. Luis Cascante recruited José into the Club. We hope the restoration goes well and we are pleased to welcome you on board.

**Felix Ernst** - Felix owns BV 6691, chassis number Y169549, Briggs body number 165/57178, a dark green Tudor Model "Y". It was first registered on 22nd January 1937. It seems there have only been three owners. The car is on the road, so we hope you get enjoyment from driving your "Y".

**Dave Evans** - we extend a warm welcome to Dave, who owns V5J 936, chassis number Y121208, Briggs body number 166/7506, a grey and black Fordor Model "Y". The car is on the road with no work to



**Dave Evans' Fordor Model "Y" under its previous registration, AAB 903, taking part in the driving tests at the Club's 1990 gathering at Stanford Hall.**

be done. Its previous owner lived in Turiff, Aberdeenshire. The car is well known to the Club. It appeared on a calendar many moons ago under its previous registration and took part in a number of Club gatherings. Dave was introduced to the Club by Peter Ketchell. We hope you enjoy many hours of motoring in your "Y".

**Howard Godsland** is the owner of FML 801 (Y174481) Briggs body number 165/60250 a black Tudor long rad Model "Y". It was first registered 24/03/1937. The car is currently under restoration with Howard in the throes of considerable dismantling of the car. When he was a schoolboy Howard's dad owned a "Y" (DWA 141) - no doubt long gone. When Howard left school he had two Model "Y"s. He would buy them from a scrap-yard for about £5 and drive them away: no MoT in those days. Now it has gone full circle! Good luck with the restoration and a very warm welcome to the Club.

**Raymond Green** has purchased from member, Kevin Briggins, AGH 237, chassis number Y14656, Briggs body number 135/10098, a maroon and black Tudor short rad Model "Y". It was first registered on 9th March 1935. It is on the road and will be familiar to many of the long-standing members of the Club. We hope you continue to enjoy motoring in your "Y" and we are pleased to welcome you on board.



**The maroon and black short rad, AGH 237, being driven by Kevin Briggins through the streets of London, closely followed by Graham Miles in his short rad van, now part of the Toy Cupboard collection in Potters Bar.**

**Joseph Holloway**. Joseph's daughter, Margaret, arranged his membership as a surprise so, at present, we don't have any details of the car. We look forward to receiving the car's details. We do know that the car is on the road. We hope you have hours of enjoyment driving your "Y" and wish you a very warm welcome to the Club.

**Roy Lawrence** - Roy from Aberdeenshire has a black Tudor Model "Y" with the fitting Scottish registration, 50 5831. Its chassis number is Y172787 and Briggs body number 165/59263. It was first registered on 29th March 1937 and is currently under restoration. Unfortunately, it has been fire damaged and needs all interior parts refurbished or replaced. Good luck with the restoration and please keep us informed of your progress. The Club is always here to assist in any way we can.

**Mikko Marjatsalo** - we extend a warm welcome to Mikko who owns EN 34, chassis number Y136021, Briggs body number 165/38313, a blue/red 1934, LHD Tudor Ford 'Junior' Model "Y". The car would have been shipped from Dagenham to Helsinki. It is currently under restoration with the brakes, steering box, interior and bits and bobs here and there to do. A full restoration is planned. The car was found in an acquaintance's barn in Porvoo, Finland. Michael Deichmann, our Danish contact, gave Mikko the Club's details. We wish you luck with the project.

**Javier Martínez Romera** – we are pleased to welcome Javier to the Club. He owns 50-908 (Y3509), Briggs body number 135/3325, a red Tudor short rad Model "Y". It was first registered 11 February 1933 and, since that date, the car has always been in and around Soria in the north of Spain, even throughout the Spanish Civil War (1936 -39). This is a very early Model Y, previously unknown to the Club. It is the oldest known surviving Model "Y" on mainland Spain and is on the road. Unusually, the Briggs body number is missing the figure 1 on the brass plaque – see photograph. We hope you enjoy many hours of motoring in your "Y". Once again, we have Luis Cascante to thank for giving the Club details to Javier. Photographs of Javier's short rad also ap-



**The missing 1 on the Briggs plaque on Javier's short rad – very unusual.**

pear under 'International Correspondence' in this issue.

**John Michaels** - we are pleased to welcome John to the Club. He is the owner of BPH 790, chassis number Y64533, Briggs body number 165/10657, a green/black Tudor Model "Y". It was first registered 06/07/1934. John bought the car from member, Eric Street. The car is under restoration, it was a non-runner, having not been used since 1988. John has since had it running again. John, it would be appreciated if you would undo the right hand screw holding the Briggs body number plate to the metal cross-member and let us know the final digit of your Briggs number.

**Peter van den Adel** has purchased AR-08-71, chassis number Y25655, a black/maroon Tudor Model "Y". The car was previously registered as AHL 993 in the UK. It was first registered 19/06/1933. It is under restoration with the interior, windows, wipers and an engine check to be done. Peter is hoping to have the car on the road soon. Good luck with the restoration and a very warm welcome to the Club.

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

**Mike Malyon, Membership Officer.**

## For Sale.



September 1936 Model Y 2-door saloon (Y15354) generally in sound condition and complete, but needs a full restoration. Off the road since 1966. Offers around £1850.00. **(photo right)** Tel: 01432 279273. (Ex-member, Hereford).

January 1934 long rad Tudor Model Y, green/black (Y49260) in good condition all round with a 100E engine. Converted to 12 volts with alternator. Attended 12 shows in 2012. New tyres and clutch recently fitted. Reducing collection. Can deliver. £3995. David Rothwell Tel: 01704 211908 (Preston, Lancashire) or 07860 266949 (mob.)

The only known Model "Y" Allan Taylor tractor in existence. Designed for low geared groundsman's duties such as pulling gang mowers, carrying heavy loads, etc. Has tipper load carrier. Fully restored and beautifully finished in green livery. A crowd-puller at shows. Seller will deliver. £4500. David Rothwell Tel: 01704 211908 (Preston, Lancashire) or 07860 266949 (mob.)



Reconditioned 8 hp engine and reconditioned 10 hp engine (ring for prices). Reconditioned distributor (£45), fuel pump (£55) and 8 and 10 hp carburettors (£75). Clutch plate (£25), reconditioned gear box (£250), track rod ends (£15). Also long-rad Model "Y" front windscreen for repair or spares (glass cracked) – offers invited.

Tim Brandon. Tel. 01449 711837 (Stonham Aspal, Suffolk)

June 1937 Tudor Model Y, black (Y189720). Engine overhauled but the car needs restoring. Generally in fair condition. Offers in the region of £1000

**(photo right)** Robert Pavitt. Tel. 01992 523752 (Epping, Essex)



We have a four post lift for sale, the platform bed rises via a chain and cogs to screwed bars at each corner set within a post. The motor works off a 13amp socket and it has limit stops at top and bottom for safety. I can e-mail pictures for those interested. We are looking for around £350 but the buyer will need to dismantle and remove. Assistance can be given with the dismantling. Wendy & Nick Grace. Email: the.graces@btinternet.com (Boston Spa, Yorkshire)

Ford 8 valve guide removal drift. Ford 8 front prop shaft bearing YE-4645. Ford 10 head light lens 7W-13060-B. Prices: Reasonable to whoever has need. Rod Jones. Tel: 01483 284640 (Guildford, Surrey)

Pre-war curved front seat in green in very good order. Lost a little colour in the creases. Might suit a Model "C"/"CX" with the correct floor fittings. Michael Capps 01945 464892 (Wisbech, Cambridgeshire)

Large collection of Y & C parts. Early 8 h.p. engine, pistons, valves, con-rods. Steering TRE's/draglinks. Fuel pumps and carburettors. Rear axle. Dynamos and starters. Clutch plates. Gaskets. Ford tools, etc.. Telephone 07706 173166 (Maureen) for full list.

### Wanted.

Ford 8 "Y" Model wanted for retirement project and to keep me out of the kitchen. Anything considered. Member. John Pinchbeck. 01527 526514 /07800 668646. (Redditch, Worcestershire)

Complete Model "Y" rear-view mirror with clock and brackets for recently restored Model "Y" pick-up in Portugal. Rogério Machado. Tel via Sam Roberts or email direct alapimba@gmail.com

Rear bumper for 1933 short-rad Model "Y". Alex Stephen (member). Tel:01343 842294.

## Events 2013

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	Jo Hanslip 01945 430325
28 September	'Classic Virgins' day. Heritage Centre, Gaydon	Bob Wilkinson 01832 734463
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



The FBHVC has safeguarded us from careless legislation which could seriously reduce our activities. The FBHVC is also promoting the increase in numbers of entries into the classic car trades to ensure that the necessary skills (panel beating/upholstery/mechanical, etc.) are still there in, say, 20 years time. But there are other issues for the future. Most classic car enthusiasts have been concerned for some while about ensuring that our cars will be in good hands in future years. Attracting new, maybe younger, owners into classic car ownership is the perceived issue, which is not been addressed cohesively.

The clubs EXPO Conference in March was led by FBHVC presentations on these topics. I was given the opportunity to give a talk seeking support for a pioneering event called CLASSIC VIRGINS. (see a copy of a Practical Classics article by Nick Larkin in this issue).

I outlined an active day aimed at those contemplating classic car ownership. During the morning a theory session on classic car ownership (finance/club services and activities/insurance/facilities, etc.) would be followed by hands-on workshop experience looking at the basics of car maintenance, the aim being to answer the question – if I buy a classic can I look after it? The afternoon would be spent experiencing rides in classic cars.

Much remains to be sorted, but progress has been made! We have all the facilities available, including a workshop, through the good offices of the Heritage Motor Centre at Gaydon. In addition, I have persuaded owners of a range of classic cars to take the participants for rides. Importantly, I have the volunteers to undertake the necessary tutoring in the workshop – Pete Ketchell, Roger Hanslip and Geoff Dee are our resident experts. We have a date too – Saturday 28th. September 2013, which will be publicised shortly.

I am excited about the CLASSIC VIRGINS event and hope that the programme will prove to be a useful model to enable similar courses to be run by car clubs and other organisations throughout the country. You may have family and friends interested in taking part.

This way we can reach the next generation.

Wish me luck!

**Bob Wilkinson.**

The Ford Y & C Model Register

### 21st. July . Old Ford Rally.

Applications to display your vehicle: [www.heritage-motor-centre.co.uk](http://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 [bobwilkinson49@hotmail.co.uk](mailto:bobwilkinson49@hotmail.co.uk)

### North Norfolk Railway – 40's weekend, 20th – 23rd September. 2013

There has certainly been a lot of interest, yet again in this fun weekend, the Links Hotel rooms are being booked up very fast. If you think you would like to join us, please get in touch as soon as this magazine lands on your doormat and we will endeavour to book a room on your behalf.

