

The Ford
Y & C Model
Register

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Issue number 204
September - October 2013



Transverse
Torque



Regional Contacts

Register Officers

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

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

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

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

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

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

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

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

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

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

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

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

Website Manager
 Roy Hocking - see Regional Contact 08 for details

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

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www.fordyandcmodelregister.co.uk

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- | | | |
|--|--|---|
| <p>01/02 Devon/Cornwall
 Somerset/Avon/Wilts/Glos
 Ivor Bryant
 The Cottage, The Street,
 Alveston, Bristol BS35 3SX
 Tel: 01454 411028
 ivor_bryant@msn.com</p> <p>03 Dorset/Hants/I of W/
 Channel Isles
 Colin White
 49 Grange Road
 St. Leonards, Ringwood
 Hant BH24 2QE
 Tel: 01202 873620</p> <p>04 Surrey/West Sussex
 Dave Minnett
 20 Princes Ave,
 Carshalton Beeches
 Surrey SM5 4NZ
 Tel: 020 8661 2480
 Thev8telegraph@aol.com</p> <p>05 East Sussex/Kent
 John Keenan
 41 Ghyllside Ave, Hastings
 E.Sussex TN34 2QB
 Tel: 01424 424323
 elvabeach@btinternet.com</p> <p>06 South Wales/Hereford
 Mike Samuel
 "The Willows" Stoney Road
 Garndiffaith, Pontypool
 Gwent NP4 8PY
 Tel: 01495 772418</p> <p>08 Oxon/Berks/Bucks
 Roy Hocking
 69 Aylelsbury Road
 Bierton, Aylesbury,
 Bucks HP22 5BT
 rhock@btinternet.com
 Tel: 01296 427706</p> <p>09 Beds/Herts
 John Argent
 35 Brookmans Avenue
 Brookmans Park, Hatfield
 Herts AL9 7QH
 Tel: 01707 662049</p> <p>10 Essex
 Dave Gustard
 44 Park Dale
 Danbury, Chelmsford
 Essex CM3 4EH
 Tel: 01245 222921</p> <p>11 Worcs/Staffs/W. Mids/Warks
 Geoff Salminen
 2 North Pathway, Carless
 Ave. Harborne,
 Birmingham B17 9EJ
 Tel: 0121 427 2189
 e.mail:gsalminen@talktalk.net</p> <p>12 Leics/Northants/Cambs
 Vacant - can you help?</p> <p>13 Norfolk/Suffolk
 Roger Hanslip
 165 Hungate Road,
 Emneth
 Nr Wisbech, PE14 8EQ
 Tel: 01945 430325
 jo.hanslip@btopenworld.com</p> | <p>14 N. Wales/Cheshire/Lancs
 Merseyside/Manchester
 Clive Harrison
 Tyn Y Felin, Pandy Lane
 Dyserth, Denbigh LL18 6AL
 Tel: 01745 571185
 cliveharrison2@hotmail.co.uk</p> <p>15 Notts/Derby/Lincs/S. Yorks
 Robert Marshall
 32 Florence St., Hucknall
 Notts NG15 6EB
 Tel: 0115 955 6802
 romarpop@ntlworld.com</p> <p>16 North, West & East Yorks
 Pat Jennings
 59 Cookridge Drive
 Leeds LS16 7HP
 Tel: 0113 261 3780
 pdjennings@ntlworld.com</p> <p>17 IoM/Cumbria/Durham/Tyne
 & Wear/N'umberlnd/Clvnd
 Andrew Black
 66 Lindisfarne Lane, Morpeth,
 Northumberland NE61 2UL
 Tel: 01670 511113
 wagtail139@btinternet.com</p> <p>18 Scotland
 Drew Barr
 30 Weavers Crescent
 Kirkcaldy KY2 5LN
 Tel: 01592 269266
 barr195@btinternet.com</p> <p>19 Ireland
 Patrick Fitzgerald
 Tel: 00 44 (0) 1902 844273
 fitzcar@talktalk.net</p> <p>20 London/Middx
 Jim Miles
 11 Gordon Road,
 Wanstead, London E11 2RA
 Tel: 07901 561866
 (afternoons only)</p> | <p>Overseas</p> <p>Australia
 Bill Ballard
 24 Rowan Ave, Boronia
 Victoria 3155, Australia
 Tel: 00 61 3 9762 9974
 sfbill1@bigpond.com</p> <p>Denmark
 Michael Deichmann
 By-Lyngden 4
 Blistrup, DK-3230 Graested
 Denmark
 Tel: 00 45 2227 8651
 michael@deichmann.org</p> <p>Norway & Sweden
 Terje Saethre
 Eikelvn, 3, 2005 Raelingen
 Norway. Tel: 0047 6383 3020
 tesaethr@online.no</p> <p>U.S.A
 Robert P (Bob) Anderson
 228 West Russell St,
 Barrington,
 Illinois 60010, USA
 Tel: (001) 847 381 0052
 Bander8899@aol.com</p> |
|--|--|---|

