

# Transverse

# Torque



**Issue number 203**

**July - August 2013**



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# Editorial.

For the last two months, since the publication of the last issue, your Editor and a couple of dozen other UK members have been very involved in the Club tours to Wales (yes, plural). Those 'Down under' have also been active at the biennial National Sidevalve Rally; this year being hosted by the 8 & 10 Sidevalve Club of South Australia. With apologies to our Australian Syndicate members, you will find that this issue is rather Wales orientated. To give it a good airing, the Australian rally report will be carried over to the next issue (where it will clash only with The Old Ford Rally write-up!).

As a personal thank you, I am grateful to Clive Harrison, not only for organising an excellent programme for the North Wales tour, but for putting his brand-spanking newly restored/re-built Bradshaw Model "Y" tourer at my disposal for the duration. I had a super al fresco week in the glorious scenery.

The North Wales tour was timed to take in the Anglesey Festival of Transport and Machinery, which was held the weekend before the Enfield & District Pageant of Motoring, the show at which we, as a Club, have had a stand almost since our foundation. Because of the clash, the Enfield die-hards arranged a separate tour of the Welsh border region during the first week of May. Coincidentally, both tours took in the aqueducts around Llangollen, built by Thomas Telford in the 18th Century. A summary of the Borders tour is in with the Enfield report. A full-blown write-up of that tour, with photographs, can be seen on Michael Leete's 'blog':- [www.classictrials.co.uk](http://www.classictrials.co.uk)

We are very grateful for the generosity of an anonymous member, who donated the additional printing cost for the full colour, four-page centrefold in this issue, which covers most of the places we visited on the North Wales tour. Also to Jo Hanslip, who received most of the photographs taken on the tour and collated them onto a DVD, which has been sent to all those who took part – well done Jo and a special thank you to the anonymous sponsor.

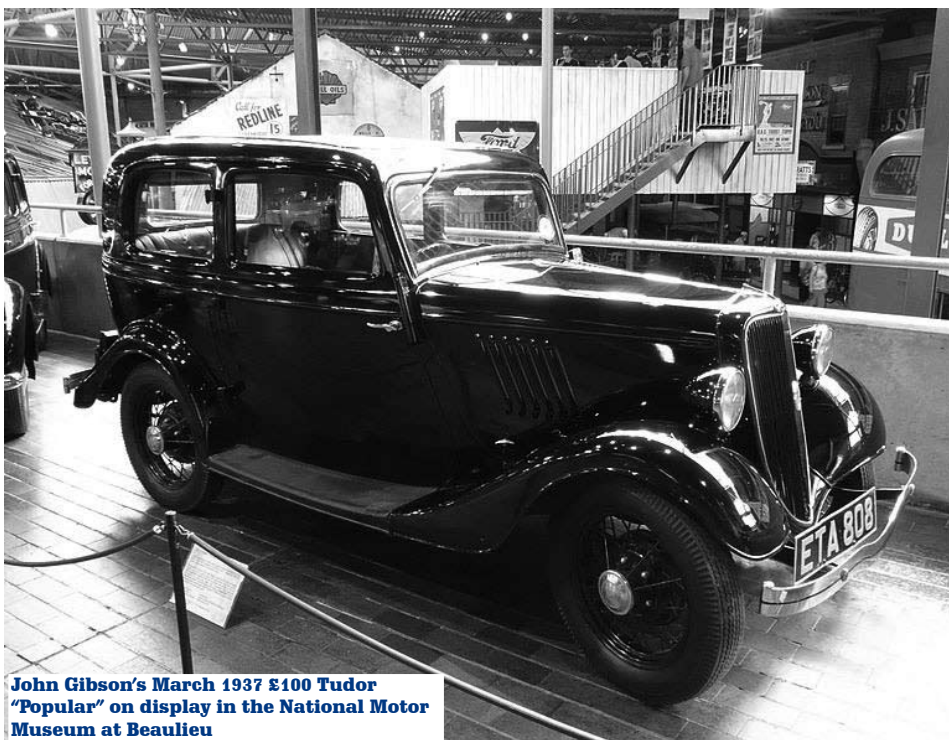
As usual, I have an apology to make. You may have noticed the lack of a Forum Banter report in the last issue. Roger Corti has introduced the Register Forum website, which is being well-used and is a medium for many members' queries and provides appropriate and learned answers from our more knowledgeable members. Although I had the report on my priority list for publication of the last issue, our publisher ran out of space before he reached that far down the list. This time round, its profile has been raised, so I hope you will enjoy a bumper report in this issue.

Our tyre expert and provider, Tony Etheridge, came across an old Beaulieu Autojumble programme from September 1986, in which Michael Ware, the then Curator of the National Motor Museum at Beaulieu, reported on what was new to the museum. An extract reads, "A 1938 Hillman Minx has come on loan, while at last we have an example of the first £100 saloon car, the 1937 Ford Y, kindly loaned by Mr JL Gibson." We forgive him for stating that the £100 Ford was introduced in 1937 – the Model "Y" was reduced to that price in October

1935. However, John Gibson's Model "Y" still graces the mezzanine floor in the museum and is almost the first car you see on entry to the main hall.

Our thanks go to Mike Hines on the west coast of the U.S.A. for donating Vol.3 No.35 of 'On Four Wheels' to the Register library. This was one of a series of magazines published in the 1980s, in encyclopaedic form, No. 35 telling the story of the Ford Motor Company, written by Graham Gauld of the Ford Motor Company Ltd. in England. As I reported back to Mike, "The 'On Four Wheels' article on 'The Ford Motor Company' is comprehensive in its coverage of the USA company, but rather lacking on the Europe end of affairs, especially pre-war, which is what our 'Ford Models Y&C' book covers. Although, there are plenty of photographs of the European Fords, I can understand why the article is short on European text. The magazine is a UK publication and, like me, the authors probably could find no documentation on Ford of England from the pre-war period. This is why I had to come over to Dearborn on two occasions to go through the files in the Henry Ford Museum archive in order to write the Y&C book."

In this issue, in addition to the colour centrefold, we are treated to the second in the Roadworthiness Check items, covering those areas highlighted in the laminated check list, which you received with the last issue of the magazine (those receiving hard copies that is). The topic this time round is 'steering', a subject close to all Model "Y" and "C" owners. Our thanks to Nigel Stennet-Cox for describing the requirements.



**John Gibson's March 1937 £100 Tudor "Popular" on display in the National Motor Museum at Beaulieu**

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Also included as a tail-ender is the third in the trilogy of articles describing life on the engine production line at Dagenham in the 1930s. This is a rare insight by a temporary employee, Jack Gray, whose interests lay more in motor bikes than cars, but is an eye-opener all the same.

We are also grateful to the Historic Commercial Vehicle Society, whose member, Tony Osborne, has researched the history of the Ford commercials. He and their Editor have allowed us to reproduce the pre-1945 part of the story.

As with many of you, I am sad to read that Bruce Allan has decided to stand down as Treasurer of the Club as from the next A.G.M. During his time in office, there have been some major changes in the Club's status and financial procedures, making it easier for his successor to fall into the appointment. I am particularly grateful for the way he set up and is running the separate account for the Ford Y&C book sales. I hope one of you will take up the challenge to join us on the Club management team as the new Treasurer.

Mentioning the Ford Y&C book, we do need you to push the sale of the book to your Ford enthusiast friends, as it is a future income provider for the Club. If you don't have a copy, perhaps a birthday or special day present is in order. Details of the book are on the website and at the end of the Spares listing in the centrefold.

We continue to build up the Club archive of vehicle details and relevant automobilia. The Rouge plant employees' badge appeared in the last issue, since then, I have received a photograph of a fuel filler cap belonging to Bob Wood, in Leominster, Herefordshire, issued by Manchester Garages in Oxford Road, Manchester. This was one of the dealers distributing our cars in the 1930s.

## Chairman's chatter.

The summer season is upon us, giving us the opportunity to be out and about with our treasured vehicles. That's the story I was told; I do not know about you, but my past few months have been curtailed by bad weather and then, for me, six weeks of no driving following a replacement knee operation (Note: I prefer chocolates to flowers and cards). We did manage two good shows in early May and a local village affair to which 'Management' drove very successfully [bless her – Ed.]. Bring on July as I will be driving again and, hopefully, the weather will turn for the better.

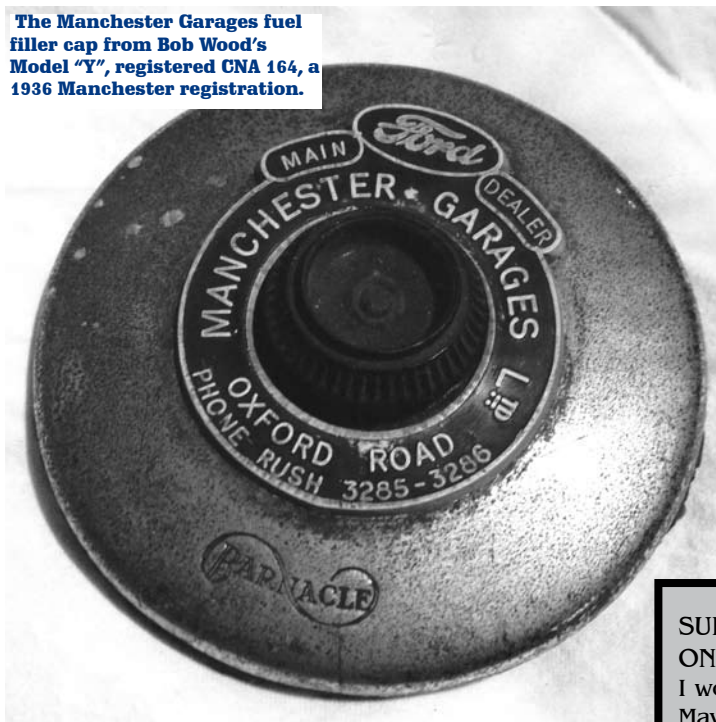
From conversations held, see reports in this issue, the Club tour was a great success and enjoyed by all who attended. Congratulations to Clive – see, you do not have to be old and miserable to be successful.

The Old Ford Rally at Gaydon is upon us and, according to Bob, all is in hand (he usually organises good weather as well). I look forward to seeing you there and, if you have not been before, please try and make it, as it truly is a tremendous event. Thank you in advance to the team of organisers and helpers.

In conclusion, I trust the summer weather improves and your involvement with the Classic scene continues to be enjoyed.

**Brian Godfrey, Chairman**

**The Manchester Garages fuel filler cap from Bob Wood's Model "Y", registered CNA 164, a 1936 Manchester registration.**



I look forward to seeing many of you at the Old Ford Rally at Gaydon on Sunday, 21st July.

**Sam Roberts, Editor/Archivist**

**The deadline for copy for issue 204 is  
Friday, 30th August 2013.**

### Photographs on Covers:-

#### Cover photographs:-

Front:- The cars on the North Wales tour line up in the car park at the Llanddeusant working windmill on Anglesey.

Back:- On the earlier Welsh borders trip, Neil Bray steers the Enfield contingent's narrow-boat over the Trevor aqueduct near Froncysyllte. A smiling Michael Leete acts as pilot!

### SUBSCRIPTIONS WERE DUE

ON 1st JUNE 2013

I would like to thank all the members who have paid promptly. May I point out that, if you haven't paid by the 8th of August 2013, this will be your last issue of "Transverse Torque".

I would like to stress that paying by standing order is easier for you and me – you don't have to remember to pay – your bank does it for you!!!! If you have a U K or Eire bank account and would like a standing order form, please contact me; my details are on the inside front cover of the magazine.

Thank you for your co-operation.

Mike Malyon Membership Office

## Secretary's Ramblings

I hope you are all getting out whenever our spasmodic summer weather allows. Pat and I enjoyed thoroughly the Club's North Wales Tour, organised in excellent style by Clive Harrison, our Club Contact for Region 14. The weather was indifferent, but never bad enough to spoil the enjoyment of either the beautiful scenery or indeed the company. Our thanks go to Pete Ketchell for allowing me to use my engine in his 4 door Model "Y" saloon on tour! (Hopefully the engine will be reunited with my "CX" tourer in the near future as restoration continues).

The feature of our Club tours, which is often overlooked, is the ease of touring with a group for additional support – the vagaries of old car motoring are often more imagined than actual – but travelling with a group lifts any potential anxiety about break down. One can create that feeling of security through arranging a local day out with fellow members in your region. It does not necessarily have to be one make of car/ model – local mixed-make clubs are often fun too. Just do what you can to use the old car and give pleasure to those who simply admire them.

### Feedback on Vehicle Inspection Checklist.

In this issue, Technical Adviser, Nigel Stennett-Cox, will be following up with detail on the next section – Steering and Front Suspension. All these sections are important for the mechanical security of your car and for the safety of drivers and passengers. It is hoped that members will use the checklist, supplied with your previous issue, which was laminated for garage use. Please feedback your comments on how useful, or not, this guidance has been to you. I hope the efforts of our technical team are not wasted since, as yet, disappointingly, we have had no comments from members.

Occasionally, I see for sale adverts for our members cars on classic car websites and ebay and am disappointed that these cars have not been advertised on our own Club website or in the Club magazine. This is a free services to members – so why not use it? .... more so in that we do have potential buyers who check our Club website regularly. Don't forget that the Club website is open to the whole world not just our members. Please use it.

Since our last issue, no one has contacted me for support regarding taxing a car under the new non-MoT regime; so I presume that that all is well. Please check your logbook (V5C) for accuracy .... don't wait until you have a problem for which you need an instant solution. Check that the YEAR of MANUFACTURE is correct, also chassis number, etc.; especially engine size as 933ccs /1172ccs. (8hp /10hp engines).

Old Ford Rally. By the time you are reading this we should be very near the Old Ford Rally date (Sunday, 21st July 2013). If you wish to display your car, you may just have time to obtain the passes, etc. direct from me. Otherwise, by turning up on the day, you will incur the normal admission charge. Attendance at shows this last couple of years has been lower – though our figures for 2012 were encouraging – we are hoping for good crowds again. Some old car buffs are, in my mind, short sighted when they refuse to attend "static" shows, indicating a preference for tours, etc. If we are to attract newcomers by engaging them in discussion, the static show has its place in the calendar. I think one really needs to do both types of event.

### Insurance and MoT: FBHVC

Some members have been concerned that classic car insurers may demand that a pre-1960 car should have an MoT pass as a condition of insurance cover. The FBHVC reports that, from their survey of leading insurers, no such demands will be made. Regardless of an MoT certificate or not, the importance is to ensure that our cars are maintained in road-worthy condition. Anything less is irresponsible. Please let me have details of companies refusing cover for cars without MoT as the FBHVC continues to monitor the scene.