Those Y & C members who are coming to the event but not to the hotel, please let me have your Y or C registration so that space can be reserved for you on Holt station, also if you are dressing in 40's gear but not bringing your vintage car, please let me know as soon as possible so that I may organise free tickets for the railway.

If you have any queries, please email [jo.hanslip@bopenworld.com](mailto:jo.hanslip@bopenworld.com) or telephone 01945 430325. If there is no answer, just leave a message and we will get back to you. We look forward to seeing you in September, if not before.

**Jo & Roger Hanslip.**

## Members' correspondence.

### Air-cooled tyres.

In the last issue (page 15), mention was made of Siebering Air-cooled Tyres being supplied by the Ford agency in Poona, India. The obvious question was asked – what was an Air-cooled Tyre? Needless to say our in-house tyre expert and supplier, Tony Etheridge (see Useful Contacts) came up with the answer.

*The tyre had scoops moulded into the shoulders of the tyre, around its circumference, such that, as the tyre rotated, it picked up air and funnelled it across the face of the tyre, thus cooling it. The tyres were only used for a short period in the 1930s, particularly in the U.S.A. They were obviously suitable in hot climates, hence they were available in India. It would seem that they were not very effective, otherwise they would have been more universally heralded.*

more letters on page 13

# CLASSIC WORLD

## OPINION

Extract from May 2013  
edition of Practical  
Classics

# Club Expo scheme for 'virgins' has a future

## Our Nick applauds an initiative to attract newcomers to classics



NICK LARKIN

**W**hether they're giving the main address at a political party conference or talking good trade figures at a happy clappy get-together of breakfast cereal sales reps, every public speaker dreads the idea of being on straight after lunch – the so-called 'graveyard slot'.

Their congregation, already suffering the effects of getting up early, travelling for an eternity then facing three-and-a-half hours of listening to mysterious underlings discuss market forces and a plans for a central human resources 'hub' will have become numb and closed of mind.

On top of that, by 2.15pm everyone has enjoyed a very large free feed and by the strange gurgling sounds from several parts of the room, many are still feeling its effect. And no-one seems to know how to turn the hall's radiators down a bit.

Contrast this to the classic movement's own equivalent of an annual conference, the excellent Club Expo, held at Gaydon Heritage Motor Centre early in March. Here, representatives from more than 100 classic car related organisations (and the odd motoring journalist) met to hear views, listen to a variety of speakers and find out more about available services. There were lectures and demonstrations on everything from how to organise a concours competition to dealing with insurance.

It's an upbeat affair, with lots of good news this year, not least that a third of the organisations present had never been represented at Club Expo before, showing just how much interest in the event is growing. But what about the dreaded graveyard slot?

When Bob Wilkinson began his 2.15pm speech there was a packed audience ready in eager anticipation. The crowd was, or course, nothing to do with the talk being entitled 'Classic Virgins,' which had already raised many a titter from delegates.

What on earth would it be about? And how would it be illustrated?

Bob, who represents the Ford Y&C Register, in fact put forward one of the best ideas for the classic movement I've heard in a long time. He suggested a Classic Virgins Day for potential newcomers to find out more about the old vehicle movement – and whether or not they'd like to become part of it. Bob said his 40 years working in education tended to make him disagree

'Pop-up' shows put classics in the heart of communities.



with the suggestion that younger people would not take an interest in older vehicles.

'Recent research has shown that classic vehicles are not just a millionaire's hobby,' he said, and added: 'Why shouldn't we share the excitement and thrills we get from these vehicles and give these to future generations?' He was also concerned about the long-term future of something like a million classic vehicles.

The Heritage Motor Centre, organiser of Club Expo, would be an ideal location for a Classic Virgins event, as those present could attend a workshop, followed by trips out in classic cars.

'The idea is for people to get the chance to see whether the classic movement is for them, and which, if any vehicle, they would like to own,' Bob explained.

What an excellent idea from Bob, who is canvassing support for the event, which would be open to 'virgins' of all ages. Just maybe, this could be carefully built up to something of major size, with Classic Virgin

sessions taking place at venues across the country. Candidates could be sourced maybe from people expressing particular interest in classics at shows open to the general public, or schools and colleges

could help with finding candidates.

'Pop-up' classic car shows in market squares, on village greens and on high streets, organised by local and regional car clubs, are increasing in

popularity, and they are proving to be excellent vehicles for drawing attention and recruiting new people to our movement.

Many organisations at Club Expo said they would be prepared to help and, hopefully, so will others. If you've an idea to contribute, get in touch with Bob via bobwilkinson49@hotmail.com. ■

### 'Just maybe, this Classic Virgins idea could be built up to something of major size'

More of Nick Larkin's sideways glances at the classic car world are revealed every Wednesday in our sister newspaper, *Classic Car Weekly*. If you've got some classic car ammunition for Nick, email [nick.larkin@bauermedia.co.uk](mailto:nick.larkin@bauermedia.co.uk)

## Letters continued...

### Engine number query.

Bob Wood has recently bought CNA 164 a Tudor Model "Y". He was unsure about its engine number as there is a number stamped on the rectangular plate on the offside of the engine, which corresponded with the chassis number. However there is also a number R442305PC hand-stamped on the nearside chamfer under the cylinder head. It was explained to Bob, "The number of the original engine was Y122387. After the engine was dropped into the chassis on the production line, the engine number was hand-stamped on the chassis opposite the starter motor (what we now call the chassis number).

Because of the poor oils, fuels and maintenance in the 30s and 40s, most engines failed to pass the 30,000 miles mark. As a result, Ford introduced the Exchange Engine Scheme under which you could put your car into your local dealer in the morning and collect it in the evening with a factory reconditioned engine - cost £10.

The present engine in CNA is a factory reconditioned engine, denoted by the letter R in front of the number on the chamfer below the cylinder head. The PC at the end of the number tells us that the engine is suitable for both Passenger and Commercial applications road tax-wise.

At a later date, an owner has stamped the original engine number on the rectangular plate on the offside of the engine. He has done it incorrectly as it should be preceded by the letter Y (indicating 8 h.p.). On the photograph of the rectangular plate, you can see parts of the original number of the reconditioned engine under the stamped number."



**A montage of the three numbers on Bob Wood's Model "Y". The top photograph shows the chassis number, the middle one the reconditioned engine side plate, with the original engine's number stamped on it (note the faint outline of the original reconditioned engine number underneath) and at the bottom, the reconditioned engine number on the nearside chamfer under the cylinder head**

## The 1935 Darmont car.

In the last issue Paul Tritton reported on his trip to the Retromobile show in Paris in February and on discovering the little-known French car of the 1930s, the Darmont. Paul was convinced that the radiator grille was that of a Model "Y", but regretted not having any photographs to make his point. A plea went out for a photograph of a 1935 Darmont.

Fortunately at the same show, with his camera, was a member who responded to the plea with half a dozen excellent photographs of the 1935 Darmont. One can understand Paul Tritton's belief that the grille was that of a Model "Y", but one can only hesitate a guess that the Darmont company copied the design and adapted it to their little tourer. They followed the revolutionary concept of placing the radiator behind a protective and attractive grille (in this case the grille hid an air-cooled twin cylinder JAP-type engine). However, for some unknown reason, they failed to capitalise on the other 'advanced' feature of the streamlined design; that of hiding the radiator filler cap under the grille (in this case, the cap would seem to be superfluous anyway, as the engine was air-cooled!). Our thanks go to for responding to the plea with the photographs.



**Above: The front grille showing the air-cooled twin cylinder engine behind and the 'filler' cap on top.**

**Below: The 1935 Darmont on display at the February 2013 'Retromobile' show in Paris.**



## Rouge River plant.

At the A.G.M., member Bob Brown presented the Club archive with an enamelled brass Ford Motor Exhibition staff lapel badge (No.10). Regrettably, it is not dated, but I would suggest that it was given to a Ford employee on a pre-war Ford Motor Exhibition stand either in the U.S.A. or here in England.

Of greater interest, though, was a second lapel badge he had with him, which belonged to an employee at the huge Ford Motor Company, Rouge River plant, in Dearborn – see photograph.

**A Ford Exhibition staff badge. It is assumed that the exhibition was pre-war, but in the U.S.A. or England?**



**I wonder who X4727 was as he reported to the giant Rouge River plant in Dearborn. The date is unknown, but presumably pre-war. Can anyone shed some light on this rare item**

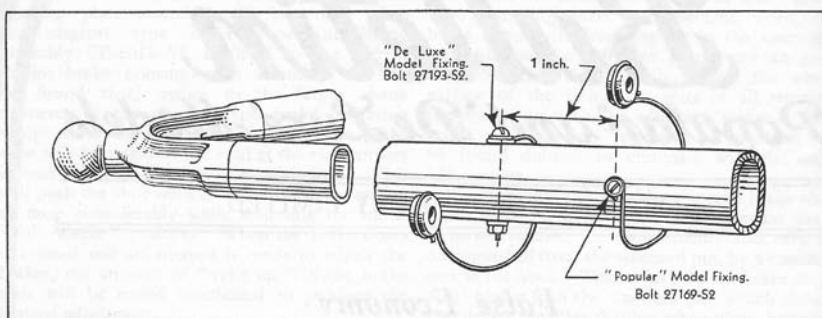


## Of course it is correct!

Colin French sent the following, "I thought I would share this little anecdote with you, since it made me chuckle. Robert and I are now re-assembling the running gear on my Tudor. The front axle is back in and complete. Last night, on our regular Wednesday evening workshop session, we fitted the new front brake rods. We weren't sure which way round to fit the wire supports from brake rod to radius rod, so we drove round the corner to Robert's garage to check this aspect on CNN (which we knew would be correct [it's my old car – Ed.]), before fitting the support.

At 6 o'clock this morning, having been unable to sleep due to the gale force winds overnight, I decided to make a cuppa and read one of the old club magazines which Bob had kindly brought to the AGM for me. Guess what, on page 22 of Issue 72 (Aug 1991) there I saw a perfect illustration of this aspect. It was extracted from Ford Bulletin, September 1935. They say 'timing is everything in life'. Oh, and by the way, CNN was correctly fitted, but I guess you knew that Sam!"

**The front brake rod supports ( for both Models "Y" and "C") as they appear in the 'Ford Bulletin', Vol. 4, No. 7 dated September 1935.**



## Feedback – issue 201

Brian Fleet commented, "I particularly enjoyed page 26 of the current mag: 1- Peter Ketchell standing amongst the used parts in Bangkok in the back streets that I visited a few years ago. The volume of spares there is unbelievable and probably next door to a café where you would find a Buddhist monk having coffee and chatting on his mobile phone.

2- Jack Gray's story of life on a Dagenham line was fascinating. It reminded me of a Charlie Chaplin film called "Modern Times" - where Charlie got behind tightening bolts on the assembly line and was leaning over adjacent operatives to try and catch up to his place – I didn't realise it happened in real life!"