When telephoning UK from overseas
 replace first 0 in UK number with +44

Editorial.

Well, what a show! Once again the team of volunteers under Bob Wilkinson's guidance managed to stage a most successful Old Ford Rally at the Motor Heritage Centre at Gaydon on 21st July. Close to 500 pre-1985 Ford cars, commercials and tractors arrived on the Sunday morning to be ushered by the Y&C team into their allotted sites. Members of the Ford Sidevalve Owners' Club settled the autojumble and trade stands into location. It is estimated that there were 2000 people on site during the day, which, fortunately, was overcast for most of the time and, hence, not unbearably hot. The two themes of the show were the 150th anniversary of Henry Ford's birth (30 July 1863) and the centenary of the death of Emily Davison under the King's horse at the June, 1913 Derby at the height of the suffragette protests. At the Rally, the latter was the more obvious with numerous ladies in period suffragette costumes making their 'Votes for Women' message seen and heard around the arena area. All good fun! In true post-Olympic style, we say well done the volunteers.

My favourite moment was when Alan Summons from Lowestoft, in Suffolk, presented me with a period photograph from a local paper showing a gathering of mechanics and administrative staff posing outside the Mann Egerton & Co., Ltd. garage in London Road, Lowestoft, with the garage's short rad Model "Y" entry in the 72 hour Dependability Demonstration, which started at 5.30 p.m. on Monday, 11th September 1933 (see page 66 of the Ford Y&C book). What was exciting for me was that the car, RT 9966, was clearly displaying its entry number, 34. Those of you who follow my obsessions will recall that I have asked you to keep a look out for photographs of your local Ford dealer's entry in that dependability demonstration, as I am trying to compile a listing of all the 119 cars that took part; Mann Egerton's number 34 from Lowestoft was a new one to add to the listing – thanks Alan. I am also grateful to Colin Spong of the V8 Club for loaning me hitherto unseen copies of Eifel and Model "Y" brochures at the rally for me to copy into the archive.



Roger Corti came up trumps with a find on ebay. It is the commemorative enamelled badge celebrating the opening of the Ford Köln factory on 12th June 1931. It is described as the opening ceremony car rally badge. The story of the opening ceremony, hosted by Edmund Heine, the Ford of Germany manager, is written up on page 157 of the Ford Y&C book. The badge was for sale in France and had an asking price of £100. Thilo Moerke of the Ford Oldtimer und Motorsport Club Cologne e.V informs me that these badges do come up for sale from time to time, so it is not as rare a find as was thought at first.

In the latest issue of the FBHVC News, a plug was included for Bob Wilkinson's brainchild, the "Classic Virgins" event at Gaydon on Saturday, 28th September. The day is designed to encourage and support potential classic car owners. The target group will be people seriously considering buying a classic car in the near future, who have not previously owned one. Experts will deliver guidance on the theory of classic car ownership, car clubs' support, rallies and social activities, facilities required, finance, insurance and how to choose your classic. Workshop sessions will include some basic maintenance hands on experience and the afternoon will be spent being driven in classic cars on the open road. The cost will be £50 per person, which includes lunch and refreshments throughout the event. All in all a worthwhile day, particularly for younger potential owners – the next generation of club members. Details and application forms can be obtained from the Heritage Motor Centre: www.heritage-motor-centre.co.uk or telephone 01926 645120. I'm sure it will be a success.