Now is the time of year, whilst using the old Ford, that future work / restoration / repairing items, etc. come to mind. Make a note of your on-going restoration and begin to order the parts you will need when the time comes. We are fortunate to have an excellent parts availability and, indeed, reliable little cars. I pondered that the 15 or so cars on the North Wales Tour must have covered a collective mileage of around 10,000 miles..... with only minor problems. A tribute indeed to our Ford Y & C Models still going strong after 80 years.

### Classic Virgins. Stop press news:-

The Classic Virgins Day, as reported in last issue (page 11) has now been confirmed to take place at The Heritage Motor Centre, Gaydon on Saturday 28th September 2013.

This one-day course is aimed at prospective and hopeful classic car owners. A theory ses-  
The Ford Y & C Model Register

sion on all aspects of classic car ownership is followed by a "hands-on" workshop session, covering basic maintenance tasks. The afternoon is spent riding in a range of classic cars. If you know of any likely candidates (friends, family, etc.), who might be interested, please direct them to the Gaydon website [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk) (Workshop Events) or telephone 01926 645120, or simply give me a call; Bob Wilkinson. 01832 734463.

Enjoy your summer.

**Bob Wilkinson. Secretary**

### Bob's Joke Corner.

A short one this time:-

An old cattleman told his granddaughter that, if she wanted to live a long life, the secret was to sprinkle a pinch of gunpowder on her cereals every morning. The granddaughter did this regularly until the age of 103, when she died.

She left behind 14 children, 30 grandchildren, 45 great-grandchildren, 25 great-great-grandchildren ..... and a 40 metre hole where the crematorium used to be!

I thought that would go with a bang. Send me your favourite joke for us all to enjoy.

**Bob Wilkinson.**

### Club Treasurer.

After a dozen or so years of excellent service to the Club in the Treasurer role, Bruce Allan, has given notice of his intention to stand down from the post at the next A.G.M. in April 2014. He will remain an active member, enjoying old Ford motoring and events. We are letting members know in good time to enable a replacement to be found.

This important committee role consists of overseeing Club finances and advising the committee on these matters. There are effective and well tried systems in place, designed to reduce the workload to manageable proportions. Naturally anyone interested should be computer literate and be confident with handling figures.

If you are interested in finding out more about the role, please contact the Secretary, Bob Wilkinson, in the first instance (Tel: 01832 734463). More detailed information can be given in due course. This is an opportunity for a member with these skills and interests to serve the Club over the next few years.

**Bob Wilkinson.**

## Photographic finds.

We are once again indebted to Karl Dillon, who sent in the following three photographs from his extensive collection of police vehicles.



**The Irish Garda were particularly fond of the Model "Y" as their day-to-day vehicle in the 1930s. They were assembled at the Henry Ford & Son factory in Cork**

**This could be a wartime inspection by the Lord Lieutenant of Lancashire. The police drivers, with their gas-masks, have a wide variety of models in the Force, including this October 1936 Manchester registered Model "Y"**



**Another war-time Police vehicle inspection: this time of the Chester Police Force. Again, a wide variety of vehicles with a March 1936 Chester registered Model "Y" as 'right marker**



# The Tour of North Wales.

18th – 24th May 2013

**Clive Harrison thought of everything.** At each of the places we visited, parking was pre-arranged, tickets and reservations had been made and meals booked where appropriate. It was a well-organised, very enjoyable tour of some of the most scenic places; on Anglesey, in the Snowdonia National Park and Denbighshire. Even the weather played ball for most of the time. The Bradshaw had completed all of 6 miles when I took it over at Clive's house in Dyserth on the Friday evening – 3 miles to the MoT garage and 3 miles back. It was my task to discover the teething problems as the tour unfolded and, when I presented Clive with a list of 21 points, the only thanks I got was to be presented with the 'Hard Luck' trophy at the Last Supper! (Much to Peter Purdy's delight – Peter having lost his expensive Harris-tweed cap to the wind on the Chirk aqueduct).

The tour was arranged to take in the Anglesey Festival of Transport and Machinery on Sunday, 19th May, at which our 13 Model "Y"s, Peter and Jean Ketchell's Model "CX" tourer, Michael Capps's 1938 Ford Prefect, Nigel Stennett-Cox's 1934 Model 40 sports tourer and Colin French's split-screen Morris Minor convertible were guests of honour, having our own separate listing in the show's catalogue. Bob Wilkinson took over the microphone in the arena and gave a learned description of our cars to Jo Public. We had crossed over the Menai Strait onto Anglesey from our hotel in Caernarfon via either the Britannia or the Brunell bridges and motored up the A5/A55 to the Anglesey Show Ground. The weather was sunny and we enjoyed the morning at the show, leaving at 1.30 to explore more of the island, including the working windmill and Anglo-Saxon replica huts at Llanddeusant. Most came back to the hotel on the back roads via Rhosneigr, whilst I went to visit Beaumaris Castle, having gained enough confidence to go solo, Roger Hanslip having waved his magic hands over the Bradshaw's distributor. Thanks Roger, you made the week for me.

We shared the hotel with a couple of American coach tour parties and a rowdy group of golfers, who thought it funny to add salt in our sugar bowls on the breakfast tables! The food was good, but the beds were hard! That evening, there was a rather loud karaoke singer belting our rock an'roll songs, much to the delight of Jean Ketchell, who wore poor old Peter to a frazzle with her jiving! The bar was pretty empty as there was only Smooth John Smiths on tap. For a decent real ale, the town was the answer..

The following day we lost Nigel Stennett-Cox and mate, Jocelyn, who had stayed with us over the weekend en route to Norfolk from a Model A gathering on the Isle of Man. For the The Ford Y & C Model Register

rest of us, Clive had arranged a trip through the Beddgelert Pass alongside Snowdon to Portmadog, where we took a Ffestiniog Railway train halfway along the length of the track to Tan-y-bwlch, where we enjoyed the nature trail and the narrow-gauge railway facilities. It is amazing to think that the 10 miles length of the railway was built in the 18th century with a steady gradient to allow the full wagons of slate from the Ffestiniog slate mines to travel under gravity from Ffestiniog to Portmadog. Ponies then pulled the empties back up the mountain! When the demand became too great, the steam engines were introduced. We returned to Caernarfon via the Nant Gwynant Pass and the Llanberis Pass with its stunning views.

Dinner that evening was followed, as usual, by Clive's briefing in one of the hotel lounges, his Ordnance Survey map littered with coloured map pins describing the different suggested daily routes. After the briefing Jo Hanslip delved into her bag of goodies and produced the most amazing array of Edwardian clothing and suffragette banners for each of the ladies, who appeared at breakfast the following morning in their finery, much to the fascination and amusement of the American visitors. This was a dress rehearsal for the Old Ford Rally at Gaydon in July, at which the hundredth anniversary of the suffragette movement, which resulted in votes for women, is to be celebrated. Jo also asked for each of us to send her our best photographs for a souvenir DVD of the tour. Those who ordered a copy are each being

charged £3.50 for the DVD to cover postage and to include a £2.00 donation to fight Motor Neuron Disease, which took the life our loveable member, David Grace.

By this stage of the week, Geoff Dee was

having problems with his assortment of 12 volt and 6 volt batteries, so came along as a passenger in the Bradshaw on the Tuesday. Along with the others, we returned along the Llanberis Pass, but this time turned left to Capel Curig and on to Betws y Coed (which was our base during the 2004 Welsh tour). Before entering Betwsy, we stopped and admired the Swallow Falls. After a light lunch, we motored on to Conwy, where Clive had arranged for us to park on the quay. Conwy castle was well worth the visit with excellent views across the Conwy River with its three bridges - the early nineteenth century Telford road and the tubular Stephenson rail bridges and the modern road bridge. We returned to Caernarfon via a beautiful steep and windy Sychnant Pass. That evening, Michael Capps overslept and arrived late for dinner on the third consecutive day, to much applause from the diners. He left for home and the Enfield Rally the following morning.

On the Wednesday, we changed hotels and drove from Caernarfon, this time through the Bethesda Pass to Betws-y Coed and on to Llangollen for lunch. I was first there in the Bradshaw and parked up in the town centre car park and went off to enjoy the delights of Llangollen. After lunch, I was accosted in the street by Jo and Jean, who were quite excited over a parking ticket that had been planted on the Bradshaw. Although the ticket

backing was still stuck to the windscreen, the four-hour ticket had disappeared and some over-zealous job's worth had nobbled me. I could do without the hassle of having to write to the naughty boy's office in Rhyl to challenge the £50 penalty – I wrote and was let off! From Llangollen, it was but a short trip to the Lion



**Clive Harrison and Robert Jarvis after climbing the Llanrhaedyn Mochnant Waterfall. And they wonder why they are wet**

**The front of the Celtic Royal Hotel in Caernarfon was reserved for our cars**



Quays Hotel, near Oswestry, and soft mattresses!

Thursday was probably the worst day weather-wise. We set off up into the Berwyn Hills, eventually finding the 4 miles long narrow lane leading up to the Llanrhaedr yn Mochnant (Tan-y-Pistyll) waterfall, which with a single drop of 240 ft is reputed to be the tallest single-drop waterfall in the UK. A pleasant snack was had in the cabin restaurant under the falls, but was followed by a blizzard! Neither Jim Sharpe, my new passenger in the Bradshaw, nor I minded the snow as it flew over the windscreen, but the subsequent two hail storms were painful. Jim's repeated cries of "ooh, ah" persuaded me to pull over under some trees until they passed. We drove on to Lake Vyrnwy, with its impressive dam – an ideal photo-shoot location. At his point we were joined by member Stuart Davies and friend, who live not too far away in Rhuddlan and who joined us for another bite to eat. The trip back to base took us up the steep Foel y Geifr pass, through the Penllyn forest to Bala, where we parked up along the high street. The lads took great delight in persuading a jolly Parking Warden(ess) to slap a pretend parking ticket on the Bradshaw's windscreen! Ho,ho!

On Friday morning, we were joined by Alastair Broome and friend in Alastair's very original short rad. We took to the water, initially walking over the Chirk aqueduct and into the Chirk canal tunnel (Peter now without his hat, having lost it off the aqueduct!) and then on to 'Jones the Boats', who was to take us on a narrow boat canal trip, during which time we tucked into Mrs. Jones' sandwich lunch. This was followed by a return trip over the Trefor aqueduct –quite a view. A skip and a hop and we were once again in Llangollen, this time to take on the Horseshoe Pass – always an enjoyable experience. Another drinks stop at the top of the pass in the Ponderosa Café, after which, Jim and I decided to visit World's End. The route takes you, initially, down the steep Old Horseshoe Pass. As the Bradshaw was jumping out of second gear on deceleration, I had one hand on the steering wheel and the other holding the gear lever. Jim became the 'brake-man' working the hand-brake! Having descended, it was then a

steady, long climb up deserted narrow roads to the top and World's End, a bleak tree-less heath-land with no sign of habitation, but a majestic view over Wrexham and environs.

That evening we celebrated an enjoyable week with the traditional Last Supper. Clive was deservedly applauded for a superbly organised tour, which we all thoroughly enjoyed. We had all bought a small raffle prize during the week and Christine Baldock collected £85 ticket money, which has gone to the spinal injury unit treating Clive's wife Sharon. The Geoff Murrell Award, for the person, who most captures the spirit of the week, was presented to Michael Capps ('Stan' to his mates back home!) in his absence. Mike kept us all amused throughout his short time with us – bless him! I say that because after the tour, I received a letter from him addressed on the envelope to 'Our dear old editor, bless him, Sam Roberts .....'. The letter starts, "I must write and tell the members of our little club what a nice holiday was had by our members in Wales." He went on to give his version of events. He had travelled 250 miles from Wisbech (as had Roger and Jo Hanslip) to Caernarfon. The longest distance travelled, however, was by Owen and Christine Baldock in their Tudor long rad completing 970 miles to and from Tonbridge in Kent, including the tour.

For the record, those on board were:- Michael Capps (4 days), Geoff Dee, Colin French and Penny Stevens, Roger and Jo Hanslip, Clive Harrison, Robert and Lorraine Jarvis, David and Freda Kent, Peter and Jean Ketchell, Mike Malyon and Derek Letch, Terry and Dot Mortiboy, Peter and Jean Purdy, Sam Roberts, Geoff Salminen, Jim and Joan Sharpe, Nigel Stennett-Cox and Jocelyn (2 days), Bob and Pat Wilkinson.

We are very grateful to one member, who wishes to remain anonymous, for offering to sponsor the centre-page spread of colour photographs in this issue.

**Sam Roberts.**

Dear Sam,

First let me say what a pleasure it was to meet you and make your acquaintance. I would like to thank all the members who took part in the North Wales tour for the welcome and friendship they all offered me. This helped me to enjoy the tour even more. Since then I have joined the Register as a Friend. I hope to join you again in the future. Yours sincerely, Derek Letch

"Sam, just a note on the North Wales Tour. Roger and I were fortunate enough to be able to go on this tour and would like to say how much we really enjoyed it. What a lovely bunch of people. I don't think we have laughed so much for a long while and what spectacular places Clive had in store for us. Our perception of Wales was that it always rains, but it wouldn't have mattered as the scenery and company were second to none.

Some of the highlights, apart from the places we visited, were Stan Capp's tales, Pete Purdy's hat, or lack of it!, the loss of Dave Kent's spare wheel and, last but not least, your parking ticket, albeit on Clive's Bradshaw! Thank you Clive for all your hard work. A job well done."



**A delighted Mike Capps (right) receives the Geoff Murrell shield**



# News of new members.

Prepared by Mike Malyon; 26th June 2013

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

Christopher Baldock	B1101	Shirley, West Midlands
Graham Cook	C1104	Galley Common, Warwickshire
Colin Brown	B1702	Stanley, County Durham
Mathias Larsson Casserland	O-C107	Arvika, Sweden
Jim & John Murray	M0443	Worcester Park, Surrey
Terry Roberts	R0414	Blackwater, Surrey

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

**Chris Baldock** has acquired COE 270, a 1936, black Tudor Model "Y". The chassis number is Y139825 and the Briggs body number 167/12957. The car is currently under restoration. We hope the restoration goes well and a very warm welcome to the Club.

registered on the 31st May 1937. The car is under restoration with body work and interior to do. Good luck with the restoration.