## Have you seen this car?

Colin French was driving through Banbury, Oxfordshire during the last week of April and passed a black long rad? Model "Y" with cream wheels driving in the opposite direction. It would seem that the car was wearing an "age-related" registration, LFF 747 (or could be LEF 747). We have no record of this registration. Can anyone help locate the owner, please?

## Jensen drop-head-coupé

I was sent a lovely family photograph of an outing probably pre-war. My heart dropped a beat when I saw that the car was a Jensen-bodied Model "CX" Drop-Head-Coupé. I referred to the photograph on page 210 of the Y&C book of a new one being delivered, presumably by Bristol Street Motors, Ltd. in Birmingham, who commissioned Jensen Motors Ltd. to design and built sports-tourer bodies on the Models "Y" (the Mistral) and the "C" (Hurricane). To my surprise, it is the very same car as in the photograph, registered BOM 358. Perhaps that was the only Model "CX" drop-head-coupé built by Jensen.



**A pre-war picnic outing in a very rare Jensen-bodied Model "CX" drop-head coupe.**

## 20 years ago

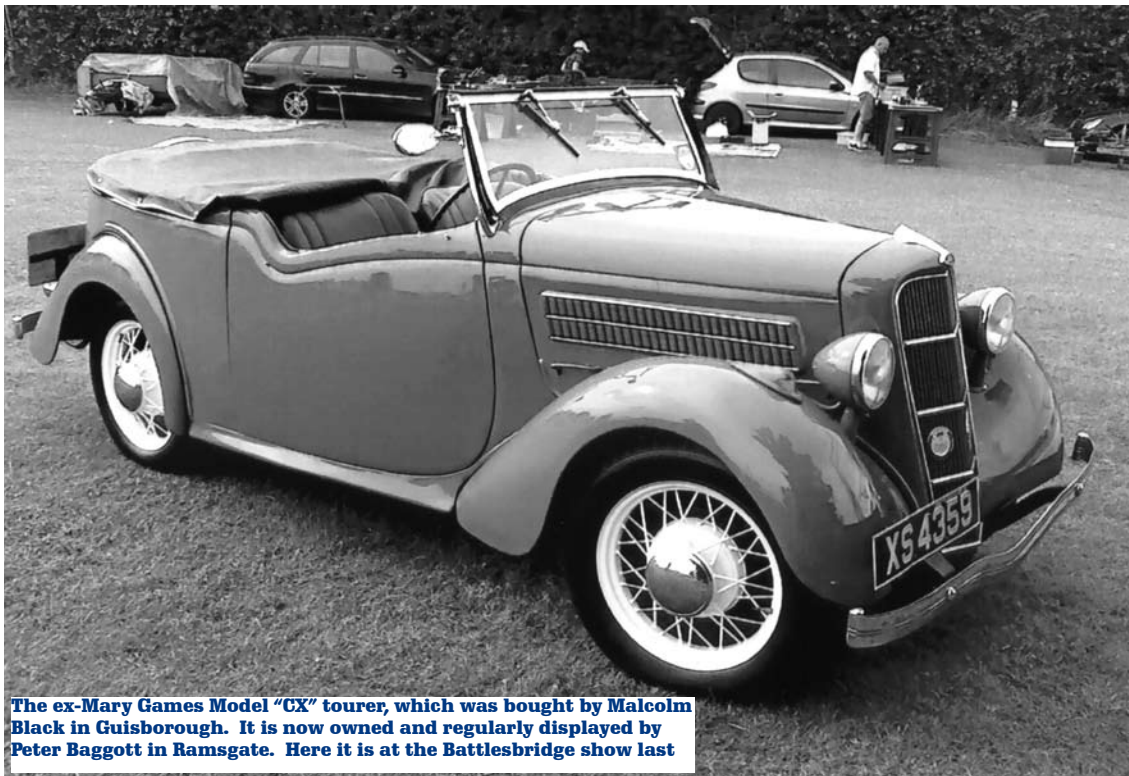
### Issue 82 April – May 1993

As in this issue, Issue 82 contained a write-up on the 1993 A.G.M., the 14th, held in what was to become our regular meeting place; Willoughby Village Hall. This year there were 36 members in attendance, out of a total of 386 members world-wide. We are blessed with a loyal membership as, each year, we seem to attract approximately 10% of the membership to the A.G.M.

As Chairman in 1993, I was pleased to report another good year on both the spares front and on the attendance at events, which included Stanford Hall, Enfield and G-Mex in Manchester. Once again the Club had organised the All Ford Rally at Abingdon, raising some £1700 towards the Club funds. Unlike the present-day Old Ford Rally, we were the sole organisers. It was during this year that we had established formal links with the Australian 8 & 10 hp Sidevalve Club of Victoria, thanks to member, Bill Ballard, who had paid two visits to the state with a view to eventually settling there (see below for Bill's report). On the spares front, Kevin Brigginslaw reported that the Club's spares were slowly being sorted onto the new shelving in the barn and Peter Ketchell reported that complete Model "Y" bumpers were now available and priority was being placed on the remanufacture of MoT items to keep our cars on the road. I should think Bob Wilkinson breathed a sigh of relief after this meeting as a new Treasurer was elected, leaving him with 'just' the Secretary and Membership Secretary's posts.

There were ten new members listed in this issue, none of whom remain on the present-day membership list. Oddly, one new member was Malcolm Black, from Guisborough, who was allocated B1710 as his membership number. In 2004, we were joined by Andrew Black from Morpeth (a tad further north), who was also allocated membership number B1710. I have since established that they are not related. The Guisborough Black had purchased the ex-Mary Game Model "CX" tourer, X5 4359, from the Spinning Wheel Garage in Chesterfield. The car was well-known to the Club having appeared at many shows over the years. I remember it as a regular at the Enfield Pageant. It is now just as visible to the public in the safe hands of Peter Baggott down in Ramsgate.

What is slightly disappointing is that cars owned by five of the new members appear on



**The ex-Mary Games Model "CX" tourer, which was bought by Malcolm Black in Guisborough. It is now owned and regularly displayed by Peter Baggott in Ramsgate. Here it is at the Battlesbridge show last**

the list of survivors still owned by the same guys, who are no longer members. Room for a bit of recruiting here Membership Officer! One car, FMT 963, then owned by Sid Rice in Crediton, Devon, now lives down the road in Redruth, Cornwall, owned by member, Alistair Webb. I feel sorry for the last identifiable car! As was stated in issue 82, "Clive Cunningham, in Nuneaton, is a brave member! His 1934 Model Y was found in a field with most of the bodywork missing! He had other problems too. He writes, "The cylinder head was nearby along with a sack containing pistons, another block, a gearbox and even an unopened

The Ford Y & C Model Register

gasket set. The 'car' is now in my workshop with engine able to turn over and new clutch fitted. I don't know whether it will be two-door, four-door or a tourer?" To add to the car's woes, it is now in the John Griffiths collection ('scrapyard') from which few cars ever re-appear – to wit the famous Bezzant tourer cum racing/rallying car.

There were two articles of note, which readers may find of interest. As mentioned above, Bill Ballard had spent two holidays in Australia. The first article is his account of what he found on the sidevalve front whilst on his holiday:-

### "Sidevalves 'Down Under'."

We have all heard of the wonderfully wierd Sidevalves that were built 'down under' and I have been fortunate enough to see many examples of them at first hand during the course of my two holidays spent in Australia in March 1991 and March 1993.

I hadn't long been in the country for the 2nd time around when I purchased a copy of "Restored Cars", published by Eddie Ford Publications Pty., Ltd. and noticed an unusual 1935 "CX" coupe with the Victorian registration plate CX 1935 for sale in the 'Swap Meets' section, of all places (an editorial error, no doubt). I did not hesitate to contact the vendor, Danny Ellerton, who told me that he had owned the car for 25 years and had only recently restored it. He was forced to sell it because he was recently made redundant. He had advertised the coupe (only 1 of 5 known to exist in Australia) for \$13,500 but was prepared to accept offers over \$10,000. A 2-seater with dicky seats, the coupe is painted white with black wheels, an odd combination I thought, believing it would look better with either white wheels or black wings.

A week later, at the invitation of Keith Mattingley, I was to give a slide show about the UK Sidevalve scene to members of the Ford 8 & 10 Sidevalve Club of Victoria, as a result of which I was to meet Alan Stevens, who lives at Epsom, a beautiful city about 100 miles north of Melbourne. Now I always thought it was a toss-up between Andy Main, John Miller

and Bob Wilkinson as to who would win the award for owning the most Sidevalves, until I met Alan, who has 31! I just couldn't resist his invitation to view his collection. So I borrowed my brother's car to visit the ranch-style home, the approach to which is down several kilometres of 'outback' type roads.

As suspected, many of the Sidevalves, which included many interesting utes, tourers and roadsters, were nothing more than rusting (but restorable) hulks stored in a field. The ten best vehicles are kept securely under cover in a barn and most of them were in need of mechanical attention and a respray.

Pride of place in Alan's collection was his immaculate 1936 "CX" 4-door saloon, understood to have originated from South Australia with the registration CX. 1936. It now bears the Victorian "Club" registration, CH.0761. It is one of 5 "C"/"CX"s owned by Alan (another record?) the other four I now are a '35 "C" 4-door saloon, a '36 "CX" roadster, a '36 "CX" 4-door saloon (green paint job and brown trim in this instance) and a

have identified what appears to be another "C" hidden away in the barn in one of the prints.

Asked how he came to have such a large collection of Sidevalves, he confessed that he just hated to see them "crushed" and when told about derelict one in a quarry, cornered in a scrapyard or just sitting in a field, he just had to go and rescue it! He admitted that he is unlikely to restore many of them himself, and was willing to part with those outside to dedicated enthusiasts for a modest sum. He would like to concentrate on "C"s and "CX"s and knew of an unrestored coupe like Danny's that he might acquire in the near future. It is likely that he will part with the green "CX" as it duplicates CH.0761.

Durwad, who was to win the award for the best Sidevalve at the show. Unfortunately, I failed to record which was his car!

The reader may have noticed the absence of "Y"s in the story. I have only ever seen one of the marque "down under" and that was on the '91 trip, when I saw and photographed a green 1932 'short rad' roadster with dicky seats and appropriate registration mark at the "All Ford Show". This dearth of "Y"s was later explained to me by Philip Handel, whom I met in Sydney. Philip, like myself, Keith and Alan, owns a 7W (actually, he owns 6, if we include his son, Mark's tourer, which is similar to mine and originated as a rusting hulk from Alan's 'collection' few years previously). Philip told me that when introduced in Australia in 1932, the Model "Y" 'short rad' had initially sold well, but by the time the 'long rad' had been introduced, it had suffered competition from other makes, its lack of power and comparatively poor suspension letting it down in the conditions prevailing in Australia at the time. The only 'long rad' model available on Oz was the 4-door saloon and this was dropped when the 10 hp "C" was introduced. As a consequence, the 'long rad' is very rare and much sought after in Australia today. The 'short rad' is less rare and the "C"/"CX" quite common. This explains why I saw so many of the latter on my latest visit – quite a contrast to the situation with these models in the UK!