Another badge has come to light; this one seen on ebay. It is a coat pin-badge and depicts a brass Model "C" over the blue enamelled backed script 'Wallace Carr for Fords'. Above the car is 'Ford Motor Exhibition' on white enamel. It was obviously given out to potential buyers and exhibitors on the Wallace, Carr & Co. Ltd. stand when the Model "C" was first displayed to the public at the 1934 exhibition.



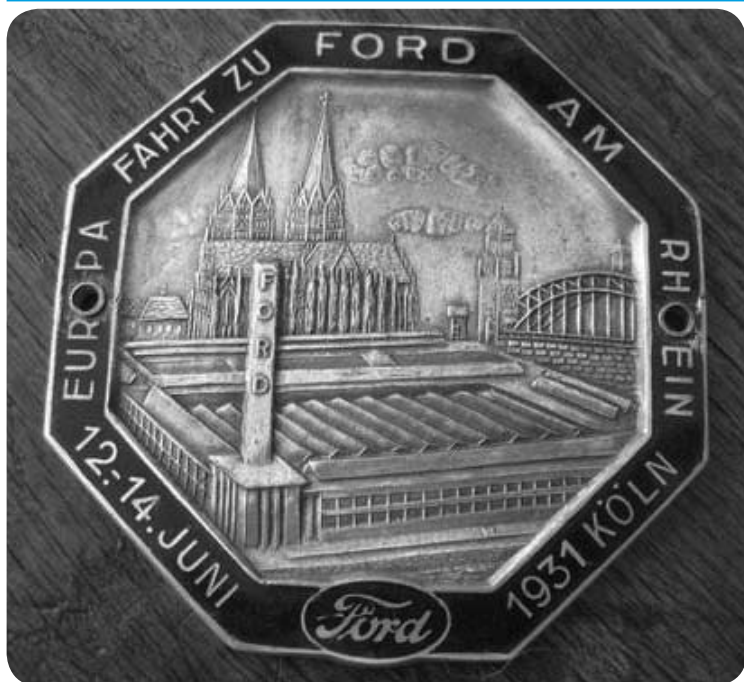
Wallace, Carr & Co. Ltd. was the Ford dealer based at 43 Acre Lane in Brixton, London, SW2.

The 1934 Ford Exhibition badge advertising the, then, new De Luxe Model "C" on the Wallace, Carr & Co. Ltd. stand.

I was amused to read in the current September 2013 issue of 'The Automobile', in David Burgess-Wise's 'Parting Shot' article, his story of the run-away Quadricycle incident in 1996. The Ford clubs had been invited to the National Motor Museum at Beaulieu to celebrate the centenary of Henry Ford's first vehicle, the Quadricycle. Five of our cars were present and were parked up, with the other Fords, in the car park facing the sloping pathway leading down to the museum entrance. After the ceremony, I was sitting in the front of the late Bert Hopkins' lovely Fordor shortrad (still in the family, being owned by his daughter, member, Thelma Marsh). I was gleaning information from Bert for yet another article on his days as an apprentice at Sarum Garage, the Ford dealership in Salisbury. Suddenly driving down

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This car badge was issued to those who took part in the car rally which accompanied the opening of the Ford Köln factory in June 1931.

the slope in front of us was David B-W on the replica Quadricycle. As David recalls, the vehicle did not have any brakes, or the power to slow down on the engine. I remember seeing his straw hat flying off as he desperately tried to stop the accelerating machine in panic as it hurtled towards the museum entrance! As he reports in *The Automobile*, "On a slight downward slope, the little vehicle took control. Flicking off the household switch controlling the ignition with my right toe in a vain attempt to halt its forward motion proved useless. The only way I could stop the thing before it rushed pell-mell into the museum entrance was to hit the concrete wall by the restaurant steps head on, fortunately with no harm to self or Quadricycle." It was one of those sights in life that I will never forget!

Unfortunately John Mould will not be holding an Open Day this year. He has decided that his 'Paradise' collection of restored cars and lorries is too large. Instead, on Saturday, 21st September, he will be auctioning many of his vehicles, including two unrestored Model "Y"s. The auction will take place at his premises (Highcrete Pit, Burghfield Bridge, Reading, RG30 3XM) from 10 a.m.