**Mathias Casserland** is one of only two members we are pleased to have in Sweden, although we do have several members in Scandinavia. Mathias has an Eifel saloon



**Colin Brown's Model "CX" Tudor as it was when it first came to the notice of the Club in 2010**

**Graham Cook.** Graham has bought Model "Y", VJ 5149, with the intention of a complete re-build. The car is in a very poor condition, but Graham will try to save it. Graham trained as a mechanic many years ago, but changed his career to carpentry. We hope you are successful with the mammoth task you are taking on and are able to save the "Y" from the big scrap-yard in the sky. The Club is always happy to assist in any way we can.

**Colin Brown** owns the Model "CX" Tudor, GMC 648, which was previously owned by member, Russell Storey. The chassis number is C53663 and Briggs body number 467/2243, signifying that it was originally fitted with a sliding roof. The car was first registered on the 31st May 1937. The car is

which is in the process of being restored. The registration is 5 1656. The car was first registered on 30th September, 1937. At this stage we do not know the chassis number. Mathias' father bought the car in the 1960s and did some repairs on the vehicle. We wish you luck with the restoration and a very warm welcome to the Club.

**Jim and John Murray** re-joined the Club at the Enfield Pageant, where they had a chat with smooth talking Roger Corti, our Forum moderator and deputy Editor. Brothers, Jim and John own DBB 77, a black Tudor Model "Y", which is on the road. Welcome back on board to you both

**Terry Roberts** is another re-joining member, coincidentally also from Surrey. The regis-

## For Sale

Model "Y" Long Rad. June 1937, Black with red leather interior. Very good condition. Owned since 1987 with all paperwork from then available. Photos available by email. £6,000 o.n.o  
Bruce Allan: Tel: 01995 601041 email .Bruce.allan@yahoo.co.uk (Lancashire)



**The beautiful Model "Y" for sale by Bruce Allan in Lancashire.**

We need a genuine Model "Y" enthusiast, who is prepared to continue the restoration of the 2nd oldest short rad, chassis no. Y258, which was owned by the late Maurice Billing, one of the founder members of the Y&C Register. Dave Tebb has completed the restoration of the chassis and body and the front and rear axles. The car is being restored back to its original specification; for example, it still has the 'single bearing' rear axle. Although disassembled, all the components are present. The engine and gearbox still need to be overhauled, the body painted and the interior restored. Dave has too many projects to complete and not enough time to do them. He is not interested in making a profit on the car; he, and we in the Y&C Register, are just keen to see it pass to the right person to complete the rebuild.

Contact Dave Tebb on 01937 557740 (Yorkshire)

Reconditioned 8 hp engine and reconditioned 10 hp engine (ring for prices). Reconditioned distributor (£45), fuel pump (£35) 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)

1932/3 short-rad bumpers. Pair in good condition but need chroming. £130.00.

Paul Davies:- Tel:- 01269 595225 (Ammanford, Dyfed)

tration of his Model "Y" is DMK 432, chassis number Y101644, Briggs body number 165/21823. The car is a 1936, Cordoba tan, Tudor. It is under restoration with quite a lot to do. Terry has owned the vehicle since the early 1970s when he purchased it in Oxford. Welcome back to the fold and good luck with the restoration.

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

**Mike Malyon,**  
Membership Officer

## Events 2013

## The Welsh border

<b>21 July</b>	<b>Old Ford Rally</b> <b>Gaydon Motor Heritage Centre</b>	<b>Bob Wilkinson</b> <b>01832 734463</b>
8 September	Otley Vintage Transport Extravaganza Pool Road, Otley, West Yorkshire	Pat Jennings 0113 2613780
<b>20/22 Sept</b>	<b>North Norfolk Railway '40s weekend</b> <b>Sheringham</b>	<b>Jo Hanslip</b> <b>01945 430325</b>
21 September	Wolds/Moors Run, North Yorkshire Pickering/Hutton le Hole area.	Steve Waldenberg 0113 226 7497
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
<b>13 April</b>	<b>35th Annual General Meeting</b> <b>Village Hall, Willoughby, 2 pm.</b>	<b>Bob Wilkinson</b> <b>01832 734463</b>
8/13 June	Midlands tour Notts, Derby, Vale of Belvoir	Peter & Jean Purdy 01949 851293
27 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463

### 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" vehicle 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@btopenworld.com](mailto:jo.hanslip@btopenworld.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.

### Y&C Register Midlands Tour 2014

Now that you have read all the good reports on this year's tour, it's time to cast forward to the 2014 tour. It will be based on Southwell in Nottinghamshire, the home of the Bramley apple, and a good centre for exploring Robin Hood country, Derbyshire, and the Vale of Belvoir. The dates are now confirmed as being from Sunday, 8th June until Friday, 13th June 2014.

Rooms have been reserved at the historic Saracen's Head Hotel, Southwell. The hotel dates from 1396 and is where Charles I spent his last night of freedom before surrendering to the Parliamentarians at Newark. Look on the website to get a feel for the place, the rooms and the menus. [www.saracensheadhotel.com](http://www.saracensheadhotel.com) Based on the numbers for this year's tour, 17 rooms have been reserved and, at this stage, Peter and Jean Purdy, who are planning and organising the tour, would appreciate an early expression of interest. This is only for them to know if they have made a reasonable guesstimate on the number of rooms required.

With the "official" club tour clashing with The Enfield Pageant of Motoring, a small group decided to support Enfield, but also to give the old cars a week-long airing along the Welsh border prior to the week of the north Wales tour. On Friday, 3rd May, Neil Bray in his Model "C" joined Michael Leete and Christine in their "Y" and trundled over to Witney to meet up with, Graham and Margaret Miles in their short rad Tourer, Jim Miles in his Eifel Tourer and John and Carol Argent in their long rad Model "Y". Although they had some problems navigating their way through Cheltenham, once that was sorted they were soon at The Premier Inn just outside Ross on Wye. Jim had been worried about fuel overflowing from the carburettor. It was found the float had



**The 1930 US-built Baldwin pacific No. 2 on which the group travelled at the Brecon Mountain Railway**

At this stage, no deposit is required. The cost of the week, per couple, for sharing a double/twin room with a full English breakfast and a three course dinner each night will be £627.50p. For a single occupancy room the rate for the week will be £437.50p.

Feedback from some members has indicated that they would like to join in with the Tour but, they would prefer to camp or caravan and join the other members in the hotel for dinner. Well, the good news is that there is an excellent camping and caravan site at New Hall Farm, Edingley, only three miles from Southwell. Their website is [www.newhallfarm.co.uk](http://www.newhallfarm.co.uk) Members wishing to take this option should contact New Hall Farm and book directly with them. Just let Peter and Jean know if this is your preferred option.

**Please register your interest with Peter and Jean at [allpurdys@hotmail.com](mailto:allpurdys@hotmail.com) or by telephoning on 01949 851293.**

# tour and the Enfield Pageant

cracked and was full of petrol. Fortunately Jim had a spare. Saturday was spent on and around the Brecon Mountain Railway during the damp morning and then at Skenfrith Castle during the brighter afternoon; then back to the Ross Premier Inn. On day 3 they travelled via the beautiful Westbury Court Water Garden to Gloucester, where they took in the Waterways Museum and Gloucester Cathedral.

On the Bank holiday Monday, the group travelled along the Welsh border to Powis Castle, encountering some interesting back roads and the occasional steep hill, one of which proved to be too much for John's 8 h.p. engine. He had to ditch Carol at the bottom before struggling up for a cooling

Canal day. It was raining when they arrived at Anglo Welsh Narrowboats in Trefor to pick up "Daniel", their boat for the day. The rain had stopped when, with Neil at the tiller, they set off over the Froncysyllte aqueduct.

Neil was racing at Rockingham on Saturday and Sunday so he set off for home after breakfast on Friday. The rest decided on different agendas for the day. Michael and Christine went to Ironbridge with Jim but, as Graham and John had been before, they decided to visit Chirk castle with Margaret and Carol.

And so to home on the Saturday; they travelled in convoy for the first part of the journey, having an interesting time getting up Sun Rising Hill! Their final stop as a group was at Upton House where they were tickled to be asked to park in front of the house instead of the car park. After the 500 miles round trip Michael's verdict was, "It was a great week." the full report can be seen on Michael's blog, [www.classictrials.co.uk](http://www.classictrials.co.uk) (see also photo on next page)



On the narrow-boat, laid up, with parrot, for lunch.

complete with bird song. Tim Brandon arrived bright and early with his 1933 Fordor short rad, finished in gleaming blue, having driven all the way from Suffolk; a 200 miles round trip. Tim was almost a founding member of the Ford Y&C Model Register and can always be depended on to support Register events and to advise on and perform mechanical work on Y&C vehicles. His details can be found under Useful Contacts. The next short rad to appear was also finished in blue, but this time, was a two-door (Tudor), and belonged to Michael Leete and his co-driver, Chris. The Model "C" flag was flown by Neil Bray, with his rare Tudor. Neil had asked a friend to bring along his green long rad 2-door – well done Neil. John Argent returned with his ex-Sam Roberts Kerry tourer. Roger Corti stayed with us over the weekend, with his intermediate, electric blue, four-door Model "Y". It was an added bonus to welcome back into the Register, Jim and Gary Murray, from Surrey, who rejoined after a short break – welcome back chaps.

The first full day at Enfield had ended with nine cars on parade, a Saturday record. To swell the ranks even more, Dave and Sandy Tanner from Essex arrived on Sunday, with their black "CX" Tudor of 1935. It was nice to be visited by a few Register members, who were not with their cars. Tony Hurst from Sussex and our Technical Adviser, Nigel Stennett-Cox, down from Norfolk, dropped in to say 'Hello'; as did Jack Clarke, who is restoring the ex-Graham Miles short rad van. Jack is having a new hip fitted and, by the time you read this, he should be on the way back to full health.

Sunday produce a bonus with the arrival of our Dutch members, Rob and Ans Bolland, who had



The party gather around Graham's KP tourer for a picnic at Powis Castle

off. Jim did the chivalrous bit and went back down in the Eifel to collect Carol! They arrived at Powis in time for cream tea only and had to return on the Tuesday to do it justice. Tuesday was also Margaret's birthday, so a suitably candled cake was consumed that evening. Wednesday was the Llangollen

## Enfield Pageant of Motoring 25th – 27th May 2013 – Jim's report

Setting up for the annual three-day Pageant, held over the long Whitsun weekend begins on Friday. Unfortunately, this year's Friday was wet and windy! However, not to be put off by such trifles, John Argent,

Graham Miles and my good self set up the Register stand and put up a horribly complicated awning onto Graham's caravan in near gale force winds and rain! After getting soaked through, we triumphed over adversity and completed our task. John then left his 1935 "Y" saloon, along with Graham's 1933 "Y" tourer and my Eifel roadster overnight on the stand.

Glory be! The next morning began with cloudless blue skies,



Graham and Margaret celebrate her birthday in style.



The cars are invited to park in front of Upton House en route home.

driven their long rad Model "Y" all the way from Holland, along with a few friends in a Triumph and a Model A Ford. It is good to see our cars being taken on journeys of more than twenty or so miles, which seems to be the norm for many Y&C owners, So, come on Boys and Girls, get those Fords out and about; a little bit further every time and enjoy driving and showing our lovely cars.

Monday, the final day, started bright and sunny yet again and brought out Jim Sharpe with his 1936 long rad Tudor (minus Joan). He was quickly followed by David and Freda Kent in their much-travelled short rad Tudor, JJ 9010. The results of the best club stand were announced in the afternoon and, guess what, your Register came fourth out of 74! A good result for a pre-war club.



The line-up on the first day at the Enfield Pageant - the nine cars broke the record for a Saturday.

Thanks to everyone who attended and sorry to anyone I missed mentioning.

Jim Miles.

The end of the show. Jim Miles salutes the flag as it is lowered by Graham Miles onto John Argent's Tudor Model "Y"



# Members' correspondence

## Model "Y" GPO 5 cwt. vans.

Colin Spong of the Early Ford V8 Club was loaned a book on GPO vehicles by Tony Collings. Extracted from the book, here are the (London) registrations of the Ford Model "Y" 5 cwt. (35 cubic feet) vans, which were delivered to the GPO, with approximate dates. All were delivered to the "Postal and Stores" department. As detailed in the Ford Y&C book, on page 93, the bodies were modified to GPO specification by Duple of Hornsey, North London. CLD 428 would seem to have been a pilot vehicle. Our thanks to Colin and Tony for providing this information.

12/35 - 2/36	CLD 428	Ford 8hp 35cf
11/36 - 9/37	DGU 51	Ford 8hp 35cf
11/36 - 9/37	DGU 155-175	Ford 8hp 35cf
11/36 - 9/37	DGU 252-279	Ford 8hp 35cf

Another "CX" roadster find - and in Perth WA! Occasionally this sort of find still happens in old country sheds, but it's rather amazing that it has been hiding all this time in the city. Most of the older areas have been redeveloped. Darmont was a new one to me. When I first saw the photo I said "That's a Morgan chassis rebodied. Same sliding pillar front suspension". I had to look up the marque in the encyclopaedia where all was explained. H. Darmont was an agent for Morgan and raced them too. So his chassis either used or copied Morgan at the front, but fitted a 2-wheel back axle. I love the André friction damper arrangement on the front! French roads must have been rough enough to need them. Must have pivoted with the wheels. Morgan suspension was so stiff and limited in movement that dampers were not fitted by the factory until the early '20s and even then to sports and racing models, Hartford friction on

even more so like the Bradford with the centre strip and crank-handle hole at the bottom. Perhaps not surprising, given the Briggs Bodies connection between Ford and Jowett. Quite possibly Briggs unearthed the ex Ford die and adapted it for the Bradford. Same for the front mudguards - Model "Y"-type, cut short at the back for the doors to clear, then welded on that separate flat piece!"

## Hard luck - good mate story.

Peter Purdy contributes:- "I'm sure that this edition of Transverse Torque will fully recognise the excellent job Clive Harrison did in organising the North Wales Tour. Clive also used his discretion in awarding two trophies, the first to Mike Capps in recognition of his contribution to the character, good nature, humour, and general wellbeing of the Tour. Thoroughly deserved, well done Mike. The other trophy, given for the best motoring hard luck story was awarded to a rather ungrateful recipient who tried to insist there were other more deserving cases.

## The Belgian French-language Ford in-house magazine 'La Fordiste'

Colin also emailed me the cover of the Belgian French-language Ford in-house magazine 'La Fordiste'. Surprisingly, this publication is new to the Y&C Register. The cover shows the prototype Model 19, which was launched at the Royal Albert Hall in February 1932. As the magazine is headed 'Revue Mensuelle' (monthly revue), it probably was the February 1932 edition. It is interesting to note that it also states that it is No. 2 of a new series (commencing January 1932-edition no.17). The heading also states that the magazine was in its 10th year. This follows, as Ford of Belgium was established in 1922 in rented accommodation in Antwerp.