Photograph taken by Bill Ballard of a Model "CX" roadster in Alan Stevens' yard. Bill was to take on the restora-

I was to discover where the registration CX. 1936 had gone to when I attended the "All Ford Show" at the Modbury Oval, in Adelaide, for it was there that I saw its holder, an immaculate, cream 1936 "CX" 4-door saloon. I also came across an immaculate

"CX" roadster utility of unknown age. I say "at least" 5 because since returning to the UK and having my photographs developed, I

off-white "C" 4-door saloon. One of these two cars was owned by a nice old gentleman by the name of Quentin

Oh! By the way, that slide show (which was also repeated to the South Australia Sidevalve club) was to create a lot of interest: I had included shots of lots of tourers, John Hampton's vans, Ford's 'Tug' and Dave Cutis's "CX" tourer, the likes of which, apparently, they have never seen "down under"!

In conclusion, I would like to add that its apparently very easy to obtain a 'cherished' registration in Australia - hence the reason why so many Sidevalves I saw had appropriate registration marks!" Bill Ballard."

**Beware welding.**

The second article, by Dr. Ford (Graham Miles) himself told a precautionary tale:- "The statement that Ford welded their assemblies is not quite correct. Only the drag link had welded parts, never the track rod. The original design of the track rod was changed from female ends to male ends, but in both cases the ends were forged and machined. To one of these ends, via a forged lug, the drag link is attached.

Now to replace the parts, one suggestion is to produce a swivel joint, much like an egg cup and then weld it to the end of the rod. When the Ford Motor Company produced welded drag links, the weld was not adjacent to the swivel cup, but at the end of a forged part that formed an integral forging of the



A delighted Alan Stevens with Bill Ballard's now fully restored Model "CX" roadster at a rally on 2007.



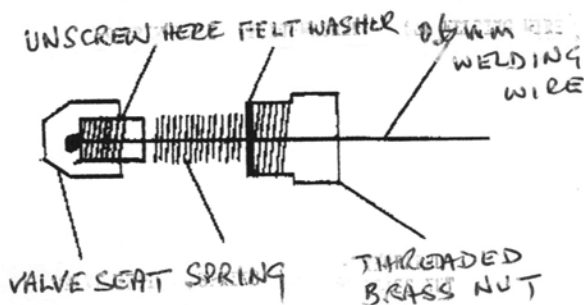
end. True, the very first cars had a weld much as proposed, but not for long. These obviously gave trouble and were soon replaced. As previously stated the track rod ends were never welded.

Welds do fail, especially if a severe blow occurs, e.g. when striking a kerb or hitting a pot-hole. Note that steering parts cannot be welded on modern cars as that is contrary to MoT regulations. So, when reproducing rods and links for the Club, I do not intend to repeat the mistakes of the 1930s."

**Choke control wire replacement.**

Have you had problems with the wire on the choke control breaking, or perhaps bought a second hand carburettor with the wire broken? If so, the problem can be resolved by removing the choke control from the carburettor by unscrewing the threaded brass nut.

**CHOKE CONTROL - WIRE REPLACEMENT**



Then split the valve seat into two pieces, remove old wire, replace new wire and fit to carburettor. I have found the best wire to use is 5 piece of 0.6 mm welding wire. This will have a blob of weld on the end and is ideally suited for the job. You should be able to get a piece of wire from anyone who uses a MIG welder. Make sure you ask for a piece of wire that has been cut off the welder, so as to have the blob of weld on the end.

**Roadworthiness check list.**

Enclosed with this issue of Transverse torque is the check-list of mechanical items relevant to your Model "Y" or "C", which Bob Wilkinson mentioned in his Secretary's Ramblings article. Nigel Stennett-Cox will be, issue by issue, covering each if the points raised on the check-list. In this issue he explains the necessary requirements for our tyres:-

**Tyres.**  
It so happens that all of our Model "Y" and "C" Fords use the one size of tyre, namely 4.50-17 and these are and always were available only in cross-ply rather than the later, and now almost universal, radial-ply type of construction. They are also not of "low profile" type; this again being a feature of tyres on many modern cars and motorcycles.

A word of explanation; the "4.50" notation refers to the tread width in inches and also to the depth of the tyre from tread to the edge of the "bead". That is to say that this measurement is taken going straight across one part of the tyre sidewall from outside in, or indeed inside out. Because our tyres are not low-profile, these two measurements are the same, i.e. our tyres are the same size in width as depth, and would therefore be termed in trade jargon, "100% aspect ratio".

The "17" measurement is also in inches and refers to the diameter of the big hole in the middle, this corresponding to the diameter of the wheel rim upon which the tyre sits when it is mounted. If one looks at a wheel, one sees that between these rims forming a seat for the tyre bead, there is a sunken diameter or "well" - you may have heard the term, "well-base rim". This well is there to allow removal and fitting of said tyre, by allowing the part of the tyre, opposite that being levered off or on, to settle in the well, thus giving clearance on the opposite side. Bear in mind that the tyre inner rim contains steel wire and is inextensible, i.e. it cannot be stretched or forced and attempts to do so will damage the tyre irreparably.

Perhaps enough of the specifications. Members are advised to employ professional help when fitting or removing tyres but, nevertheless, ours can be done using no more than a pair of levers and something upon which to rest the wheel, with particular attention, in the case of the Model "Y", to keeping the stainless steel hub cap off the ground to avoid damage. On the Model "C" this cap will have been removed to detach the wheel, as the nuts are inside the hub or nave. Use of simple levers alone will not work on your modern car.

**Tyre condition**

The minimum legal tread depth for our tyres is 1.6mm, all over the tread with no bald patches. To be on the safe side, you are advised to maintain a depth of not less than 2mm. The spare tyre is not included for legal, or MoT purposes and it is not even necessary to carry one, but clearly if one uses one's car then to fail to maintain a working and legal spare, along with the means to change a wheel on the road, would be rather silly. This latter would comprise a wheel-

brace, ingeniously and cheaply combined with the starting handle on our models, an effective jack, and something with which to check either side of one of the wheels remaining on the ground.

Legal requirements are that no cuts or perishing should penetrate down to the tyre cords, evident by the appearance of string-like substance in the well of the crack, this contrasting with the black rubber of the tyre. Although there has been talk of such over the years, there are as yet no maximum age regulations for tyres, but about 10 years is often quoted for guidance purposes. The rubber is sensitive to prolonged ultra-violet light exposure, and to standing under any kind of flexing or mechanical stress, typically standing whilst under-inflated, or worse, flat. The rubber also hardens with extreme age and such a tyre will be prone to cracking in use.

**Wheels**

The wheels on our cars are unique to the Ford Motor Company, who never fitted traditional, or "proper", wire wheels to any car. By "proper", I mean such wheels as those fitted on pedal bikes or motorcycles. These are hand-assembled with each spoke being threaded in with a screw nipple on the end. These nipples are then selectively tightened to equal tensions; "trueing" the wheel in the process.

Our Model "Y" and "C" wheels were manufactured by the Ford subsidiary, Kelsey Hayes Wheel Company Ltd., who jig-mounted the hubs and rims and welded each spoke automatically at both its inner and outer ends. They were therefore not pre-tensioned, but still the completed wheel was the equal or superior of any other in rigidity and accuracy when fully assembled.

Check for [rare] broken, or bent spokes; the latter may be carefully straightened in the case of the odd one. Finally, do not over-tighten wheel nuts; sadly a common practice, which forces the taper of the nut into the taper of the wheel, stretching the latter until the nut end begins to settle on the brake drum. The result is that the nut can be "tight" but the wheel remains loose. This has been so common on Ford Model As, using the same type of wheel, that one can now buy dish washers to remedy the situation. Look at your starting handle and bear in mind that the small amount of leverage provided by that item, being welded by the average motorist of either gender, was considered sufficient to tighten a wheel nut on to its tapered seat adequately.

Enough for now, I'm tired and deflated, but hope this has been wheely helpful.

**Nigel Stennett-Cox**

*Note 1. Tyres, inner tubes and wheel tapes can be obtained speedily and without hassle through our tame tyre expert (second generation), Tony Etheridge, Tel: 01923 231699*

*Note 2. A useful tip. Anthony Shelton, from Ramsgate wrote in Classic Car Buyer, "To obtain height for getting a jack under a car with a flat tyre: drive onto the spare wheel with the punctured wheel to achieve more ground clearance."*