I had two unsolicited letters of appreciation on two consecutive days from non-members who had ordered copies of the Ford Models Y&C book at the Old Ford Rally. The first read, "Thank you for your book that arrived safely on August 1st. You say you hope I enjoy the read and from my "delves-in" so far, I know I will. You have obviously taken much time and trouble with your meticulous research." The second letter read, "Thanks for sending the Ford Model Y&C book. I just wanted you to know that I thought it to be an excellent piece of work, very well produced and clear & concise & a pleasure to have." So guys (and gals), you had better place your orders quickly, while stocks last! Birthdays coming up?

In this issue, in addition to the report on the All Ford Rally, we include belated reports on the biennial National Sidevalve Rally, held in South Australia in April – this bringing back memories of the last time the National Rally was held in South Australia, which I attended in 2003. I

say, 'reports', because, in addition to Bill Ballard's write-up, we have the rally viewed from the perspective of a Model "Y" taking part – different!

The tail-enders in the next three issues are a trilogy of articles which appeared in successive issues of *Practical Classics* in the 1930s titled 'Getting the Best From Your Car'. Although some of the material is pretty basic, I believe there is much to be learned from the articles by all members.

It is some time since I featured a 'Members' Cars' article. Surely there must be a car's biographical story out there which will amuse, educate or interest our readers. Please let me have it/them.

I hope we shall see many of you visiting the Y&C Register stand at the Classic Motor Show at the NEC, Birmingham on 15th – 17th November. This year it is being sponsored by Lancaster Insurance, rather than Footman James. Look at the advertisement under Events in this issue to see how to obtain club discount tickets.

Sam Roberts.

The closing date for copy for the pre-Christmas(!) issue 205 is Friday, 1st November 2013.

Cover photographs.

Front cover. Some of our 'suffragettes' demonstrate outside the entrance to the Motor Heritage Centre at Gaydon on Old Ford Rally day, recreating the chaos suffragettes caused 100 years ago in 1913. They got their message across! From the left; Di Godfrey, Jean Ketchell, Jo Hanslip, Pat Wilkinson, Joan Sharpe and Elsie Malyon.



The Chairman of Ford Motor Company Ltd., with Lord Motagu and the replica Quadricycle, celebrating its centenary in front of the National Motor Museum at Beaulieu in 1996.

Back cover. Henry Ford was born 150 years ago on 30 July 1883. Here we see him, probably in his 50s, reading a booklet called 'The Iron Age'. We are grateful to Predrag Zvezelj, the Editor of '@Ford', the bi-monthly magazine of Ford Europe, for sending this photograph for Transverse Torque.

Secretary's Ramblings.

I am writing this piece some two weeks earlier than normal as I will be on holiday well deserved I think!at the time of Sam's deadline. I will return refreshed after cruising the River Rhone and sampling (under duress) the local French wine. I hope you have been enjoying our glorious summer; getting out and about on picnic runs with the old Ford.

Old Ford Rally. Another successful and enjoyable day for the Club and all who attended the OFR at Gaydon our 5th year. There were around 500 old Fords on view, dating back to 1904, with about 40% being pre-1960 vehicles. A thank you to all who exhibited and an even bigger thank you to those members and families, who helped to prepare the showground and marshal, etc. A report appears elsewhere in this issue. This is now widely regarded as the show to attend if you have an old Ford.

Recovering original registrations after being issued with an age related number. I have recently completed the application for a member seeking to reinstate his original registration following years of carrying an Age Related registration mark. In this case, the then owner had missed the November 1983 date for claiming the original registration mark, despite having the original RF60 logbook, and was duly allocated an Age Related number. In more recent years, the DVLA has allowed applications for the original number, from such owners, where original documentation was present - e.g. old-style logbook etc. Should you be in this same situation, please contact me to examine your case.

MoT in Northern Ireland: In September, members in Northern Ireland will come into line with the remainder of the UK with regard to MoT regulation. Cars built before 1960 will not require an annual MoT inspection.