## Darmont cars

Steve Waldenberg reported, "I always send a .pdf copy of Transverse Torque to my Jowett friend Tony George in Rockingham, Western Australia, as his interests are all British cars. Here is his comment on the Darmont car in issue 202.

"Thanks for the Y&C newsletter. Naturally I love the front cover. The steel work of Sydney Harbour bridge is awe-inspiring when you see the bridge up close. The Ford Y & C Model Register



**The cover of the Belgian, French language in-house Ford magazine of, probably, February 1932, depicting the Prototype Model 19, which was launched that month at the Royal Albert Hall.**

the back, short telescopic type on front. Morgans used a variety of V-twin engines from JAP or Blackburne, either air or water cooled. Hence the provision of a filler cap, to be used as required. Re. the grille surround being similar to the Model "Y", it is

However, I have to bring to your attention a story that could be described as a post script to the 2013 Tour. On the day we visited the Chirk aqueduct the weather was somewhat squally and windy. As we ventured over the aqueduct, a strong gust of wind took my best Harris Tweed cap off my head and blew it into the valley below. My wife's reaction - "I knew that was coming, you should have kept hold of it." Not much sympathy there then! As we were on a fairly tight schedule and the weather wasn't good, I couldn't face the thought of the long climb down to recover the cap, so we all moved on.

The first week we were home, Geoff Salminen telephoned from his home in Birmingham to say that he had run out to Chirk on his motorbike. Chirk being a not inconsiderable distance from Birmingham. On arrival, Geoff climbed down in to the valley and retrieved my cap. If ever there was a man who understands the relation between a man and his cap, it must be Geoff.

Through the good offices of your pages, I wish to publicly announce that Geoff Salminen, when in my presence, will never have to buy a drink or an ice cream again. There

should be an award for one member who makes another member this happy over a cap. Know what I mean!

**Yours faithfully, Peter L. Purdy**

### Brooklands party

John Phillips writes, "I thought you might be interested in a short update on our Ford 10 Model "CX" at the Brooklands Museum in Surrey. For some considerable time, this car has been a part of the museum collection and is on display with many other pre-war cars.

A few weeks ago, the museum had arranged a 1940s day with appropriate music, dancing and displays. We thought it was time for the Ford to be a part of the day's events, so she was wheeled out of her cosy spot, given the full wash and brush up treatment and then displayed on the green. It surprised us all how much attention was given to the Ford, even though she is a part of the regular indoor display.

As you can see from the photos taken on the day, several people, dressed in 1940's outfits, had their pictures taken by the car. All in all, a proud day for the Ford car and the lads who look after all the vehicles there."



**A recent Brooklands 1940s day. John Phillips' January 1936 Model "CX" makes a rare appearance outside the museum, where it is normally on display. That is not John Phillips standing by the car!**

## 20 years ago

### - Transverse Torque, issue 83, June/July 1993

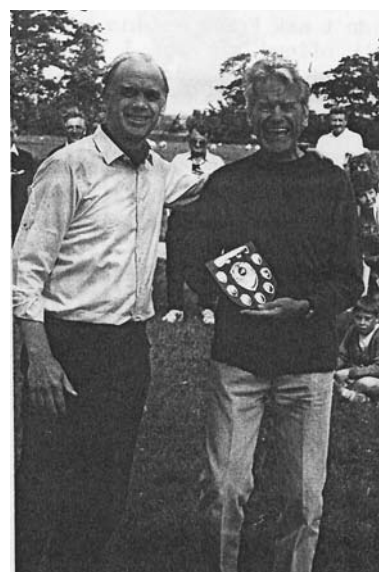
In this 1993 issue, Ken Devine devoted most of his editorial to encouraging members to drive their vehicles; "I sometimes smile when Members say they are contemplating journeys of 40 - 50 miles and are surprised to find our cars cope with little or no problems once you get the hang of driving them again. Looked after and properly serviced before long journeys, our cars are more capable than most people give them credit for." He continued by telling of his and others recent journeys to prove the point. Ken had set off from Oldham in Lancashire, met up with Peter Ketchell at Tatton Park in Cheshire and they both then embarked on a 600 miles, three-day journey in their Model "Y"s, the main aim being to take part in the Bristol to Bournemouth Vintage Vehicle Run. Ken was driving his recently restored Knibbs Parkin tourer (now owned by Colin White in Ringwood). No fewer than six Y&C members had entered the Run, including Graham Miles in his Model "Y" van, which won the best commercial award. Ken's tourer won the longest distance travelled award. As Ken said, "not bad, two Y&C winners on the day, out of 270 entrants." Ken and Peter drove back to Lancashire/Cheshire via Graham's house, then in Kings Langley, Hertfordshire - not exactly the most direct route! The only problems encountered were caused by points and timing being incorrectly set in the distributors.

The same theme was repeated later in the issue in the report on the twelfth and last 'National Gathering' at Stanford Hall. In 1982, I had presented a trophy, surmounted by a cast Ford logo, to be presented annually to the car that had covered the most miles in the year. That year, 1993, it was won again by Jean Hunt, who had travelled 5088 miles in her Fordor "Y", now owned by Peter Ketchell. Second was Dave Jarman with 4500 miles and equal third were Dave Curtis and Ken Devine, each with 2000 miles. Looking at the trophy now (I have it still in my bedroom come study), the highest mileage covered in one year, by the late Jeff Cole, was 6200, with Geoff Dee and Owen and Christine Baldock racking up 5000 miles each.

The last Stanford Hall gathering was held in 1993 and was written up by our dear friend David Grace. He wrote, "By lunchtime on Saturday, we had twenty cars on display; saloons tourers, Cs and Ys sufficient to provide subjects for discussion and comparisons to be made. Tony Butterfield seemed to be doing a brisk trade on his spares stall and I hope Ken Arthur had a few orders placed for his body panels, which he had on display.

Many thanks to Owen and Chris Baldock for organising the driving tests, which needed pin point accuracy. Although a few 'garages' were demolished, we did achieve a result. 1st Tony Hurst, from Sussex, 2nd Peter Ketchell and 3rd Jean Hunt, both from Cheshire.

This year produced two very worthwhile winners for the Club trophies. The Maurice



**It gave me great pleasure, as Chairman, to present Jeff Cole with the Maurice Billing trophy at Stanford Hall in 1993.**

Billing trophy for their work in the Club went to our Technical Adviser, Jeff Cole, an almost founder member, who is always willing to give technical and practical help wherever it is needed.

About 2 or 3 years ago, Paul Bainbridge told me about this amazing retired bloke who, if you gave him a sheet of metal and a hammer, would make you any body part you wanted. Well this year at Stanford Hall I met him and he won the Eric Bufton trophy for the bravest home restoration. Frank Eady bought the remains of a Y 11 years ago and, from these remains has literally built himself a Y. By borrowing parts to copy and making patterns, he made the roof, radiator grille and cowl, bonnet, wings, valances, just to name a few, all by hand."

David and Wendy Grace, between them, organised and ran the Stanford Hall gatherings and barbecues!). They were a great success, but eventually gave way to the more adventurous annual tours.



David Grace overseeing the kids' 'Tug a Y&C' challenge at the 1992 Stanford Hall gathering.

There were nine new members announced in issue 83, none of whom is still in membership – more's the pity. What is more of a pity is that each of the new members appears to still own the car he had in 1993 – apart from two. None of these cars has knowingly come on the market or been seen at shows, so they must be hidden away in garages somewhere!

The two exceptions are the early 1933 short rad Model "Y" van, YPJ 700, then owned by Nigel Rawson and now owned by Paul Beck, who uses it to advertise his Vintage Supplies company (see Useful contacts). The other 'car' turned up at Stanford Hall in 1992 as a complete surprise. It was a black pick-up owned by Dave Chaffey. The pick-up was a war-time conversion from a Tudor saloon (as Briggs body number 165/52312 shows), registered CHA 836. It is now painted maroon and black and is owned by Glynn Beresford in Skipton, North Yorkshire. Having been converted by coach-builder and local Ford dealer, Elstons in Brecon, south Wales, it was used by a local farmer to transport produce to market. It was then laid up in a barn in 1962 for 30 years, when Dave Chaffey rescued it.



Dave Chaffey's pick-up at Stanford Hall in 1992.

An interesting observation was made concerning Model "Y" (Ford Junior) engine numbers in Sweden. Member, Alf Jonasson, had two engines with numbers SY 2 and SY 773 stamped on them. The question was asked, "What do these numbers mean?" The conclusion then was that they must be reconditioned 8 h.p. engines overhauled by a Ford agency in Sweden. In the same way that engines overhauled at Dagenham were given the prefix RY, these engines overhauled in Sweden were given the prefix SY. Can any of our Scandinavian friends throw any light on this conclusion?

**Phyllis and her old Ford reunited after 25 years**

# VINTAGE STUFF

## Emotional meeting for pensioner

By JANE HARBIDGE

**PENSIONER Phyllis Potter took one look at this 1935 Ford Popular — and the years rolled back.**

Phyllis and her husband Len bought it when it was just two years old for a mere £50. They named it Blossom and kept it for the next 30 years.

Eventually, in 1968, the couple sold the Y-Type Ford for £12 10s — that's £12.50.

Garage boss Paul Dickinson from Whitchurch, Bristol, bought the car and lovingly restored it, keeping all the original parts.

**Traffic**

Now Blossom is on show in a garage in the city. And it was there that Phyllis, now aged 87, was reunited with Blossom for the first time in 25 years.

In a few moments she was back in the driving seat reliving old memories.

**Do you have any fond memories of your first car — or an amusing story to tell? If so, we would like to hear from you. Write to: "Car Memories", Letters Page, Evening Post, Temple Way, Bristol BS99 7HD.**

**Beautiful**

Phyllis, who now lives in Stanshaws Drive, Yate, went along to Bestcars in Whitchurch to see her beloved Blossom again.

She said: "She's beautiful — I feel I could put my arms round her. She brings back so many happy memories."

**Reunited: Phyllis Potter meets up with her trusty 1935 Ford Popular once again**

old car — produced from 1933-39 when it sold for £100 — still goes. It did the Bristol to Bournemouth classic car run in 1990.

but even that felt like it was about to take off. "We used to have to pull in to let traffic overtake."

The amazing 58-year-

An extract from the Bristol Evening Post. BYL 276 (Y103485) is now owned by D. Halbach in Kleve, Germany

**Tony Osborne, of the Historic Commercial Vehicle Society, researched and wrote a three part article on the Ford of Britain commercial vehicles in the Society's newsletter, 'Historic Commercial News'. The first part of his trilogy covered production at Dagenham from 1931 – 1945, the period in which we are particularly interested. I am grateful to Tony and Brian Gooding, the Editor of 'Historic Commercial News', for permitting us to share Part 1 of the article. Also, our thanks to Tony Etheridge for alerting us to this Society's newsletters.**

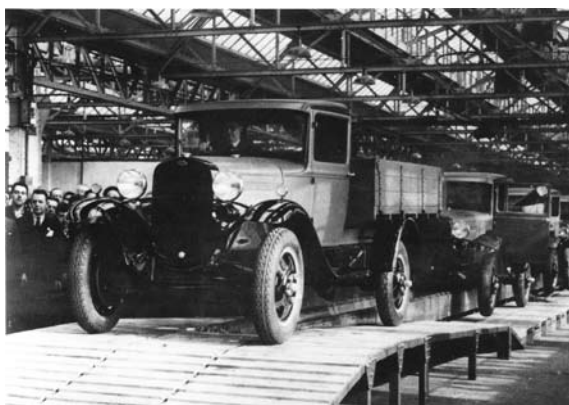
**"The Dagenham Years 1931-1945**

During the early 1920s, despite a worldwide recession, it was evident that Manchester could not meet the increasing demand for Ford vehicles. In 1925, an unlikely site for a vehicle producing plant was acquired beside the River Thames near Dagenham, East London. The site, covering over 500 acres, was boggy marshland – but had the advantage of deep water docking for big cargo ships, plus a main railway line ran through the site.

# Ford of Britain Commercial Vehicles

In 1928, Ford formed a new company 'Ford of Britain', with Sir Percival Perry as its chairman, who instigated work to start construction of the new plant in 1929. This is what 'Motor Transport' wrote about the plant when it was officially opened in July 1932:-

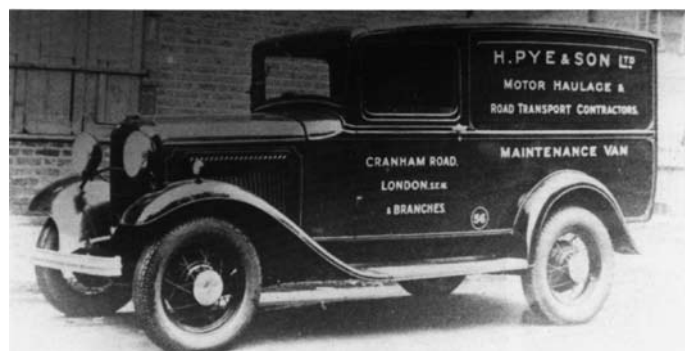
"The Wonder of the New Ford Works – Last week a large party was conducted over the huge new works of the Ford Motor Co. Ltd. at Dagenham. This factory, which is said to be the largest of its kind in Europe, is rapidly



**October 1931. Rowland Smith, the plant manager, drives the first vehicle, an AA 30cwt truck, off the assembly line.**



**1932. The two and three ton normal control 24hp BB range offered two-wheelbases and, in 1935, a six-wheel model with a 30hp V8 engine.**



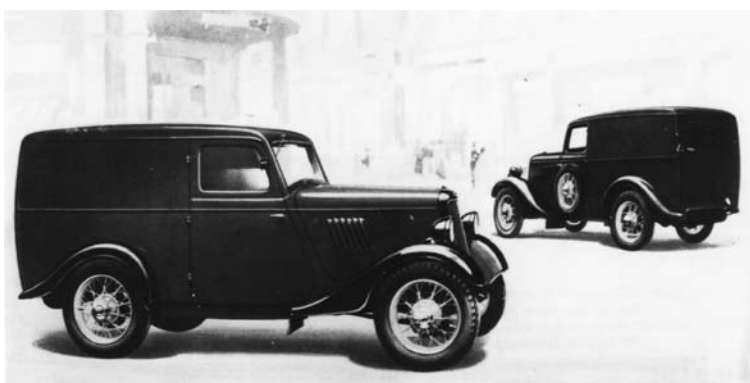
**1933. 12cwt model B van, an updated version of the 1920's 10cwt model, was in production until 1938.**

is that the factory, following the Ford tradition, is practically self-contained, and almost every process in manufacture from the raw material to the finished products is carried out at Dagenham. Thus there is a power house which burns 1,000 tons of London's refuse a day and produces sufficient electricity for a town of 50,000 inhabitants, one of the largest blast furnaces in Britain, which can produce 500 tons of pig iron a day, and coke ovens that treat 800 tons of British coal in 24 hours. Near at hand, too, are separate departments for building bodies and making road wheels.