# THE 1933/34 WORLD'S FAIR

by Terje Sæthre

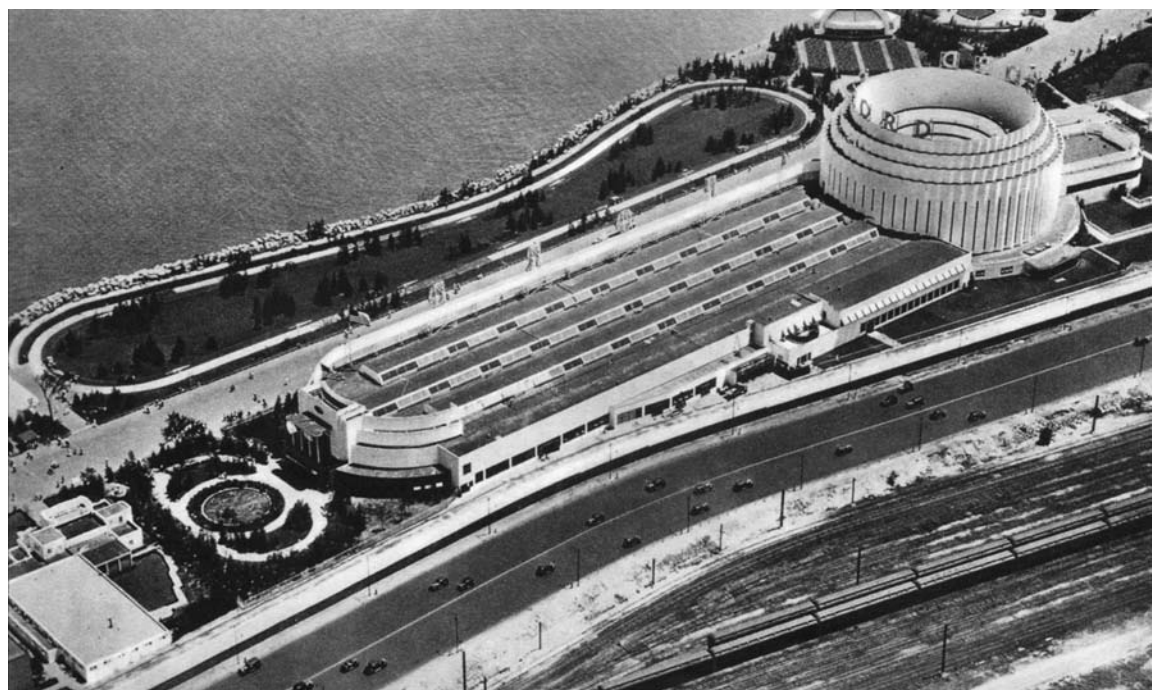
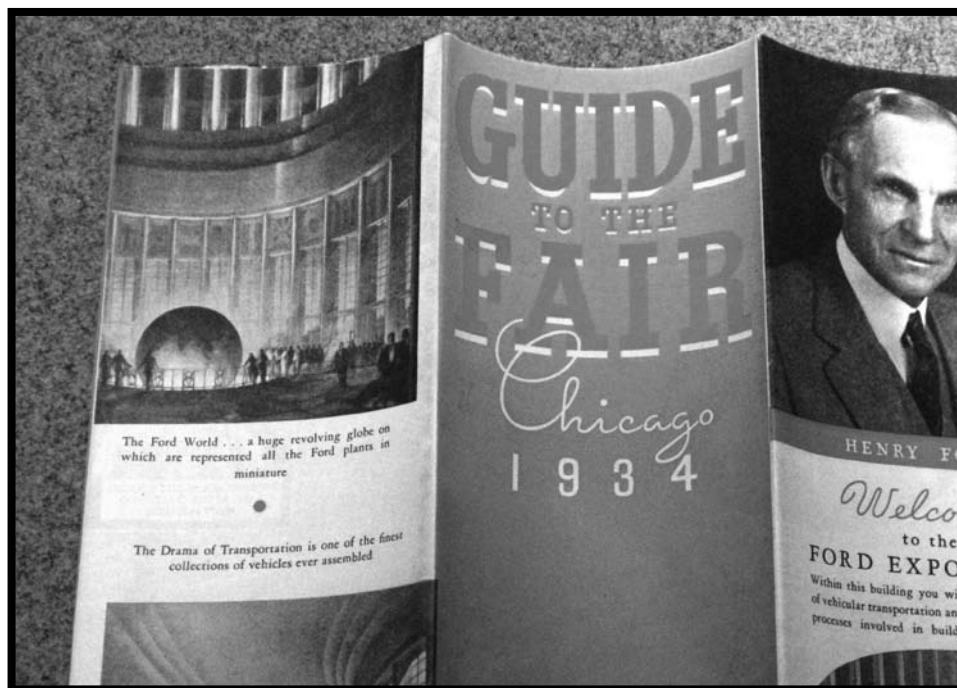
The World's Fair was held in 1933 and 1934 by the shores of Lake Michigan in Chicago, between 19th and 39th streets. It opened on May 27th 1933 and was supposed to close on November 12th 1933, but, because of its popularity, it stayed open until October 31st 1934.

The buildings, which covered an area of 1.7 square kilometers, were painted in many colors to create "Rainbow City". The Fair's theme was "A century of Progress" and attracted 25 million visitors! Although there were many things to look at and do, we will concentrate here on the Ford aspects.

Ford had a great "stand" at the exhibition. In addition to purpose-built large exhibition halls, "The Ford Rotunda Building" was seen for the first time. Later, it was moved and re-built in Dearborn, Michigan. Ford's exhibition building was 270 meters long and 64 meters wide.

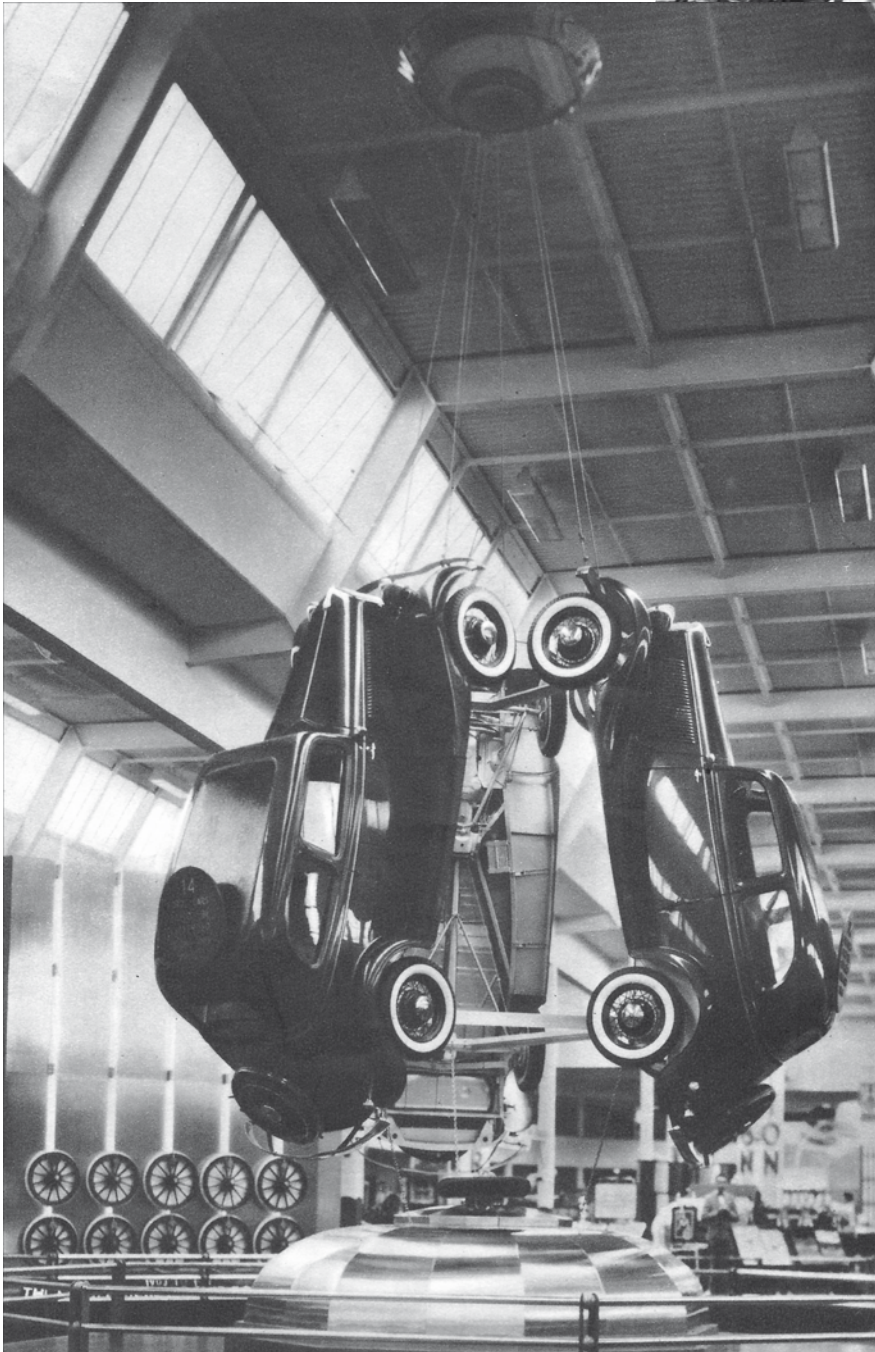
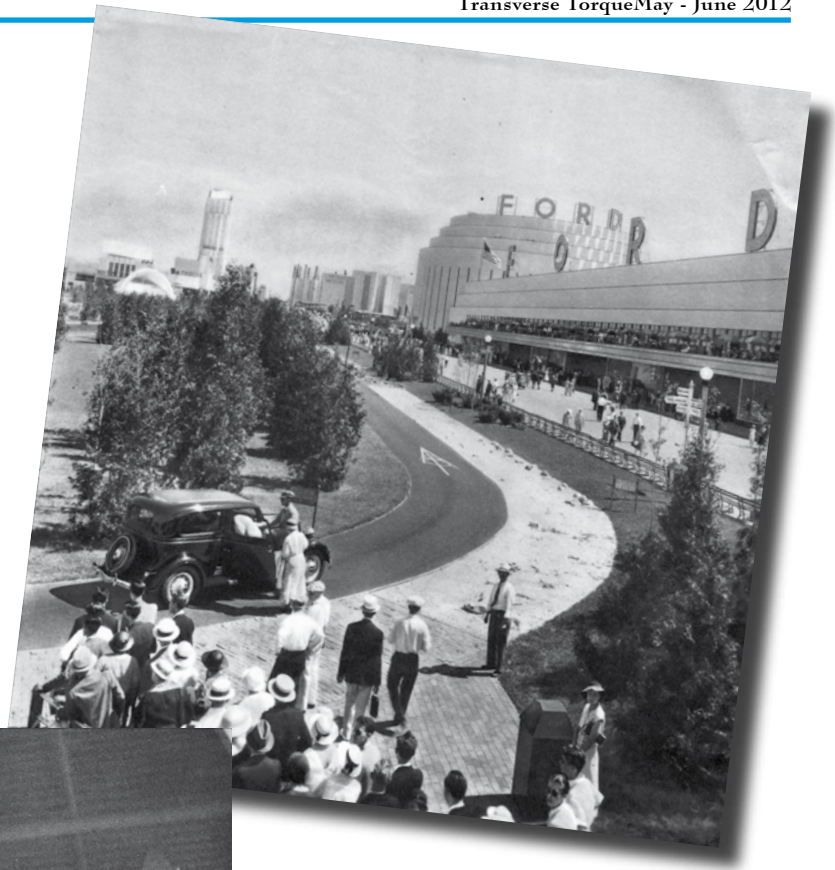
The theme of the Ford exhibition was a historical overview of transportation, from the first Egyptian ox-cart to Ford's 1934 models. In the big Rotunda all these vehicles were on display. The Rotunda was designed by architect Albert Kahn, who designed many of the buildings that Ford had built before the war. Kahn is known as "the architect of Detroit."

The cover of the hand-guide to the Ford 'exposition' at the world's Fair.



Ford's exhibition building at the Chicago World's Fair 1933/34

**Punters queue for a ride in the new V8 Model 40 (the scaled up version of the Model "Y") on the Ford test track.**



**Three Ford V8 cars were hung by one wheel to show the strength in Ford's electrically welded steel wire wheels! (Kelsey-Hayes actually built the wheels - Ed.) The weight was only one quarter of what a Ford-wheel could withstand**

# The Leslie Ballamy Story

## 'Out in Front'

In issue 156, we reviewed this book, written by Friend of the Register, Tony Russell. It is time the book had another airing:

Malcolm Campbell, Whitney Straight, Dick Seaman, George Brough, Adrian Conan-Doyle, Sydney Allard, Colin Chapman .... all well-known names from the golden past of British motor sport .... and Leslie Ballamy.