Closure of DVLA Local Offices: By the end of December 2013, over 40 local DVLA offices will be closed as part of cost cutting by the government. See list at <https://www.gov.uk/government/news/dvla-local-office-closure-plan-announced> Whilst post offices will increase their services, it still leaves many in the classic car scene seriously disadvantaged. Having to travel further to have a car inspected as part of the routine process to recover an original registration mark will cause additional inconvenience. It may also mean that the inspection process is diluted to the detriment of integrity in the system.

Advertise through the Club. I urge members to use the Club free advertising facilities for parts and, in particular, for selling your Model "Y" or Model "C". From time to time I see advertisements for our cars on various other websites ... but not on ours. The advantages of using the Club website are obvious, in that your advertisement will be seen by a captive, interested group, as we have members and interested non-members actively seeking a car. Your exposure to potential fraud is also reduced. By all means, advertise elsewhere ... but use the Club first.

Friend membership. Our Friend Membership is growing each year. Friend members are often previously full members who decide to stay on, receiving Transverse Torque, etc., having sold their "Y" or "C" Model. Friend Membership is also taken up by non-owners who have an interest in the models we represent. If/when you sell, contact our Membership Officer for details you have a lower subscription, due to being prohibited from buying Club parts.

Club Treasurer: We are still seeking a replacement for the long serving Bruce Allan, as mentioned in our previous issue. Systems are in place to ensure that a new incumbent has an easy transition into the role. This may be your opportunity to do a useful job for the Club so, if you feel that you would like more information on the general role, please give me a call.

Enjoy the remainder of the summer.... a good summer this year..... even before I mention the cricket.

Bob Wilkinson.

Chairman's Chatter

Well, the main event for many was the recent Old Ford Rally at Gaydon, organised by Bob along with our and other clubs. 'Management' and I arose at the crack of dawn, arriving on site at 7.30. Some, let it be known, rose at 3.00 am to travel from Wales! They know who they are and deserve a big thank you as they worked hard all day prior to travelling back home. It was another great show, well reported in this issue, with more entries, good weather, many Club members and plenty of interest and positive feedback from both on site and subsequent comments. So, well done and thank you to all who contributed.

By the time you receive this issue of Transverse Torque, the Classic Car show season will be coming to the end and I trust you have had a good summer. We attended many events and there is no doubt that this is a great hobby to be involved in, with many interesting and like-minded people to meet and enjoy.

Not far away, in November, is the first committee meeting for the 2013/14 year and those you elected at the AGM will attend to conduct the Club's business. Please do not forget that we act for you and should you have any items regarding the Club, which you feel should be raised or reviewed then please bring them to our attention by the end of October.

Brian Godfrey.

The Ford Y & C Model Register

Bob's Joke Corner

Two Short ones this time.

Woman:
Do you drink beer?
Man: Yes
Woman:
How many beers a day?
Man:
Usually about 3
Woman:
How much do you pay per beer?
Man: About 3 quid.
(This is where it gets scary !)
Woman:
And how long have you been drinking?
Man:
About 20 years, I suppose
Woman:
So a beer costs £3.00 and you have 3 beers a day which puts your spending each month at £270.00. In one year, it would be approximately £3,240.00 ...correct?
Man:
Correct
Woman:
If in 1 year you spend £3,240.00, not accounting for inflation, the past 20 years puts your spending at over £60,000.00, correct?
Man:
Correct
Woman:
Do you know that if you didn't drink so much beer, that money could have been put in a step-up interest savings account and after accounting for compound interest for the past 20 years, you could have now bought a Ferrari?
Man:
Do you drink beer?
Woman:
No
Man:
Where's your Ferrari?

And another from member Colin French.
If there was still a shred of doubt the world is totally insane, this should remove it:-
Only Divine intervention can now restore us to sanity !
This says it all.....

Pythagoras' Theorem:24 words.
Lord's Prayer: 66 words.
Archimedes' Principle:.....67 words.
Ten Commandments:179 words.
Gettysburg Address:.....286 words.
US Declaration of Independence :
.....1,300 words.
US Constitution with all 27 Amendments:
.....7,818 words.
EU Regulations on the Sale of CABBAGES:
.....26,911 words.

Please send me your jokes or anecdotes for our amusement.
Bob Wilkinson.