Ultimately, about 15,000 men will be employed at the new Ford works, and every kind

of labour-saving device has been installed; even the opening and closing of the windows of the factory is controlled by electric motors. One wonders, indeed, why it is necessary to employ men at all, so mechanised is everything one sees at Dagenham."

To provide labour for the plant, the London Council built massive housing estates at the nearby Essex village called Dagenham. At the height of a worldwide depression, Ford turned a vast wasteland marsh into a new speed ahead is given, it is hoped that complete vehicles will leave the assembly line at a rate of over one a minute for sixteen hours a day, five days a week. The Ford factory is remarkable for several reasons apart from its size (the floor is 28 acres in extent) and production capacity. In the first place, it has been built on what was regarded as waste marshland beside the River Thames. Naturally enough, the reclamation of this land has involved immense expense, and thousands of reinforced concrete piles have had to be driven into the yielding ground. A second notable point



**"1933. 5cwt 8hp Model "Y" van, based on the "Y" car chassis sold very well.**

civilisation, bringing housing, jobs and hope for a better future to thousands of people.

The first vehicles 'off the line' on 1st October 1931 were AA 30cwt trucks. This model, the up-rated 12cwt van and the new two and three ton BB models, helped Ford survive the dramatic slump in car sales during the early 1930s. The 5cwt Model "Y" in 1933 and 10cwt E83W in 1938 gave Ford a good coverage of the light van market.

1935 saw a big change with the arrival from America of the V8 petrol engine to power a new range of trucks, which would be badged 'Fordson' or 'Thames'. From 1936, normal control and forward control models with 22-30hp V8 engines and payloads from 15cwt to three tons were available as chassis, chassis cabs, trucks or vans. The range was completed in 1937 with the 7V forward



control chassis with 30hp V8 engine and payloads, by 1939, of up to five tons.

7. Image ford 1.07.jpg

Caption:- "1935. A new normal control Model 51, based on the BBE chassis. 30hp V8 two and three ton payloads for truck and tipper bodywork and a County Commercial Cars' six-wheel model with single or double drive rear axles."

Up until 1938, both home and export business had been expanding, but the threat of a European war caused a slump in sales. When war was declared in September 1939, Ford truck production was virtually nil.

After a slow start, Dagenham played a major part in the war effort, producing a wide range of military vehicles including 13,942 Bren Gun Carriers. Although production was concentrating on fighting vehicles, a limited number of 7V chassis cabs and E83W vans were produced for essential civilian use. Most of the 7Vs were fitted with tipper bodies and used on the construction of new airfield runways. Towards the end of the war, they helped clear up rubble from our bomb damaged cities. Happily, in May 1945, the war in Europe ended. Ford knew it needed new truck models, but had nothing planned, so urgent action was needed.

1938 saw the arrival of the 10cwt E83W semi forward control van,



1934. BBE two-ton range 30hp V8 engines, fully forward control cab and available as a truck or van. In 1935, a six-wheel 'Surrey' conversion by County Commercial Cars Ltd. gave a six ton payload.



The 'Joker' in the pack. 1936 County Commercial Cars' conversion of the "Y" 8hp into a three-wheel Tug never took off.



1936. Model 67, an American styled van chassis, which surprisingly had the 30hp V8 engine - well it did say 'Express' parcel service! Not a success and withdrawn in 1938.

**Addendum.**

As an addendum to this article by Tony Osborne, I attach a table passed to me many years ago by the late Bert Thomas, the guru on matters early-Ford. Perhaps Tony can throw some light on it.



1937. Model 7V, an entirely new range of forward control two and three ton models (to replace the BBE) with the trusted 30hp V8 engine; two wheel-bases offering 11ft or 14ft body lengths and a Briggs-built cab. A two ton integral van was available on the short wheel-base chassis."

**TRUCK ENGINE SPECIFICATIONS FORD MOTOR COMPANY, LIMITED  
1933 to 1945**

RAC Horsepower	Model Code	Cylinders	Displacement	Brake Horsepower
8	4	4	933cc	23
10	3	4	1172cc	30
22	2	V-8	136 cu. in.	60
24	8	4	200.4 cu. in.	50
30	1	V-8	221 cu. in.	85



Using the 1172cc (old 24hp) four cylinder engine from the 10hp car. Offered as a van or chassis with open back cab, both models had a conventional channel chassis with transverse leaf springs front and rear. In production for nineteen years as a van and with every conceivable type of purpose-built bodywork.

1939. The 7V range extended to include four and five ton models and a County Commercial Cars' six-wheel conversion based on the five ton chassis. The six-wheeler and the tractor unit increased the payload to six tons.



1940s. Dagenham did its bit producing a wide range of military

joint on each end, which links the aforementioned drop arm to the final arm rigidly attached to the brake back-plate and hence the road wheel on one side. The track rod, again with a ball joint on each of its ends, links these two final arms so both road wheels turn when we steer. This latter is adjustable because the road wheels must point straight ahead together, and turn in the correct relationship to one another when we turn. Those who were paying attention in their physics lessons will readily grasp that the wheels do not remain parallel in turns, because, dear reader, if we could follow the tracks each front wheel took in a turn, the outer wheel would describe a bigger diameter arc than the inner one, so the latter is turned more acutely than the outer.

Fortunately for us and courtesy of Ford engineers who applied the principles discovered by one Herr Ackermann in the eighteenth century, all the necessary geometry for this to occur is built in to our cars.

Back to wear and play; there should be no perceptible, and that includes audible as well as visual, play beyond the drop arm. If there is, it can be located in any of the ball joints, the king pins, or the wheel bearings. Wear in the ball joints is best looked for with one person "rocking" the steering wheel with some vigour and another looking and listening underneath with the car sitting on its wheels to thereby offer resistance to the steering effort.

Wheel bearings and king pins must be checked with that side, or both sides of the car jacked up to allow the wheel to hang freely. Grasp the wheel at top and bottom and rock in a vertical plane with an assistant looking to see whether it's the king pin moving or the wheel bearing. Up to about 0.020" [0.5mm] is acceptable in the king pin and about the same, or possibly a little more in the wheel bearing. The wheel should revolve freely without any signs of roughness, usually

## Roadworthiness check list. 2.

Continuing coverage of key points necessary to keep our vehicles roadworthy.

### Steering and Front Suspension

Firstly on this subject, may your Technical Advisor be permitted to say that we are now right in one of the areas, another being brakes, where the possible problems resulting from the abolition of MOTs for our vehicles may rear their heads. Skill, experience and judgment are needed here, for instance, in knowing where to look for faults; how these may be manifest, and factors like how much wear or play in an item is too much? Anyone can see if, for instance, a lamp is not working or a tyre is cut or bald, but it takes skill and experience to assess the state of steering joints, wheel bearings, steering boxes, king pins [Spindle Bolts in American Ford-speak] and the like. Pre-MOT, worn track rod ends could and did "pop out" or fall apart through wear: this when the ball bit simply came out of its socket with consequent loss of steering control. And it could start happening again folks, if we don't get them checked by he or she who knows what they are doing!

Sermon more or less concluded, so we'll do our best to navigate through the basics. Our Model "Y"s and "C"s will all have more play in the steering than our regular modern hatches; play measured as free movement at the steering wheel rim before the wheels start moving. Up to about 1.5 inches [3.81cm] is normal and acceptable [I would suggest that is in one direction only. We have always maintained, and MoT inspectors seemed to agree, that 3 inches overall play is the maximum acceptable Ed.]. This play will mostly be in the steering box, i.e. look to see, when moving the steering wheel back and forth across the range of play, whether the drop arm is moving - that's the forged steel arm which is fastened by a big nut on the base of the steering box and communicates movement from said box to the ball joint on the drag link. That's the rod, with a ball-

## Forum banter.

audible, with the brake adjustment backed off. However, our wheel bearings are of the "taper roller" type, and the nut retaining them, the one that holds on the front brake drums MUST NOT be done up tight. One tightens it to take up all play, and then loosens it by one split pin slot before putting in the split pin, having made sure that the backing washer with the tab, which sits in the groove in the thread, is present. If this washer can't rotate, then the wheel rotation can't undo the nut on the nearside, or tighten it on the offside when travelling. If the nut comes off, so does your wheel with its attendant brake drum. The same goes for the back wheel and its brake drum retaining nut, but that one SHOULD be tight, we'll cover that subsequently.

Finally, all of these items, steering box, ball joints, king pins and wheel bearings can and should be lubricated. It will prolong the life of king pins to grease them as often as every few hundred miles, ball joints maybe a little less frequently, with wheel bearings and steering box bi-annually if the latter doesn't leak. If it does, it's on the way out, and a Club reconditioned one will transform your steering.

### Tip of the Month

When your Technical Advisor was abroad on the North Wales Tour, he noticed a number of "Y" and "C" operatives leaving their chokes in operation for much too long following cold starts. In these days of automatic chokes that may be quite understandable. Unpleasant smoke and fumes aside, although these do little to enhance our reputation amongst the public, hoteliers and the like, this is wasteful of fuel and directly harmful to our engines. The choke on "Y"s and "C"s is a somewhat crude device, which tends to be "on" or "off" in its function. When it's on with the knob pulled out, once the engine starts, the fuel mixture is immediately rendered so "rich" as to cause black smoke [unburnt fuel] and excessive fumes to emit from the exhaust. It also creates "petrol wash" in the engine, diluting the oil and washing it from the cylinder walls. Carbon formation and spark plug fouling is also increased. The engine will not run evenly, but "hunt".

Once the engine has started, open the throttle to a fast idle and push in the choke completely, maintaining engine running by use of the throttle until it'll pull away without hesitation. You'll find that, in summer weather, the choke can go in immediately. Believe me, you'll gain all round!

**Nigel Stennett-Cox, Technical Adviser.**

As usual, there has been plenty of "action" again on the Forum from members – As noted at the AGM, about a quarter of Register members are now aboard – if you haven't joined yet but need advice, contact me please (see inside front cover). The more members on it, the better quality of advice and more varied topics there will be.

In addition to the sample of messages below, numerous photos (now 1947 in 102 albums) have been added – of members' cars, their projects and pictures of spares and events. The calendar feature is in full flow with room for more local events to be added. Reminders can be arranged too for these events – such as the Old Ford Rally on the 21st July.

Also included is a hotchpotch of useful items; the original paint colour list from England and Germany, tyre sizes and where to get them in Australia, fixing hubcaps in Portugal, new members in Spain and Finland, and eBay finds in France and the Netherlands. There seems to be many ways of doing things, a variety of views, strong opinions and a generous nature in sharing information. Most of all, the Forum shows a strong interest and desire to keep our cars running – both here in UK and worldwide.

### **Q/ Hello Which oil I should use to fill the shock absorbers? And the steering box?**

Shock absorber oil is rarely found these days. (Try a motorbike shop.) A good substitute is hydraulic jack oil which has very similar characteristics.

Steering box: Use either EP 90 or 140 grade oil. There is also a specialist product made by Penrite for steering boxes. I have used this with success, particularly where a box was losing oil.

### **Q/ Hi, Can someone enlighten me on the grease points of the track rod ends and the brake configuration under the car, can these nipples be changed out for standard ones?**

Just done mine. Put in metric ones, the imperial ones don't seem to fit. Just tap a new metric thread and clean out the bushes. If the nipples are push in ones, once tapped, the metric nipples don't fall out!

### **Q/ How do you tighten up the steering wheel play? I have about 2 inches left and right before the wheels actually turn. How do I tighten this up so that the wheels move at the same time the steering wheel is turned?**

Two inches of play is probably too much on conventional steering boxes (see Technical Advice in this issue). One has to feel completely at ease when driving/steering and for some of us two inches of clear play is too much. Only you can decide on this matter. The cause is possibly either play in the column or, if you have a steering box with an adjusting nut, then that is another possible adjustment. To reduce the play at the top of the steering column, first remove the steering wheel, then adjust with front wheels off the ground to achieve reduced play at steering wheel consistent with acceptable drag at both ends of full lock. It may reduce the play to an acceptable level.

Anyone not able to achieve a satisfactory degree of play, should consider buying an exchange steering box - see Club parts list (ST3). Our originals were not intended to last for 80 years! The Club has invested a lot of money, plus time and expertise, in having new components remanufactured to a high standard. We are fortunate to have access to replacement boxes for our cars and do not need compromise our safety by putting up with steering in which we have little confidence.

### **Q/ I've managed to get a 38mm socket wrench (1½") and have removed the centre nut on the steering column. Now, how do you now release the wheel from the steering axle - refit the nut and use some brute force (3 pounds hammer)? I've added some penetrating oil for overnight. Heating is probably not an option.**

From memory (45 years ago) I believe the wheel is located on a slightly tapered and keyed spline. I think there used to be a "puller tool" at the time. But the rubber hammer suggestion sounds good. Perhaps a block of wood held under the wheel could cushion the blows. You might find you can jerk the rim of the wheel upwards – working your way around the wheel with each pull. That's what I used to do.

### **Q/ HI All, Can anyone tell me the thread on the perch bolt please? I think I need to get some thread gauges!...**

3/8" UNF.

**Q/ Hello. Anyone knows the differences between a Zenith 26 VF and 26 VF3?**

I've placed two photos of VF and a VF3 in "Bluebird" album on the Forum. My 1933 "Y" had the VF earlier model with some form of slow running device at the top and square bolts, now replaced by the later type VF3. There are I believe also 10HP variants of VF3 (marked inside venturi.)