'Who?' you may well ask, but 'L.M.B.' as he was known, was an intuitive, inspired and brilliant engineer who had considerable influence on all of them.

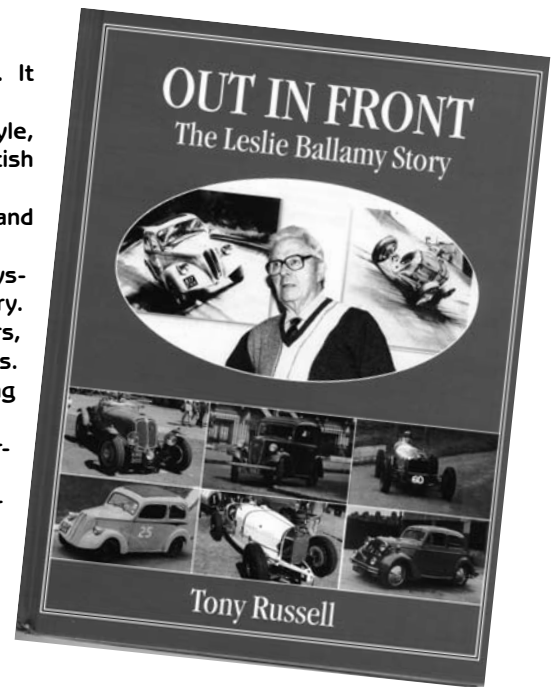
Ballamy is most remembered for designing and developing front-axle independent systems for 'sit-up-and-beg' Ford Populars, but that was only a small part of the story. What is less known is that he also influenced the design of sports and racing cars, experimental engines and transmissions, motorcycles and supercharger installations. In later years he invented a car for the disabled, carpet tufting machines, tube bending equipment and even golf training simulators.

He had an idealistic and highly focused technical mind, often stubborn, forever charismatic, but always fascinating. This is his story.

Copies of the book can be obtained from the author direct Tel. 01306 631498 or email fat\_rabbit54@hotmail.com. Price £20.00 including postage and packing.



**A Model "CX" tourer with the LMB Epoch split front-axle modification climbing Knatts Hill in Kent in 1936**



## International correspondence.

### New South Wales.

Our diligent member, Jenny Bone, responded to the request in issue 200, Members' Correspondence, concerning the change-over date from the bent lever to the screw-in ball handled door locking lever on the Model "Y". She also gives a clue as to why the Model "Y" was not too popular in Australia! "I thought you might like to know about the door handles on my Ford. As you are aware my car was the very last known short rad to be registered in the UK on 30th September 1933. On the inside of the driver's door there is a 'lever' locking mechanism (not bent) which moves forward at a ninety degree angle to lock the door. I hope that's of interest.

We've been out and about a bit over the last couple of months following a serious breakdown just days after the car passed her annual inspection for registration. We had just left home on the very bumpy Bells Line of Road en route to our car club annual Christmas barbecue. However, only a couple of kilometers out, the stub axle sheered at the end of the thread - fortunately the wheel did not come off. We were lucky that a chap stopped and offered a lift for Derek back home to get the modern car and trailer.

We have since replaced the broken stub axle from Derek's spares department and she is now running as good as new, with new bearings. Some of the Australian roads are really not suitable for Ford "Y"s, the Bells Line of Road for instance, has suffered badly due to extreme weather conditions. The summer was so hot it actually melted the tar on the road, leaving two smooth ruts on each side, very sticky on hot days and very slippery on wet days. As a result of this, the Road Traffic Authority have reduced the speed limit from 80kl per hour to 60kl per hour and added 'slippery surface' to each sign. Apart from spraying water on the road on hot days and also sand, no other action has been taken. Holes are appearing daily, which makes every journey a challenge - even worse in the dark.

Derek is now concentrating on preparing the car for the up and coming National Sidevalve Rally in South Australia - we are really looking forward to it. We have bought new tyres, new battery and are about to tackle replacing the running board rubbers. We managed to get the pyramid rubber matting in N.S.W. and hopefully will not get into any 'sticky' situations.

**Regards to all in the UK. Jenny Bone."**

### Western Australia

I am delighted to report that another, hitherto unknown, Model "CX" roadster has appeared out of the woodwork. Graeme Down, in Perth reports, "Have just extracted the old Ford in sad state of repair from the back of the shed. Found the number of the side of the tool box - photo included." The car has apparently been off the road since 1967. I replied to Graeme, "The car was assembled at the Ford Motor Company of Australia, Pty., Ltd., Geelong, Victoria from a rolling Model "C" running chassis imported from Dagenham, England and a roadster body, designed by Lew Bant, a young Australian stylist. The body was built by the Ford Manufacturing Company of Australia, Pty., Ltd. (co-located and under the same senior management as the Ford Motor Company, Pty.)

There were few Model "C" roadsters produced May 1935 - March 1936 (some 62). These had tool box numbers pre-fixed with the figure 20 (the basic model, during development in Dearborn, U.S.A. was known on Ford circles as the Model 20).

With the introduction and Australian assem-

bly of the more decorative Model "CX" in March 1936, the tool box number was prefixed with 20B. So your car was the 210th Model "CX" Roadster (R) to be assembled in Geelong."

**The Blue Model "CX" roadster sees daylight once more in Perth**

**The Geelong assembly number, 20B R210, on the tool box**



**Denmark**

An ashamed Michael Deichmann reports from Copenhagen, "I have never revealed the details of the Model "C" Tudor that I virtually scraped many years ago? I got rid of the body as it was "just" a boring Tudor. Today, I'm a little ashamed as it was in pretty good condition. It became a donor car for my own Eifel Cabrio-Limousine - I am rebuilding the engine from that car now. I will also use the steering wheel and the trafficator controls built into the centre, as I have all that is necessary to make it work - including the return switch on straightening up.

I will eventually sell the doors and the wings as I have no use for them. They are actually a poorer quality than the German ones. So, Ford Model "C", chassis and engine number C24494 is scrapped. It was a Tudor. I did not record any Briggs tag number.

**Holland.**

Egbert Wilmlink, the brother-in-law of Michael Bell, bought the earliest-known surviving tourer (the Abbey tourer, Y1316) from him and exported it to his home in IJmuiden, Holland. Egbert reports, "The Ford is still in great condition. He's in my dealership in the showroom. There is (still) no Dutch registration, but it will certainly happen."

**Egbert's Abbey tourer (the earliest known surviving tourer) in his showroom in Holland.**



The Ford Y & C Model Register

**Spain**

Luis Cascante reports, "Josep M<sup>a</sup> and Albert Estrampes from Tortosa (Tarragona Province) are the owners of a very original Cabrio-Limousine bodied Modelo 10 1936, registered V- 18057 in 1941. The car was acquired by their father in the early sixties from a dealer. They wish to restore it as originally as possible. Chassis and engine numbers are C36693. I asked them to take some pictures, particularly of the interior and of the manufacturer's plates. Ford Motor Ibérica's aluminium plate is still in place but, as always, the words Ford Motor Ibérica stamped on the plate have disappeared, giving a very crude look to the plate. A clock is fitted to the centre of the dashboard. After sanding the body, the original paint's colour was found, matching the dashboard's colour. It matches also the original Ford Cologne's green shade, 'weinberggrün' RAL 6002 (Wolfram Düster's book, page 43).

Josep M<sup>a</sup> sent some pictures of another Cabrio-Limousine Modelo 10 1936, registered in Tarragona, T-5409 in 1941. This has a very similar chassis number, C36689. It's shod with Model Y's wheels and Model A hubcaps. The owner is Mr. Samuel Herencias. What is intriguing is that both cars were registered in 1941; during the forties and fifties, my family also owned B-69103 (a 1941 Barcelona registration), and Mr. Vallejo Cobo's car, B-69586, also has a Barcelona's registration of 1941 (see Issue 160, June 2006). Why would the four known Cabrio-Limousine Modelo 10 1936 be registered in 1941, 6 years after being manufactured? It was perhaps a batch ordered by the Army or the Police in 1936, considered surplus after the Spanish Civil War, and sold for civilian use in 1941? In 1935 the 'Guardia Civil', a Spanish Police corps, ordered a batch of 48 Ford V8-48 with phaeton body. Could it be that the Guardia Civil ordered a batch of convertible Fords in 1936?"

**The original 1936 Eifel cabrio-limousine in Tortosa (C 36693) registered in 1941.**



## Spain again



The Tarragona cabrio-limousine (C36689), also registered in 1941

Javier Martínez of Soria in Castilla León province in northern Spain, sent in some exciting photographs of his Model "Y". He said, "The chassis number is in exactly the place where you explained: it is Y3509. I have the information that, in my city, only 9 Ford Model "Y"s were registered up to 1936. This is the first one and the only survivor. Before the Spanish Civil War the car had only one owner, but from 1940 to 1963 it belonged to a very prestigious lawyer."

What is exciting is that this is a very early November 1932 car, exported to Barcelona, where it was assembled. There would seem to have been a batch of early left-hand-drive short rad Model "Y"s sent to Barcelona in November 1936 (see the List of Known Surviving Vehicles). Of particular interest are the early model "Y" features; no guttering above the doors, the heavy overlap above the windscreen and the odometer on the Model B speedometer on the dash board.



Javier Martínez' November 1933 Model "Y", which was restored in the early 1970s, when it presumably gained its solid roof, chromed radiator grille and its bright red livery. Here it is sitting in a typical north Spanish village next door but one to what appears to be a 1930's Mercedes

## India (feedback from Bill Ballard)

Another "memory jogger" is that picture on page 27 of the last issue. Is it me, but does that building behind the line of Model Ys not bear some resemblance to the Ford factories in Australia? Do we know the architect(s) who designed the Dagenham building? Is he/they the same as the architects of the Australian factories, I wonder? In other words, did Dearborn control the design of all the Ford factories, rather than employ local architects?

Although most Ford assembly plants built in the early 1930s were designed by Henry Ford's favourite architect, Albert Kahn (Australia, New Zealand, Singapore, South Africa and India all have a similar art deco styling), David Burgess-Wise, in his book 'Ford at Dagenham', states that architects Sir Charles Heathcote & Sons, with Sir Cyril Kirkpatrick as consulting engineer were the designers of the Dagenham building on page 27 of the last issue. – Ed.



A close-up of the roof above the doors without rain guttering and with the heavy overhang over the windscreen.