Photographic finds.



September 1933 - Adolf Hitler breaks ground on his ambitious plans to link all major German cities with highways. This particular ceremony kicked off construction of the Frankfurt-am-Maine - Darmstadt/Mannheim autobahn.

Suzan and Kristina Lenz loll over the family's 1938 Eifel Cabriolet in Denmark in 1950."



A 1936 Köln in a wintry scene in Brandenburg Province, Germany, in 1942. Note no running boards or groove in the bumper and mud-flaps – standard Ford Köln features.

The sunshine was late in coming on Sunday, 21st July 2014, the day of the Old Ford Rally at Gaydon in Warwickshire. But it arrived eventually, adding extra warmth to the day. Not that it was needed, as the warmth from the friendliness of members and visitors alike, together with the passion of all the participants – Clubs, Autojumbler and the Heritage Museum staff - kept the fire of enthusiasm well alight.

Organised by the co-operation of the Model T Register, The Capri Club (Mansfield), The Ford Sidevalve Owners' Club and our own Y & C Register, the day just got brighter and better. Club and Committee members had arrived to prepare on the Saturday and soon were beaver away in an organised but

Stevens and Colin French, Lorraine and Robert Jarvis, Gary Whittle and Victoria Edwards, Pete and Jean Ketchell, Roger and Jo Hanslip, Geoff Dee, Geoff Salimen, Nick

Old Ford Rally 2013 report.

Roger Corti

and Monique Smith, Herbert Wingate, Jim Miles, Bob and Pat Wilkinson, Alistair Broome, John Biggs from the Model T Register, Clare and James Ellingworth from The Capri Club and myself, Roger Corti, with a friend John Nutkins.

On the Sunday, everyone was up as early as

Amongst other members attending on Sunday were Peter Purdy, Brian and Di Godfrey, Bob Brown, Roy Hocking, Mike and Christine Leete, Alan and Sheena Summons, Sam Roberts, Mike and Kath Samuel, Graham Miles, John Argent and Doug and Bessie Hickson.

The numbers of exhibitors grew quickly, as well as visitors and their families, enjoying the day out and touring the museum. Getting the hundreds of exhibits - some on trailers as well as the larger transport lorries - down the entrance ramp without any major incidents was a reflection of the fine tuned organisation and skills of the members who had volunteered to direct traffic.

It is reported that about 500 vehicles attended, mostly cars, with some commercials, tractors, odd military and "Unusuals"; the oldest entrant being a 1904 Model A. About 40% were pre-1960 making up the "Old" in the event's name.

Our members provided an outstanding collection of "Y"s and "C"s - some 25 in number. This varied from the untouched to the fully restored, two and four doors, plain and deluxe, tourers and specials all coming together for an impressive line up. Variety was everywhere - including seven different types of luggage rack.

By 3.30, the results of the voting by owners were known and the best and runners-up commercial and car were paraded in the arena. Prizes were awarded by Bob and Pat Wilkinson as follows:-

Car of the show:- Andy Hunter with his 1985 Granada Estate.

1st runner-up:- Nigel Banks with his 1962 MkII Zephyr

2nd runner-up:- Andy Maclean with his 1936 Model 40 Phaeton

Best commercial:- Tom Mansbridge with his 1952 Fordson ET6 breakdown truck.

Runner-up commercial:- Rick Richardson with John Mould's Model AA truck.

On the Y&C Register stand, Brian Godfrey, our Chairman, had much pleasure in awarding the Bert Thomas Trophy for the best in the Club showing to Peter and Jean Ketchell for their immaculate Model "CX" tourer.

Some of us were educated by the removal of the rear offside wheel from Clive Harrison's Tourer as its brakes had been binding. Roger Hanslip had helped with hub pullers and club hammer to reveal a damaged taper on the half shaft, causing the hub to move inwards on the axle, thus causing the drums to rub the brake shoe edges. Clive promptly went to the Autojumble and fortuitously acquired

Filling the "Goody Bags" on the Saturday.



chaotic way, inserting the voting slips into the programmes and then packaging up adverts and information into "Goody Bags" for the expected hundreds of visitors due on Sunday. The club display areas had to be organised and measured out with appropriate lollipop signs and barriers. The Autojumble fields too were carefully measured and marked out and an afternoon meeting was arranged to demonstrate the various and coloured twizzle sticks and signs needed to shepherd the visiting cars and exhibits. Tasks were delegated, timings noted, incidents prepared for and maps/layouts were confirmed. The tastiest of cakes were amply provided over the weekend, provided by Jo Hanslip and Pat Wilkinson and were duly sampled (diets ignored).