**Q/ Can anyone tell me what the rear window surround is made of? Is it metal or some sort of stiffener material covered by upholstery fabric? Pictures I have seen are not really definitive. Does anyone have a good photo that they could send?**

Looking more closely, it's definitely a cane type of wood - not bamboo which has "joints". Dimensions are half inch by 3/16ths with an additional 1/8" x 1/2" rubber strip on the inner then covered with fabric. The whole frame is held in place with tin-tacks - presumably blind under the fabric. Total dimension then is 1/2" X 5/16". Photo placed in "Original Trim" album on Forum

**Q/ Rear Hubs : A little advice is required on removing my rear hubs, I've removed nut and washer and attached hub puller but it will not move. Am I missing something?..**

As I recall, you need a good big hammer. Put puller under some pressure and hit the end bolt. The shock should free it. Quite a strong hit! Good luck. Also make sure that the brake shoes are completely disengaged. Obvious I know, but easy to forget....

**Q/ My Trico Vacuum wipers are very near useless, hardly working and certainly not driving both wipers (deluxe only). Swapping for another was only a partial success. So back to original and rebuild. I think the gaskets might be shot.**

Grease hardened, so a good wash out with petrol/paraffin is called for. Possibly replace the copper pipes/rubber pipe connections. Last resort could be fitting a vacuum reservoir I guess - I have one but without a one way valve or Tee union. Unfortunately, gaskets don't seem to be available so I am attempting to make my own - like this: I've scanned the pair and noticed that in my case, they are identical other than one side with an extra hole for a locating peg (the smaller holes). I have then printed 24 multiple copies straight onto a sheet of thin gasket paper (cut to A4)[Checking first that they have scaled to same size as original] I got a sheet for 50p at Enfield Pageant. Now all I have to do, using a scalpel set, is to cut them down. I'll use one of those hole punches used for leather belts. I'll be uploading pictures into the Trico Album.

**Q/ Can anyone send me the measurements of the curved dipstick and the tube that comes with it?**

Have a look at the photo album "dipstick types". Also search in the Search box for previous posts on his subject. The straight dipstick is 13 7/16" to handle, plus handle loop of 3". The metal section is 1/4" flat one side. About 1" overlap on handle that springs tight...A dipstick was made from a dipstick of a BMC 1.5 diesel engine dipstick after I was given the size and photos on the forum

**Q/ Hello. I am also looking on how much oil gets in the engine when there is no oil at all in the engine? It is a 8HP engine 1933. That is from bottom to the top mark on the dipstick.**

The stated oil capacity for the "Y" engine is 4 pints. Type of oil; S.A.E. 30 in winter, S.A.E. 40 in summer. Taken from the technical specifications in Sam Roberts' New Book now available (see end of parts listing in centrefold).

**Finally: -**

Warning! More SPAM messages were received by the Forum and deleted -sent as if from a member. DO NOT OPEN links within this type of message. DO NOT REPLY! Please do regular Anti-Virus checks on your computers to avoid this happening. Also, email addresses are being harvested on Facebook sites - usually of the type with an interesting photo and caption asking to be "liked". Inevitably, your email address will be used to send you spam and/or to others. Best advice - Do not click "like" button.

Also BT/Yahoo are changing email addresses and Yahoo intend cancelling emails that are not being used to release for capacity needed. Best to keep using yours periodically to avoid losing it, and change your details on the Forum if you change that address.

**Roger Corti. Forum Moderator**

## International correspondence.

### Australia general.

Bill Ballard sent me the following - it really is the end of an era, "I presume you have heard the earth-shattering (but not unexpected) news that Ford is to cease manufacturing vehicles in Australia and close down its last remaining plants - at Geelong and Broadmeadows -- by the end of 2016? Only the design centre at Broadmeadows (currently employing around 1,200 people) will remain after that. The announcement was made last Tuesday (21st May) and obviously hit the headlines all across Australia - the end of an era! And of course you will be aware that it is not only the Ford workers (I forget exactly how many, but fewer than 3,000) who will lose their jobs, but it is the 1,000s who work for the sub-contractors, who will be affected as well. Just another nail in the coffin for Australia's manufacturing industry, thanks to the high dollar, etc. (Haven't we heard this story in the U.K. before?!!)"

### Western Australia

In the last issue, we reported the discovery of another Model "CX" roadster in Perth, belonging to Graeme Down (Geelong body number 20B R210). Chris Newman of the Classic English Ford Club of Western Australia now tells us, "It turns out that Giulio Tagliaferri has known about this car for about 20 years - knew the father of Graeme before he died. He had tried many times to get him to join the Club to no avail. So don't hold your breath for this one to put the rubber on the road. I sent Graeme the Club brochure but there has been no response - not even an acknowledgement and no thanks!"



**Denis Johnson displays his newly registered, but very original, Model "CX" sedan at the British Car Day.**

However we do have another "CX" back on the road - Dear Denis (Johnson) brought his "CX" to the British Car Day the day after it was licensed. Being in (almost) original condition it attracted a lot of attention."

## Denmark.

Michael Deichmann needs to know ... "In Wolfram Düesters book on the Ford Eifel, on page 156, there is a picture that shows an Eifel Cabrio-Limousine (and a V8 Limousine) being equipped with Westfalia towbars. Westfalia was the original designer of the 50mm ball towbar that are used now on all modern towbars. It was designed in the early 1930s and patented March 14th 1934.

I have had a short dialog with Thilo Moerke of the Ford Oldtimer und Motorsport Club Cologne e.V., who has encouraged me to try to contact Westfalia, which are still in business around Copenhagen. As they produced a towbar for the Eifel with the 50mm ball, it would be nice to see some drawings - also to see how and where they attach it to the frame. I have no idea where this might lead, but my aim is the get a towbar on my Eifel.

Now - a towbar for the Eifel will also fit a Model "C" and "CX" as the frames are identical. Would any of you be interested in a towbar for your Model "C" or "CX"? [Michael's details are on the inside of the front cover - Ed.]



## Denmark again.

One of our youngest members has just purchased a 1937 Tudor Model "Y" (called Ford Junior in Denmark). Jesper Jørgensen from Farum bought the car from Bent Schou Jensen in Virum. Bent bought the car in the 1970s from a scrapyard in Læsø and made a reasonable job of restoring it. However it is not to Jesper's liking, which gives him some work to do to make it roadworthy again.

Jesper emails, "The car is not roadworthy. Sadly the paint is getting bad and I have decided to restore the body once more like Bent did it in the 70's. The car still has the plates with BM68. 189, but it is not in registration. Hopefully I'll get some time to do a nice work for the car. The colour is Yellow Cream with an chrome radiator grill. It's a Tudor sedan and was found at a scrapyard in Læsø. Bent saved it and restored it. Sadly, not all of the work were done as well as it could."

*We wish you success with the restoration Jesper.*

## Technical advice.

### Fuel Pump

**Brian Fleet approached Nigel Stennett-Cox, our Technical Adviser with the following continuing problem;-**

"Seeing your report in the current issue [Issue 201] about Luis Cascante's air /fuel problem, I realised that I have not updated you on a similar problem which occurred almost a year ago - it is still not put to bed 100 percent, but I think it has now most probably been cracked.

Having struggled to get enough power to pull away from the very last ever MOT /MOT garage last April (it passed as usual) you pointed to possible condenser failure. Colin Rowe did an amazingly fast turn around with a new one and things improved. Thanks for your help Colin.

The car made the imminent wedding, but had to go everywhere with full choke and a maximum achievable speed of 30 mph. I discussed with you again and you diagnosed an air leak. Having checked gaskets and seals on the carburettor and petrol supply pipes, I stripped down the fuel pump to find the main diaphragm perished, although still pumping fuel. The local old fashioned garage said they had recently thrown away most old spares - to my dismay- but gave me some inner-tube from which I cut a new diaphragm. The cold weather has prevented a very long run yet, but on a recent test 4 mile run all seemed fine. If problems persist, dirt/rust in the fuel tank will be the next step. It's needed for a wedding in 3 weeks time, so the pressure is on again especially with a 50 mile round trip!

Thanks very much for your help so far.

### P.S. Oops Nigel,

I got that wrong, it wasn't the diaphragm, but the outer seal for the top cover which I replaced - as my son was quick to point out! I recall that it already has been fitted with a new diaphragm. I presume the seal made of an inner-tube will be satisfactory?"

Nigel replied to the P.S., "I don't know, but probably yes. Only the inner edge is exposed to fuel and it's not expected to flex. In the older pumps, those seals were often made of cork. Likewise the seal under the single retaining bolt at the top, usually a fibre washer, must be air and fuel-tight. Never, however, over-tighten it, just enough to effect a seal!"

To his delight, Nigel then received the following, "Just to update you, the car is running really well, better than it has for several years. Thanks for your help."

## How the 8 engine from 1935 owes its development to the 10

The 10 horse engine without doubt was the only way the Model "Y" 8hp sidevalve engine could survive and be continued as a separate engine unit. By 1934, the Model "Y" 8hp engine block in its existing form was limited and, was too narrow a casting. By 1935, two further major component parts of the engine, the conrod and its respective gudgeon pin had become uneconomic and cumbersome to supply in the way the former was manufactured and serviced. This meant that the conrod had to be exchanged and serviced complete with bushes and pins as a single engine part via the Ford Motor Company only. By introducing the new wider 10 Ford engine block in 1934, this larger block gave provision and access for improvements for not only this next generation of 8 engine, but for future engines of both types in the small side valve Ford class.

In utilising just the one casting for both engines, the water jacket between the cylinders could be improved upon as, with more space between cylinders, coolant could circulate better and iron out some of the hotspots inherent to these engines. Such hotspots, even up to the 100E, caused hard water salts to be deposited, due to boiling in certain important areas of the engine that further aggravated the calcification of the interior. With the 8 engine being taken from the larger 10 casting, life was made a lot easier.

The Model "Y" conrod was discontinued, together with the small gudgeon pin, to be replaced by the shorter 10hp Model "C" conrod with its much larger gudgeon pin. Now the gudgeon pin, the conrod and the bushes could be supplied separately and serviced by parties other than the Ford Motor Company, making the manufacturing economies and servicing relatively simple via the single Model "C" casting.

In the next issue will be a full article on small end bearings, conrods and gudgeon pins. So watch this space. A final point on those early Ford 8 engines; if you have one, it is OK to use as, despite the situation of certain areas of servicing, etc., these Ford 8hp engines are still robust even in their earliest form and will continue as long as you provide decent oil at regular intervals. Also, as this early design of engine was obsolete by 1935, you have a unique and rare engine.

**Yvon Precieux**

## Members' cars - The Earl of Suffolk's pick-up

Charles Henry George Howard, 20th Earl of Suffolk, 13th Earl of Berkshire, GC (March 2, 1906 – May 12, 1941) was styled Viscount Andover until 1917. He was the son of the 19th Earl of Suffolk and his American wife, the former Margaret Leiter (sister of Lady Curzon and daughter of the American businessman Levi Leiter). He entered Dartmouth College to become a naval officer but quit soon after and headed to Liverpool where he joined a sailing ship. Upon his return from Liverpool, his family bought him a commission in the Scots Guards. However, because of his "wild ways", he was asked to resign his commission by his superiors. He then worked as a 'Jackaroo' (bushman) in Australia from 1928 to 1934.

In 1934, he married Chicago-born ballet dancer Mimi Forde-Pigott, by whom he had three children. In addition to his colourful early life, he also enjoyed unique motor cars, as we see from his April 1934 Ford Model "Y" pickup (Y57536), which was recently for sale through Hemmings.com in the U.S.A. The car is being sold by ex-member, Bruce Clifford of Colorado. Interestingly, though much is known about the pickup's history, it's not known who was responsible for converting it from a four-door saloon into the Earl-specified pickup. In approx. 1936, the car passed into the hands of the Earl of Suffolk, who lived on a 10,000 acre estate, Charlton Park, to the east of Malmesbury in Wiltshire. He would have been 30 years of age when he took over the car. He was obviously keen on shooting and fishing as he had the car converted to a rather smart pick-up to carry items for same around the estate. The pick-up was kitted out by a Cirencester shop by the name of "E&F" Sporting Goods, whose name is on plaques on each side of the cab. The shop supplied shotguns and fishing equipment for the vehicle. It is not thought that the Earl travelled many miles in the car and it was most likely stored away during World War II. History has it that the car was sold to a Mr. J.D. Long, who had married the daughter of the gamekeeper on the Earl's estate. Mr. Long exported the car to Colorado (USA) when he moved there in the 1960s. In 1992, the car was acquired by a Colorado antiques dealer from Mr. Long, who had retired to Mexico. Bruce Clifford bought the car from that dealer in April 1992, at which time the car was running and in pretty good condition. Bruce completed a frame-off restoration in June 1993.

The conversion from a saloon to a pick-up was most likely carried out by the Earl of Suffolk's estate carpenter as there is no sign of a coachbuilder's plaque (as there is



**The ex-Earl of Suffolk's pick-up designed for shooting and fishing parties on his estate in Wiltshire. The body colour is a rich dark green.**

a Henlys badge on the radiator grille, it could have been carried out by Henlys on the Great West Road, which opened in 1937). The rear of the cab is a box-like structure with aluminum sides and a wooden rear, rather than a welded sheet of metal that one may have expected from a professional coachbuilder. The B posts immediately behind the front doors were retained to support the fabricated rear of the cab, in which there is a rear-view window. The fabricated body work is aluminium and wood. The aluminium is very nicely done, using lots of little screws to fasten it to the wooden framework. The rear wings, tail gate, fuel tank, bumpers and brackets were also custom fabricated.

Whoever converted the car did a fine job and was very detail-oriented. A slat wood roof rack with flanking spotlights is fitted to the roof.

The car arrived at Bruce Clifford's house on the back of a truck on 7th February 1992. The car was running and in pretty good condition. At that time it was painted black and "had some rear end noise." On contacting the Y&C Register, Bruce reported, "The truck was built for the Earl of Suffolk's gamekeeper. The next owner, J.D. Long, married into the gamekeeper's family and brought it to the U.S.A. A car dealer in Colorado bought it and then I traded for it. I think it must have originally been a 4 door sedan before the pick-up conversion. The custom was done by someone who was very professional and meticulous. The car is equipped with a jack, tyre pump, fire extinguisher and also golf clubs, fishing pole and picnic basket. The engine number is RY 7362443PC and there is a tag on the left side floor, inside 166/2799." Much later, Bruce confided, "In the fall of 1993, I decided to do a 'minor' restoration. After a month, it was down to the bare frame. Most of the restoration consisted of cleaning the many old layers of paint off the car and reassembly. I replaced any bearings I could and also replaced the differential gears. The radiator was re-cored and I re-finished all of the wood. The colour of the original 4 door was grey [not a production colour - Ed.] I decided that it would look good green. I had the car up and running by June 1993."