## U.S.A.

Mark Turner writes from Wixom, just outside Detroit, "Thanks for sending me the magazine, I really am enjoying it. We have returned from China and we are really pleased to be back with family and fiends and our hobbies. I have attach a picture of my latest car acquisition. It is a 1903 Stanley steamer, I am looking forward to learning the "New Technology".



**It's different! Mark Turner's latest acquisition; a 1903 Stanley steamer. This to add to his varied collection of classic cars, which includes his Model "Y" Kerry tourer, 'Henry.**

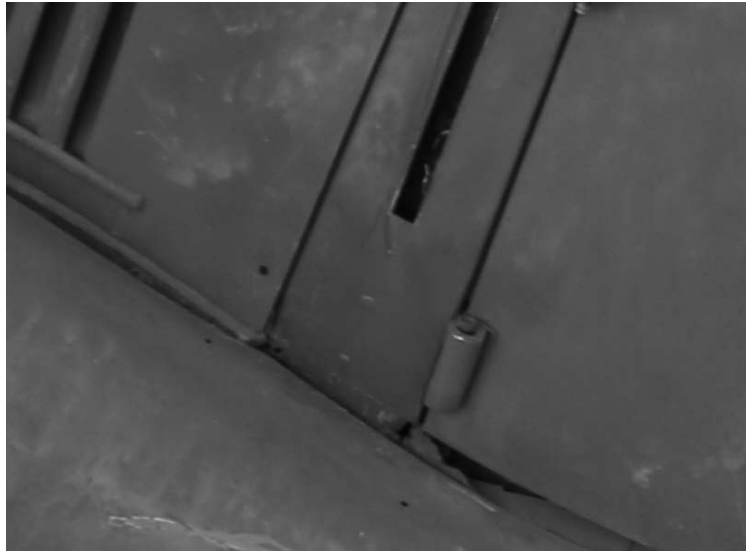
## Germany.

Synchronicity strikes again! In the last issue (201), we reported on and included a photograph of a hitherto unknown Gläser-bodied Köln roadster. Before the issue had

(C 63001 – C70000) in 1936. The query was referred to Thilo Moerke of the Ford Oldtimer und Motorsport Club Cologne e.V., who reckons that the car is a mish-mash of different coachbuilders' parts, but may well have started out as a pre-1937 Gläser-bodied roadster.

Thilo has also forwarded a photograph of a Köln limousine taken in the 1960s, when the car belonged to a driver living in Zwickau, Saxony (see former GDR license plate in photograph). Investigations by the former owner revealed that the car was later running in the Berlin area. The last known owner's surname was "Lohmann".

Although a last gasp plea, does any reader know if this car still survives?



**The only positive clue of the body being of Gläser origin – the (now filled) two holes at the base of the A pillar (beneath the trafficator slot), which could have been the securing holes for the Gläser emblem (see page 8 of the last issue)."**



**The alleged Gläser-bodied Eifel roadster, which has a series of 'wrong' components; e.g. the wheels, the rear hinged doors, the excessively large and long wings, etc.**

been distributed, we received an email from Germany enquiring about the origin and specifications of a partly dismantled Eifel Gläser-bodied roadster, which has been bought cheaply by a classic 'Oldtimer' company. They are rebuilding it to sell on to raise money for a cancer charity. Regrettably we could not help them, other than to look out for the important Gläser characteristic (the emblem at the base of the A pillar) and to comment that the chassis number they have found on the car, C64544, is a number that falls within the range of numbers allocated to Ford of Germany by Dagenham



**Can anyone inform us whether or not this Köln limousine still survives.**

## Germany again.

A very smart French Model "Y" Kelsch 2-seater, drop-head coupé Model "Y" has appeared on my old stamping ground in Detmold, Germany, belonging to Albert Schomburg.



**The March 1933, Kelsch-bodied, Asnières-assembled, 2-seater drop-head coupe, Model "Y" that has appeared in Detmold, Germany. Albert Schomburg, the owner obviously has good taste with his stable of Jaguars and a Model "Y"**



**The Ford Asnières assembly plant plate attached to the bulkhead of the Kelsch (No. 2717), demonstrating that the bodies arrived with chassis at the Asnières plant before assembly.**

## South Africa

We hear little of our cars assembled in the Ford plant at Port Elizabeth, in South Africa. It is with pleasure, therefore, that we hear from Rian Van Vuuren, whose Model "CX", C61245, has been in the family for a goodly number of years. He emails, "Here is the car back in its glory days. I was about 5 years old in the photograph - about 21 years ago." We are hoping to gain more information from Rian about the history of the car.



**A young, 5 years old Rian Van Vuuren with his father in Kempton Park in 1992, somewhere in South Africa, and his January 1937 Model "CX" Fordor.**



## New Zealand

A January 1936 Model "Y" Tudor (Y12161?) has appeared for sale in Hamilton on the North Island. It appeared in the North Island Ford 8 & 10 newsletter, but I received a text from Ian Scobie in Southland on the south Island telling me about it. Incidentally, Ian is the member who lives the furthest away from Dagenham. Trivia I know, but true!

**The green and black January 1936 Tudor (Y12161?) for sale in Hamilton New Zealand. It has the unofficial personalised registration 33 WEE 8**



## Spares report

I have just modified the Parts for Sale List in the centrefold. Regrettably, most of the prices have increased due to the postal rate changes and a large hike in the cost of the rubber compound we use. The prices include postage, except on the larger items, which some people prefer to collect. We have added a number of items during the year. Please continue to use the services of the Register.

A word of caution on the exchange items; in the past, we have not charged a deposit on exchange items, apart from steering boxes, as we expect members to return the old ones taken from their cars. In recent times we have received items which cannot be repaired: they have parts missing and some have probably been lying around in garages for a number of years. We do not want to introduce deposits, but, if the exchange items we receive are not repairable, we may have to, as we are now running short of items to refurbish.

The Spares Committee met at the end of January and an important item on the agenda was new re-manufacturing projects. We did ask members for your ideas on which items you feel we should be investing our time and efforts, but, there was no response; so are we to assume we have got it right? We are constantly striving to improve the spare parts service; we would like to know what you expect from the spares group. Don't forget to let us know if you wish us to consider your ideas.

A new item on the spares for sale list is over-size valves and valve guides. These are new valves with refurbished valve guides and sell for the price of a new valve guide.

We are in the process of acquiring a LHD steering box; hopefully this will arrive before the second batch of steering nuts is completed. Our intention is to have an assembled LHD box to use for exchanges. In the second batch of steering nuts we have ordered several over-size nuts, allowing the bored out boxes to be used.

**Peter Ketchell**  
- Spares Officer.

## Technical advice.

### Electrical short.

Steve Wallace in Huntingdon emailed the Forum, "I've been away for a while in Afghanistan, but have returned and have been collecting parts to do a bit of maintenance to the '36 model "Y". I wanted to log in to the Forum to ask a few questions. The starter went in no problem today and I tested it and it was good. Then I installed the dynamo (but didn't test it). Then, after cleaning up the points and putting some new spark plugs and leads in, I re-installed the battery. That's where I ran into a bit of trouble. When I connected the battery, it sparked. There was a lot of smoke and one of the wires running down to the starter melted - frustrating. I have no idea what happened. I was very meticulous in keeping everything in order. Anyway, I am hoping that one of the guys on the Forum might be able to tell me where I went wrong."

### *Our resident technical expert, Nigel Stennet-Cox, replied:*

"You say that, "one of the wires to the starter motor melted". There are normally two such wires, the big one takes current to the starter itself when the knob on the dash is pulled, resulting in the contacts in the switch mounted on top of the motor itself coming together. The other wire is thicker than any of the other wires in the main loom, because, although it's much thinner than the starter cable referred to earlier, it supplies current to every other electrical device in the car. Sometimes this wire goes straight from the non-earth battery (-ve) terminal, essentially the other end of the same wire as the starter cable. You can trace this smaller lead initially to the ammeter. You therefore have a short to earth somewhere downstream from this wire or in the wire itself, but in the very limited "permanently live" circuit. The Model "Y" wiring is simple, trace the burnt wire from the other side of the ammeter [which will have transmitted "dead-short" levels of current and could be damaged] to wherever it goes. I haven't a diagram to hand but it could be the feed to the ignition/lights switch.

Don't forget that you'll find evidence of burning up to the point where the leak to earth occurred; i.e. something is touching the bodywork or frame at that point. If everything was switched off when you made the connection, e.g. ignition and lamps, then the short won't be in these systems, but in the main feed. I think that the only system to be "live" when everything is off is the charging one, i.e. the cut-out on top of the dynamo. Is the wire to that showing burning signs? The current however shouldn't continue to earth via the dynamo if the cut-out is working and therefore "open" when the engine is not running.

There are a very limited number of possibilities here in the case of the Model "Y"'s simplicity in electrical terms."

## Life on a Dagenham line.

Continuing the (unedited) three-part extract from Jack Gray's book "Motorcycling through theThirties":-

### Part 2. Weeks 2 and 3.

I reported for work at 6.00 am Monday on what was called the block line, where the final machining operations were carried out before the actual assembly began. They involved boring the main bearings, bushing and broaching the camshaft bearings, and cutting the valve seats. I soon discovered that they had problems.

The main bearings had just been changed from the old direct white metal material, to the modern shell bearings made by Vandervell or Glacier. The first operation was fitting six studs in the base of the block to secure the bearing caps, the problem was that they were too tight a fit in the tapped holes. They were started with the fingers, then the block was slid along under a machine like a pillar drill fitted with a special head which gripped the stud without damaging the thread. Pressure on the handle screwed the stud in, a clutch in the drive slipping when the correct torque was reached, trouble was the clutch was slipping before the stud was screwed completely home.

I was given a stud box and a socket wrench to finish them off. A stud box is a handy tool, I hadn't seen one before – it is a long blind nut with a copper pad inside at the end of the thread, so that the top of the stud doesn't get damaged. You just screw it on until the pad contacts the stud, then apply the wrench and turn away. There was a thin spigot on the stud which had to be flush with the face of the block and it was taking considerable pressure to turn them home, when a sharp anticlockwise knock with the heel of the hand released the stud box for the next one. The job was active physically, needing strong arms and wrists, but it wasn't too demanding mentally and I had time to take in what was going on around me, and there was plenty going on.

Each sector had a quality control inspector and he had supreme authority. Theoretically quality should have been 100 percent, but it wasn't of course. The production fanatics would push through a faulty job if they could, to keep the numbers up. However, where a fault was spotted an inspector would tie a red label on the job and not remove it until he was satisfied the fault was rectified. The blocks I was working on had red labels on and as the inspector confirmed that the studs were correctly fitted he removed them, nobody else but he could do so.

On the other side of the line a big hoo-ha was going on between the inspector from the machine line where the threads had been tapped in the blocks and the inspector from the "Automatics", the department where the studs were made. I had observed the row of automatics as I walked past on my way in. Unattended, they were chewing in steel bar at one end and spitting out studs, nuts, or whatever at the other at a rate of one every ten seconds or so.