Amongst Saturday attendees were Jim and Joan Sharpe, Clive Harrison and his son, Benjamin, Mike and Elsie Malyon, Penny

possible to receive exhibitors from far and wide - all Fords were pre-1985 - and guide them to their allotted positions. Many members' wives were in attendance, dressed up in the prettiest of period costumes, to give out the "Goody Bags" and programmes. These ladies would later be celebrating 100 years of the suffragette movement in gaining votes for women. This they did in the arena, using several Model T's to tour the extensive Heritage site in order to advertise their campaign. They then grouped together into the Y & C Suffragette Choir with an excellent and inspiring rendition of "Oh Dear, What can the matter be?" All very harmonious it must be said, but there was one incident of an interloper, dressed up with the suffragettes and getting a free ride on the T's - soon revealed to be Mike Malyon, our Membership Officer, getting into the spirit of the occasion.



Bob Wilkinson takes his turn at helping to direct traffic on arrival.



Different clubs had their own stands. Here we see the Capris of the early 1960s.

a 'New Old Stock' pair of half shafts to be fitted upon his return home.

The Autojumble area provided many of us with a large range of spares and the best were soon snapped up. Club members were observed like bees round a honeypot. Amongst spares seen to be purchased were gearboxes, brake drums, brake rod bracket, Trico wiper motor, manifolds, original car jack, complete axles, half shafts, tie rod, Magnaflex round bars, and so much more – books, badges, gaskets, pictures and sundries.

The Old Ford Rally had, as well as the display of fine old cars, provided the opportunity for many of us to renew friendships, remember and name faces, meet and greet newcomers and learn and share technical information as well as re-kindling enthusiasm to complete our projects. Sam Roberts attended as author of his new book with a sample to see or buy. For the hundreds of visitors, they saw an unrivalled collection of old classic Fords – cars and commercials - in a very friendly setting, and at an exceptionally good entrance ticket value.



Brian Godfrey presents the Bert Thomas Trophy to Peter Ketchell, whilst suffragette Jean continues to polish the "CX" tourer

There is already eager anticipation of the next Old Ford Rally on July 27th 2014.

Roger Corti



Some of the suffragettes with a period Model T.

The suffragette interloper



Fords don't come much older! Here we see Models A, N, S and T on parade."



Roger Hanslip supervises Clive Harrison's efforts to replace the half shaft on his Bradshaw tourer.

Obituary – Richard Lyndhurst.

It is with regret that I report the death of Richard Lyndhurst, aged 77, on 15th May 2013 as a result of a malignant brain tumour, which had been diagnosed only four days before. Richard was, foremost, an engineer with an inventive talent. In his 50s, he followed his dream and joined Dan Gurney's 'All American Racers' company in California. Dan Gurney, as you will recall, was a well-known racing driver/ racing car manufacturer and long term racing team owner. Richard designed and developed engines for cars and aeroplanes. Latterly, he left the 'All American Racers' and became an independent designer/ inventor working in the newspaper industry, where he introduced many mechanical improvements to printing presses. He and his wife, Daphne, returned to their home in Devon in 2010.

Richard took over the Tudor Model "C", BAF 400, from his uncle, member Jo Lyndhurst, on his death in 2000. The chocolate brown car had been totally restored by member, Tom Tomlin. Richard took the Model "C" with him to California, where it was re-registered BRIT 35. Whilst in California, he bought an ex-New Zealand assembled dark green, Tudor Model "CX" (C46588), which he registered BRIT 36. I remember trying to dissuade him from 'customising' the "CX", an act which would have been in keeping with his mechanical flare. It never was 'customised' and remained on blocks until, one day, it disappeared – stolen – and has not been seen since.