"The car caused a sensation wherever it went. On one occasion, people walked right past a Rolls Royce to look at it. I have had it in a few shows and it has always brought home a ribbon or a trophy. I had it at the Colorado English Motoring Conclave a few years ago. It was put in a group of cars called "Others" and competed against various makes that don't show up in sufficient numbers to have their own group; like MGs and Triumphs. Voting is strictly 'people's choice', so it is basically a popularity vote. That year a nice Aston Martin DB4 showed up. My car out-scored it handsomely. I came in second, being beaten by a beautiful Riley drop-head coupe. I was happy to have out-scored James Bond's car.

Another time, I was approached by a man in his seventies. He walked right up and said, "That's a Model 'Y' isn't it? I haven't seen one of those since I was in England during the war." He told me how the car he used during the war was a "Y" and how much he liked it. He told me stories for over an hour and, before he left, he thanked me profusely for bringing the car.

I like to imagine that my car spent its war years on an airfield being driven by some fighter pilot. There is a doctor here that owns a Spitfire and I see it from time to time. One

The Ford Y & C Model Register

of my goals is to get a picture of my car parked in front of the airplane (sic)"

But what became of the Earl? He enrolled at Edinburgh University, graduating three years later with a first-class honours degree in Chemistry. The Nuffield Laboratory at Oxford University offered him a research post in the area of "explosives and poisons". As Liaison Officer for the British Department of Scientific and Industrial Research during World War II, the Earl of Suffolk was charged with rescuing from France rare machine tools, \$10 million worth of industrial diamonds, fifty French scientists and heavy water. The Earl, accompanied by his private confidential secretary, Eileen Beryl Morden, was successful in his objective of ushering the scientists out of France, as well as securing the industrial diamonds and heavy water. Howard's approach to his missions earned him the nickname "Mad Jack".

Following his return from France, the Earl worked for the Ministry of Supply as a Research Officer, learning how to defuse bombs of new and unknown types. He served as part of an unexploded bomb detachment in London during the Blitz. The detachment consisted of himself, Ms Morden, and his chauffeur, Fred Hards. They called themselves "the Holy Trinity" and they became famed for their prowess in detecting and successfully tackling thirty-four unexploded bombs with "urbane and smiling efficiency." The good Ms Morden stood by his side, taking notes as the Earl worked at defusing the bombs. Sadly, the thirty-fifth claimed its forfeit when all three were killed on Erith Marshes in Kent on 12 May 1941.

The bomb, a 250kg (500lb) weapon, was at one of the so-called 'bomb cemeteries', on open ground on the marshes. Bombs were transferred here after being temporarily made safe for transport, and then destroyed using controlled explosions. The bomb had been dropped some six months earlier in the previous autumn and, after removal and transfer to the marshes, had been at Erith for so long it was known to the Sappers (Royal Engineers) as 'Old Faithfull'. It contained two separate fuses, a Type (17) and a Type (50). These two types were in short supply to the Bomb Disposal Sections; intact fuses being required for instructional purposes. The Earl was dealing with bomb to recover the fuses. The Type (17) was a delayed-action fuse containing a clockwork mechanism, while the Type (50) was an anti-handling device containing a motion sensor. Both fuses had been temporarily made-safe so that the bomb could be transferred from the impact site to an open area. However, the fuses remained inside the bomb. In addition, the Germans had also implemented on some bombs a Zus 40 booby trap that detonated the bomb when an attempt was made to withdraw the Type (17). The Zus 40 was positioned below the other fuse and so was not visible until the obvious fuse was partially withdrawn from its pocket. At lunchtime on the 12th May, the Earl had telephoned his office to say that the Type (17) was ticking and that he had sent for a Mk II KIM clock-stopper. By 14:45 this was in place along with a stethoscope and preparations were being made to sterilise the bomb with steam. As two Sappers were going to fetch water for the steamer, the bomb exploded. The explosion killed the Earl, Hards and Morden - who died in the ambulance. Eleven other people who had been nearby were also killed, including five Sappers who had been working alongside the Earl on the bomb. It was later surmised that a Zus 40 may have been triggered as the Earl was removing it. For his work in Bomb Disposal the Earl was awarded the George Cross.

In 1973, the BBC based a television drama series on the life of the Earl. Ronald Pickup played the leading role in 'The Dragon's Opponent'. The Earl also has a role in Michael Ondaatje's novel, 'The English Patient'.



**The pick-up is for sale by ex-member, Bruce Clifford in Colorado, U.S.A., with an asking price of \$30,000. Note the Y&C Register badge at the top of the radiator grille.**

## Low Bandt interview.

Eddie Ford, the Australian motoring correspondent and author of "The History of Ford in Australia", conducted a series of interviews with Lew Bandt in 1978. Lew Bandt was the young draughtsman, employed by the Ford Geelong plant to work initially on the Model B. At the young age of 24, his flair and panache was soon evident and he became the stylist responsible for the wide variety of bodies on the Model "Y", the Model "C"/"CX" and their successors, as well as the different, larger V8s. It was Lew Bandt, who designed the first "Utility" ("Ute") body on a Model 40 V8 chassis (i.e. with the cab side-panels forming a continuum with the loading bay side-panels – unlike the pick-up, where the loading bay is separate from the cab.)

The series of interviews was recorded in successive editions of the Australian classic car magazine, 'Restored Cars'. Of interest to us is the following extract, which appeared in Restored Cars, No. 28.

Question posed by Eddie Ford, "What was the story with Ford's model Ys?"

Lew Bandt, "We got them from England in running form, no body but front and fenders were included. We designed up a roadster body and other styles, but the bodies were produced by Martin & King of Melbourne to our drawings."

As the Model "Y" never really took off in Australia, the rest of the article refers mainly to the V8 cars and their variants post-war.

The Model "C"/"CX" story is not told, although it would seem that saloon/ sedan and the two tourer/phaeton bodies were pressed using replica dies from Dagenham. Only 4-door (Fordor) Models "Y" and "C"/"CX" sedan bodies were built in Australia, as well as roadsters, coupes and phaetons - presumably all by Martin & King of Melbourne, which is about 50 miles north-east of Geelong.

The Martin & King revelation adds yet more to the history of our cars. There is not going to be a further update on the Ford Models Y&C book, so this new information will be filed away in the Australia archive for future reference.

Our thanks to Denis Johnson, from Toodyay in Western Australia and Bill Ballard in Boronia, Victoria respectively for discovering and sending the Eddie Ford article.



**The body building area at Ford's Geelong plant. Lew Bandt said that when this photograph was seen by the boss, there was an immediate order to get the bodies into line and clean up the area. The photograph, taken around 1936 shows V8 sedans, an English sedan and V8, phaetons, coupe utility, roadster utility, vans and trucks. The 'English sedan' (Model "CX" saloon) would seem to be the car five back in the centre row."**

## Sidevalves

The octogenarian, Tony Holmes, continues his reminiscences:-

### The engines.

From the smallest at 8hp there was the 10hp, 14.9hp, 24hp in-line four cylinder engines, then the 22hp and 30hp V8 engines. This rating of 'horse power' was based on a calculation laid down by the RAC, based on the bore and the number of cylinders. This calculation held good for a number of years until the engines became 'squarer'. All our engines were 'over-square', having a stroke longer than the bore, i.e., 2.23 in (8 hp)/ 2.5 (10 hp) bores with a 3.64 in stroke. Square engines could have an equal bore and stroke, as in 2.5in and 2.5in. With the advent of high revving engines with an 'under-square' engine, as in racing engines, having a bore of say, 2.9 in, the stroke could be 2.25 in., (such engines could generate enormous power at far higher revs, the BRM being a prime example). The RAC rating therefore had to go, as calculating hp no longer had any relevance to the changes in engine design, being replaced by the cc (Cubic Capacity) measurement.

Our engines were known as 'long-stroke sloggers' as they developed high torque at low revs. (Torque: The exertion of force which creates or tends to create, rotary motion. This is measured at the centre of the turning moment as with the Torque Wrench.) Thus, this design of engine was never intended to be a high revver, but was a more powerful unit at low revs. Such engines could often be engaged in second gear on a level road, using bottom only on a hill start. Engines used in the heavy vehicle industry are measured by their C.I.D. (Cubic Inch Displacement.)

### The models.

It should not have escaped the notice of 'Y' enthusiasts what a large radiator these motors have by comparison to modern vehicles, but have you noticed that the top of the radiator header tank is higher than the outlet hose of the cylinder block, and that the bottom tank is lower than the inlet hose? This was done to allow an un-obstructed flow of cooling water to circulate round the system, known as 'the thermo-siphon' system of hot water rising, cooled water falling. These models weren't fitted with a fan belt driven impellor (though we refer to them as pumps) to aid water circulation, it being thought that normal flow was sufficient.

I remember other variants of these engines being the E93A and the E493A. One had a gear driven camshaft and the other a chain driven one. Thus, the first one rotated anti-clockwise to the crank, the second therefore ran clock-wise. It follows then that the cam lobes had to be arranged differently to maintain the firing order of 1-2-4-3. These models also had a water drain tap on the bottom of the radiator. As anti-freeze had not been developed for cars in those early days, it was essential that both radiator and block be drained every night in winter weather as ice and cast iron don't agree with one another. However, filling a cold engine with cold water generates condensation, which is no good for spark plugs, so it was a good idea to start the engine before filling the radiator. The first examples of anti-freeze to come into use were highly corrosive, causing cylinder blocks and radiators to 'sludge up' with a rust- coloured deposit. So every spring time the cooling system should have been flushed through with a hose pipe and back flushed, removing hoses to do so. To neglect this operation would



result in blocked radiator tubes, which were extremely difficult to clear.

The braking systems on all these models, being Ford designed, were very difficult to balance and set up and when it eventually dawned on Ford designers that they were no good at it, 'Girtings' were brought in to design a more efficient system, but these were on later models. Poor brakes affected most manufacturer designed systems in those early days, so the design of better systems was often left to the specialists. Many early model Vauxhalls also suffered in this respect.

### Cooling systems.

The Thermo-Siphon system was eventually seen as being very inefficient as engine temperatures were never high enough to heat the engine oil hot enough to 'boil' off the condensed moisture, which affected the cold crankcase overnight, nor to get the pistons hot enough to expand to fit tighter in the bore, thus sealing off exhaust and carbon deposit leakage into the oil sump. This had the effect of turning the oil in the sump into a black sludge, which required more frequent oil changes, and none of these models had oil filters. I have also known radiators freeze up in winter when the vehicle was being driven into a freezing head wind. Some manufacturers fitted radiator blinds to combat this problem. Indeed, I have covered radiators with a sheet in some vehicles I owned, just to get the engine warm enough for the hot air circulation inside the car. Pistons are not the round tubes most people think they are, being slightly tapered, wider at the bottom than the top, slightly oval, being wider across the thrust sides, and the crown though round, is smaller in diameter than the rest of the piston. They are also thick and thin in parts to aid proper expansion. It is all very complex. The only place where a true measurement can be taken with a micrometer is across the piston just above and in line with the gudgeon pin. So you see, heat is required to make pistons expand the right amount and in the right direction with the rings playing their part in oil control. There is a 'split' in the skirt to aid expansion.

So, in order to generate the right heat quickly, engine designers of later Ford models (the E93A and E943A I think, as used in later 'Pops', etc.) fitted a thermostat at the top of the cylinder head outlet, to shut off the water flow from the pump, long enough to get a quick warm up at engine start. These thermostats open slowly at the right temperature, which is marked on the top, and different thermostats with differing temp opening requirements, are used in different models, so it is essential that the correct thermostat is fitted. The efficiency of a thermostat can be checked by slowing heating it in a pan of water and checking the opening

temp with a thermometer. It was a comfort knowing that when a thermostat failed, it always failed open.

Now, as any school boy knows, water boils at 100 degs. C, or 212 degs. F at Sea Level, (I'm told that theoretically, water can be boiled by a candle at the top of Mount Everest, but I never had the urge to test that one). So, in order to raise the cooling water temperature still further, a pressure filler cap is fitted to the radiator. A hot engine is an efficient engine.

The boiling point of water increases 3 degrees C for every 1 pound of pressure increase, so a radiator cap pressure of 4lbs increases the boiling point by 12degrees. Some larger Ford models have a cap pressure of 15lbs, thus increasing the boiling point by 45degrees C. NEVER EVER remove the radiator cap of a hot engine as one can be severely scalded by super heated water which IMMEDIATELY boils up.

### The braking system.

When Ford's admitted defeat and brought in Girling brake specialists to design systems for their models, they introduced us to the Two Leading-shoe front system and One Leading and One Trailing shoe for the rear brakes. Excellent for forward braking as all vehicle weight is transferred onto the front wheels, but poor in reverse, and the rear set up made for good braking when in reverse. (Whoever heard of anyone doing 40mph in reverse?) There are compensating links to the all rod system allowing for good balancing when setting the brakes up. I used to be able to get a car to stop on a 'tanner'. I think I still can, but the set up on existing vintage vehicle requires work to eliminate excess play and wear in all clevis pins and links in order to achieve this. There is a compensating link between hand brake and cross shaft which is often overlooked, as it allows the hand brake to be applied without transferring movement to the foot brake when applied. In all cases I have seen in later years, I have found them to be seized up.

### Engine oils.

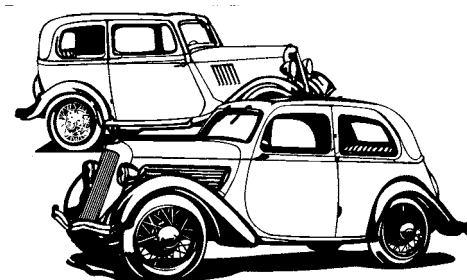
A word here about engine oils. My firm always used Castrol, and starting with Castrolite. This was a 20 grade (thinner), the next up, Castrol XL a 30 grade, then the XXL a 40 grade. 'Grade' was used to mean Viscosity, it's 'pourability'. A vehicle using 30 grade in summer, had to be changed to 20 grade in winter as these oils were all thicker in cold weather, and a thinner one was necessary for winter starting. I even remember in extreme cold weather, that we had to drain the oil and heat it up to aid starting (particularly applicable to the small engines.)