The inspectors each produced their gauges to support their claim of correct size. Nothing complicated like a micrometer, each gauge had a "GO" at one end and a "NO GO" at the other. On the holes in the blocks, if the "GO" end didn't screw in, the thread was too tight, if the "NO GO" went in it was too slack, the same with the studs. If the "GO" wouldn't screw on it was too large, if the "NO GO" went on it was too small. Neither side would admit to being at fault and bigger guns were brought in.

The foreman of the machine shop and he of the automatics section had an eyeball to eyeball confrontation and a man from the toolroom was called to check the accuracy of the gauges. I wouldn't have known what it was all about if it hadn't been for Albert the inspector. He had a 600 P & M combination and we struck up a bit of a rapport. He put me wise to lots of things Fordwise.

I had been put under the wing of the operator on the stud job, named Taff, a Welshman of course, in his thirties. He wore a blue boiler suit with a flat cap, his broad face had an amiable look and he seemed much different to the nimble-fingered types on the moving conveyor. When I started off eager beavering a bit, he said, "Take it easy boyo, don't kill yourself, just work steady like."

Every now and then when the discussion on the other side of the bench became heated, and the swear words started to flow freely, he gave me a wink and a grin and I became more relaxed.

The charge-hand named George came along every now and then and gave an approving nod when he saw that we were keeping the flow of blocks moving. George had a

compact figure with black curly hair, a hook nose and shrewd black eyes and came from Manchester. Albert came from Lancashire too, he was a man in his fifties with a thin face which had a slightly doleful expression but lit up when he smiled.

The outcome of the dispute over the tight thread was that the holes in the block were slightly undersize and the machine shop took the appropriate action, but there were a lot of blocks in the pipeline and we were pulling them down by hand for another week or more. After the studs were in, the next stage was fitting the bearing caps that had a rib on the face which registered with a groove in the block and located them firmly. They were secured by soft re-usable nuts driven home with a power tool, but finished off with a socket wrench and a strip of feeler tied under the caps to make sure they were right home. The operator on this stage was Bill, another Lancastrian, who also wore a blue boiler suit but had his fair hair uncovered. He was similar in temperament to Taff and when we had a few blocks lined up against him I would help him out.

The blocks arrived via a monorail which wended its way from the machine shop, picking components, through a hot soda wash and a paint booth, up to different levels, round corners. It must have been over a hundred yards in length. Ideally, it should have delivered one of each item required for our engines as they were needed, but inevitably there were gaps or surplus deliveries. When there was a surplus the blocks had to be stacked on the floor with wooden slats between each row. The floor itself being covered with wood blocks all over.

A cylinder block weighed thirty or forty pounds and to remove it from the rail, which was chest high, you had to jerk it upwards sharply to release the toggle-like hook. I was soon delegated the task.

"Made for the job you are boyo," said Taff, pinching my biceps playfully.

Singly they were not much effort, but collectively, at the end of eight hours, you had to handle about seven tons of cast iron on that one phase of the job. Sometimes the paint booth would break down and a paint shop man would plug in a spray gun near us and paint the blocks as they came along the rail.

Occasionally, even this resort would fail and we would send blocks through unpainted, then further up the line paint shop men could be seen, pot of paint in one hand, brush in the other, darting between the operators painting the blocks as they moved along the conveyor, almost a comic opera touch. But there was nothing comic about it, it was part of the serious business of production which was measured by the number of engines off the conveyor line at the end of an hour.

And so I spent the next two weeks shuttling between Taff and Bill with no interference from George the charge-hand, had a little chat now and then with Albert the inspector, while working of course, and had a chance to settle in and absorb the atmosphere a bit.

Opposite me on the other side of a gangway was a row of machines, light variety, not like the cylinder machine lines. There were drills, milling machines, and centreless grinders, which I had never seen before. The drill directly opposite was worked by a pleasant-looking young man who nodded and made a gesture with his hand when he arrived in the morning or left in the afternoon. We greeted each other daily for two years or more and I never spoke a word to him, nor knew his name.

Behind me was the gearbox assembly line. The first operator there took the gearbox cases off the monorail, put them on a machine and pressed in two bushes for the clutch operator cross shaft. We sometimes met as we took our respective parts off the rail and gave each other a grin, but I never held a conversation with him nor knew his name either.

By a coincidence I met him ten years after the War had finished. He was running a small country pub, he remembered me too, and we did hold a conversation then, quite a long one, and I discovered his name was Tom.

With the aid of Albert I established the tiers of management. Directly above us were the

charge-hands who wore khaki coats, above them supervisors who wore short jackets in the then Ford colours of cream with brown collar, cuffs, and pockets. They were a different breed to us being paid monthly and they didn't have to clock on, while above them was the ultimate as far as we were concerned, the Section Manager who wore a smart suit, everybody called him Mr. Anderson to his face and Andy behind his back.

The next operation was boring the main bearing housings, as mentioned they had just changed from white metal to thin walled shell bearings and new American machines had been installed for the purpose. But they had problems here too, the cutters were chattering and leaving a "pattern" in the bore, you couldn't feel it with your finger but it transferred itself to the inside of the bearing shell. I learned this courtesy of Albert who told me that an expert from the United States was on his way as a trouble shooter, but it wasn't a case of going to J.F.K. and hopping on a plane then, he had to come by sea and the journey from door to door took nine days, he located and cured the trouble in two.

The shell bearings themselves were giving trouble too, the centre mains "picking up"; a man from the manufacturers arrived to defend the integrity of his product. In the company of Albert, he watched a block having the mains bored by Charlie, a small neat-looking Cockney. Charlie removed the block from the machine, demonstrated with his GO and NO GO gauges that the size was correct. Then checking by a "Banjo" gauge, which had a remote reading clock on it, showed that they were all round and parallel.

The bearing man rubbed his chin and followed the block to the next operation. Here the caps were removed and secured to the block with a large steel clip, like an oversize version of the one a Scotsman uses to fasten his kilt, but before that the face of the block and the tops of the caps were stamped with a number, so that if they became separated they could be identified.

The bearing man permitted himself a thin smile, told Albert to hold the job and asked Charlie to clock the bores again. The front and rear caps had a ribbed groove to take the sump seals, but the centre was of lighter construction and had distorted. From then on the numbers were stamped before the mains were bored and for good measure at the side of the stud boss.

(to be continued)

**Operators working on the 'Y line' referred to by Jack Gray. Here we see "Y" and BF blocks being assembled. Note the Model "Y" sumps stacked vertically in the foreground. Photograph courtesy Edwin Phelps.**



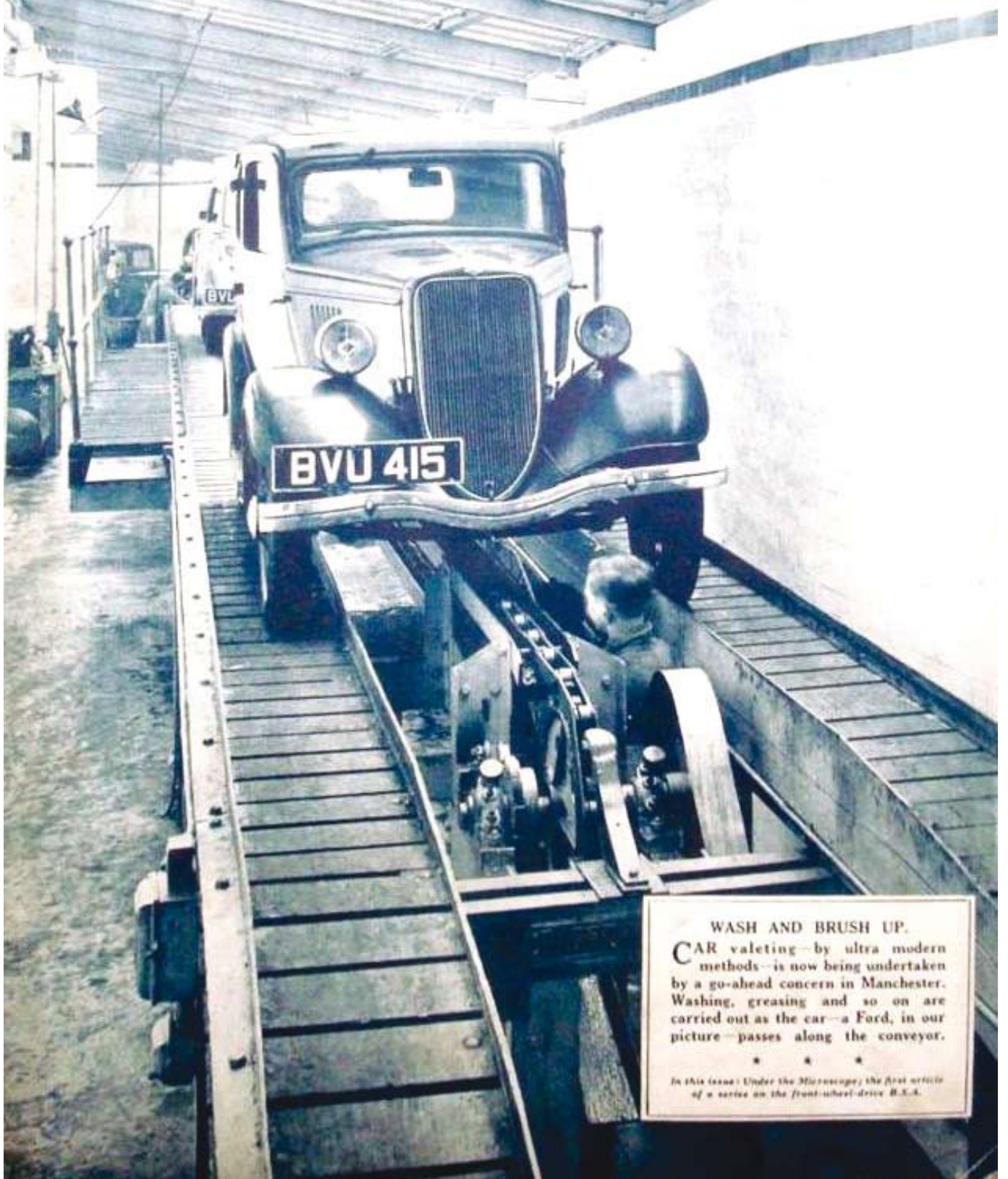
# The Light Car

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## WASH AND BRUSH UP.

**C**AR valeting—by ultra modern methods—is now being undertaken by a go-ahead concern in Manchester. Washing, greasing and so on are carried out as the car—a Ford, in our picture—passes along the conveyor.

\* \* \*

*In this issue: Under the Microscope; the first article of a series on the front-wheel-drive B.S.A.*