The oils used in the transmission systems, i.e., gear boxes and rear axles, were E.P. (extreme pressure) oils e.g., EP80 or EP90, depending on the model. I blamed these poor

quality lubricating oils for causing excessive wear, as in time, the carbon deposits in the sump had to be combated by carrying out 're-rings and de-cokes' at 20,000/30,000 mile intervals, an operation never heard of these days, which meant a partial strip whilst still in the chassis, and the smell from these filthy engines had to be experienced to be believed. To my mind, the introduction of multi grade oils was one of the best developments to happen in the motor repair industry, as all such harmful deposits were kept 'in suspension' in the oil which were cleared out with each oil change leading to longer engine life. 'Multi-grade' so called because these oils maintained their viscosity at all temperatures thus eliminating the need for summer and winter oil changes, and they contained such properties as 'anti-foaming' additives which made them better at lubrication. But these didn't come into use until the early '50s and the first I had experience of were from the Royal Snowdrift oil company, followed by Vigzol's and BP Energol Viscostatic which was my preferred choice.

We were warned against changing from a standard grade oil to a multi-grade because, as all oils leave a film of oil on all moving parts, this film had to be washed off and replaced by a new film from the new oil, which had the effect of leaving all components without a protective film during the change over as these oils didn't mix. (to demonstrate this, we saw half a pint of 'standard' oil added to half a pint of the new multi-grade, and after the mix was shaken up, the two oils separated when left to stand.) It should therefore be appreciated that the new oils should not be used on old engines. I once recommended the Vigzol multi to a customer whose Ford 10hp Pick-up was constantly sludging up because he used it on stop-start short runs all day on milk deliveries, where it never reached a suitable running temperature. The multi cured this problem.

Tony Holmes.



## Life on a Dagenham line.

The third and final (unedited) extract from Jack Gray's book "Motorcycling through the Thirties":

### Part 3. Daily routine.

#### Passing the Buck.

By the end of my third week at Ford I had settled in a bit and was feeling a lot better than I had at the end of the first. The pace on the block line at this end wasn't so hectic and the work required a hint of mechanical ability. One minus aspect was that it involved working two shifts, 6.00 am to 2.30 pm one week and 2.30 pm to 11.00 pm the next. This was because our output was approximately half that of the moving conveyor where they turned out sixty engines an hour. When they finished work for the day our late shift would stack blocks on the floor for them to draw on next day.

I didn't mind the early shift, but wasn't too keen on the late, there seem so many things you can do in the evening but very few in the morning, still there was the bonus of all day Saturday off.

After the first few days I ceased to buy the packed lunch in the canteen, preferring sandwiches from home, but still bought a mug of their strange tasting tea. As soon as I had finished eating I would wander round the other sections in the vicinity and view some of the manufacturing processes. I discovered a tractor assembly line and contemplated asking for a transfer, but it was a moving conveyor which put me off.

There was a small section producing clutch plates. A couple of presses were stamping them out and piercing them with holes and slots, then there was a small gas-fired retort, not much bigger than the copper in our wash house at home, which held a liquid heated to a dull red. There was a rod across it from which the operator hung about ten plates on special hooks that held them suspended in the liquid, by the time he had the tenth one in, the first one had assumed the dull red colour.

The next phase was a tank of thinnish oil which had a disc held vertically on a spindle so that half of it was submerged. A red plate was placed in a socket on the disc, a pedal pressed and it revolved 180 degrees quenching the plate and delivering another. I paused to watch the process on several occasions, one time the level of the red liquid was getting low and the operator tipped in what looked like oversized moth balls, I was intrigued. The presses were thumping away and normal speech was impossible, but I managed to catch his eye and putting my mouth to his ear yelled, "What's that?" "Cyanide," he mouthed in reply.

Talking with Albert I managed to glean a little of the history of Ford in the UK, doubtless there are those who know far more about it and they must forgive me if I am mistaken. It appears that they first established themselves in Ireland at the city of Cork and I got the impression that his was only a depot for a distribution and servicing operation. From there they moved to Manchester where the activities were obviously on a wider scale, though I don't know whether it included the manufacture of components.

Early in the 1930's they started building the factory at Dagenham which was almost a self-sufficient unit. It had its own gasworks, the coal coming up the Thames to Ford's private jetty, which also accommodated the ships bringing iron ore for the blast furnace that produced pig iron for the foundry. Some coke, a by-product of the gas works, was used in smelting processes, the surplus being sold.

Most of the clinker and ash was tipped into the marshy ground to help make foundations for further extensions being built, but some was sold too, and there was a steady stream of contractors' lorries carting it away.

Sometimes, if the weather was fine, I spent ten minutes watching the machine driving piles for the next extension, it was a bit Heath Robinson compared with modern equipment. The concrete piles were about twenty feet long with a steel tip cast in. The driver had a gantry some forty feet high powered by a steam donkey engine which hauled a steel weight of about half a ton to the top up guide rails. A pile was lifted in place by a mobile crane and fitted with a cap to prevent it crumbling. The weight was released in free fall then hauled to the top again to repeat the process until the pile ceased to move any more. No two piles seemed to enter the ground to the same depth and the site resembled a picture of a World War One battlefield with a forest of tree stumps shattered by shell fire.

The work force seemed to be in ethnic layers. There were a few Americans who were all lumped together under the title of Yankees. A lot of Irish, with even more Lancastrians, seemed to fill most of the jobs in the top brackets and all who came from south of Lancashire were dubbed by them somewhat scornfully as "Cockneys".

There was some ethnic speak too. If an American wanted to accuse you of what we would call "swinging the lead" he would say,

"You're stuffing the dawg Mac." An Irishman in the same situation would say, "You're stuffing the pig."

One Monday morning when we came in to work we had a surprise. At the end of our clothes locker area, which was on a mezzanine floor, was an area of grey painted steel wall. It was quite inaccessible and someone, it must have been a maintenance worker with a ladder over the weekend, had chalked in large characters:

YANKEE, STUFF THE DAWG. IRISHMAN, STUFF THE PIG. COCKNEY, STUFF 'EM ALL. The "Cockneys" clocked in that morning with broad grins on their faces.

I found the Lancastrians, on the whole, a bit dour, but enjoyed the soft brogue of the Irish who had a sense of humour too. One of them said to me one day, "Do you know how all us Irish came to be in Dagenham?"

"No," I replied, "tell me."

"Well," he declared, "the Lord Mayor of Dagenham sent a letter to the Lord Mayor of Cork asking for a thousand wicker baskets, but he had bad handwriting, and they sent us."

It took me a while to work it out.

Motor bikes were common ground for conversation and The Isle of Man was mentioned.

"Sure," said one Paddy (We called them all Paddy or Pat, and they didn't seem to mind).

"Do you know the origin of The Isle of Man?" "No." I confessed I didn't.

"Well," he said, "way back there was an English giant the and Irish giant throwing sods at one another. The English giant threw one that hit the Irish giant right round the gob, that made him mad, so he tore up a sod twice as large as any he had thrown before and hurled it at the English giant, but it was too heavy to carry and fell in the sea, and there's the Isle of Man for ye."

Bill failed to turn up for work one Monday morning and George told me to take over his job. Now that the studs were screwing right home with the machine we could manage the first two stages comfortably. Bill didn't turn up all week and George and the time clerk asked Taff if he knew where he was.

"I've asked at the pub", said Taff, "and as far as I can make out, he's run off with his landlord's wife."

We didn't see Bill again and I had a little niche on the line to myself, sometimes helping out with other jobs if needed.

Smoking was forbidden and many of the Northerners took snuff. They would produce their little fancy boxes and offer them to one another. Some took a pinch, held it in the nostril and sniffed. Others tipped it on the back of their hand and rubbed the hand under each nostril in turn as they sniffed. In either case the result was the same, a hearty sneeze, then the nose wiped with a handkerchief which might already be stained from the last indulgence. I found it a bit off-putting.

The charge-hand on the other shift was another Lancastrian named Bob. He and George sometimes changed shifts so I got to know them both. They were alright, having come up through the ranks so to speak. They knew all the operations thoroughly and if someone got a bit behind would assess the situation. If it was the operator's fault they would give him a bit of a rocket. If not, they would send someone else to help him out or even give a hand themselves.

Above them was a white coat named Walter, Lancastrian again, he had no pretensions to mechanical knowledge. In his fifties, thick set with a bullet head, he was an ex-naval Chief Petty Officer and supposedly a driver of men. Production was his job but he wasn't very good at it, for all his appearance he was a bit soft-hearted. If Andy was in the vicinity he would make a bit of a show, walking up and down moving his hands as though wielding a whip, but he was bad on his feet and when things were quiet would come behind the line and sit on a pile of cylinder blocks, out of sight, to take the weight off them. He chewed tobacco and sometimes a little dribble of nicotine would ooze from the corner of his mouth.

When things went wrong, as they sometimes did, a bit of "buck passing" went on. One day the machine which pressed in the camshaft bushes, thin wall variety, broke down and the repair man was called in. A set of purpose-made drifts existed to fit them by hand in just such a situation and George sent me to help Cliff, the young Cornish operator. I was fitting the centre bush, which had to be carefully located as it had a cutaway for the oil pump spindle. Andy came along with his clerk, Steve, in close attendance as always, clip board at the ready, pencil in hand. He surveyed the scene and sent Steve to find "W" the senior of our two short-coated staff men.

When he hurriedly arrived Andy said, "Get that job moving."

"W" spread his hands almost in supplication. "For Chrissake Andy," he pleaded, "I'm doing all I can."

Andy stopped him with a curt gesture.

"Get it moving!" he snapped and walked on.

"W", his face suffused red, turned to find his second-in-command "F" standing at his elbow.

"Get that bloody job moving!" he roared and strode off in the opposite direction.

"F" turned and found his whitecoat, Walter, standing behind him.

"Get that job moving Walter," he said tersely, "I'll be back in ten minutes to see how you're getting on."

Walter looked uncertain, then walked round the machine where the repair man was up to his elbows in the hydraulics.

"Get that machine working," he commanded.

The repair man stopped work and looked up coldly. "Get stuffed!" he said. "I don't take orders from you."

Walter, nonplussed, thrust his hands in his coat pockets and walked off to find George

who had made himself scarce when he spotted Andy in the distance.

A couple of minutes later George arrived and walked round the machine.

"Hi Seth," he said, "how's the wife?" "Alright," said Seth. "How's yours?"

They chatted for a minute then George produced his snuff box.

"Try this," he said, "it's some new stuff I got from up north."

Seth wiped his hands, tipped a generous dose on the back of one and sniffed hard. An explosive sneeze followed and he wiped his nose and his eyes with a red and white spotted handkerchief.

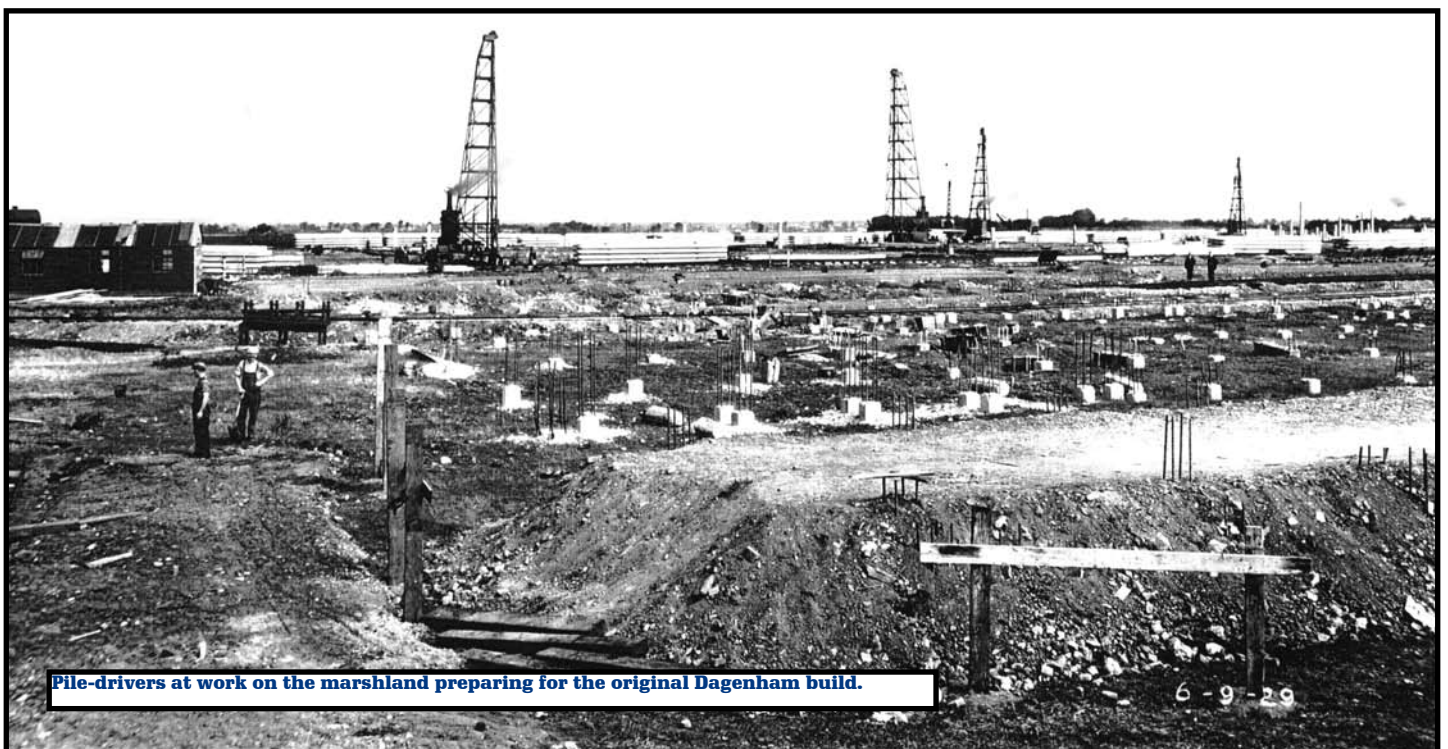
"By, that's powerful stuff," he declared.

"Aye, that it is," agreed George. They chatted for another minute then George said casually, "How's the job going then?"

"Oh," said Seth, "the usual thing, the seal on the ram's gone. I brought one along with me, it'll be done in a quarter of an hour."

George patted him on the shoulder. "Good old Seth," he said, "I knew we could rely on you." He winked at us and walked away.

Everything had to be kept neat and tidy. The floor in our section was wood blocked which was easy on the feet and kind to anything you happened to drop and was washed every day with hot soda water by the section janitor. Compressed air, power, and hot and cold water were piped round with frequent access points and nearby there was a small drinking fountain of the type used in Public Parks. A quarter of an hour before knocking off time on Friday night all work stopped. Machines, tools, and gauges were cleaned and oiled. The janitor brought round a plentiful supply of large sheets of brown paper and everything was covered up. As we walked away, the section looked like a ghost town.



**Pile-drivers at work on the marshland preparing for the original Dagenham build.**