Richard brought BRIT 35/BAF 400 with him when he returned to Devon. Daphne, his widow, has advertised the car for sale in this issue of Transverse Torque and on the website.

Our thoughts are with Daphne and his family, whose sudden loss was a terrible shock.

Sam Roberts.



One of the rows of cars on the Y&C Register stand.

The winning cars and John Mould's AA truck line up for the presentations



Tom Mansbridge comes forward to receive his prize for his Fordson break-

News of new members

prepared by Mike Malyon.

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

Andrew Bailey	B1203	Burbage, Leicestershire
Ciaran Hynes	H1902	Leixlip, Co. Kildare
Stephen MacCarthy	M1903	Navan, Co. Meath
Stephen McKenna	M1402	Rossendale, Lancashire
Onofrio Manco	O-M112	Buenos Aires, Argentina
Steven Smith	S1401	Cliviger, Lancashire
Nicholas Vincent	V2001	Enfield, Middlesex

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

Andrew Bailey – we extend a warm welcome to Andrew, who has upgraded from a Friend of the Register to a full member, having bought CAU 392, the 1936, black Model "C" Tudor saloon (C31723), previously owned and cherished by member, Arthur Redfern. The car is on the road and in very good condition. We hope you enjoy many hours of motoring in and around Leicestershire and will be joining us on the Club Midlands tour next year.

Ciaran Hynes joined the Club at the Old Ford Rally at Gaydon. Ciaran came over from Eire especially for the show and thoroughly enjoyed it. He owns ZC 5299, chassis number Y106849, the smart one-off blue Model "Y" coupé, which languished in the Galway area for many years.

Stephen MacCarthy – Stephen is the owner of 36 LH 20, a black, Model "Y" Tudor (Y162043). The car was first registered BAH 955 in Norfolk on the 20th November 1936. It was re-registered 262 UXL prior to being exported to Eire, where it became 36 LH 20 (This is the new registration format for cars imported to Eire – 36 denoting the year of manufacture, LH the new county of registration (Leith?) and 20 being a random number). The car is on the road. We hope you have many happy hours of motoring Ciaran.

Stephen McKenna is another Friend of the Register who has upgraded to a full member. Steve is the enthusiast we advertised for in the last issue, who has bought OD 3447, the second oldest known surviving Model "Y" (Y258), first registered during the first month of production of the Model "Y" in September 1932. One of the founder members of the Y&C Register, Maurice Billing, bought the car as a wreck in the 1970s, as a retirement project. Following his untimely death in 1988, the car passed to member, Dave Tebb, who made a good start on its restoration. We wish Stephen success with the continuing restoration.

Onofrio Manco is our new member in Argentina. He is the owner of an August 1935 Model "C" tourer (C21248). This is a rare pre-"CX" tourer, being one of only five that we know of. It was registered the month before the upgrading of the marque to the Model "CX". The car is currently under restoration. We hope all goes well with the restoration and a very warm welcome to the Club.

Steven Smith is our second new member from Lancashire. He has purchased EKL 315, a June 1937, black Tudor Model "Y" (Y193353), from our treasurer, Bruce Allan. The car was first registered on the 14th of July 1937. The car is on the road and has joined us on many of the club rallies. Steven, we hope you enjoy motoring in your Model "Y" as much as Bruce and Carol did.

Nicholas Vincent –Nick has acquired TYJ 510 from his granddad, who purchased the car in 1998. The chassis number is Y43129, giving it a production date of October

1933, the first month of production of the long rad. The blue and black Tudor was first registered on 29th December 1933. The car is under restoration with paint work, steering, front seats and chroming to be attended to. We wish you luck the project, Nicholas. It is reassuring to have younger members joining the Club.

Hopefully, you will find this contribution to "Transverse Torque" informative and as always, the Club extends a warm welcome to all the new members.



Arthur Redfern's excellent Model "CX" Tudor, now owned by the enthusiastic Andrew Bailey in Hinckley, Leicestershire.

The Editor will be pleased to receive any news and photographs of your vehicles.

The Model "Y" coupe, which has been cleverly constructed from short rad, long rad and other Ford parts, e.g. windscreen. Here it is seen with its previous Irish registration in the 1990s



For sale

Immaculate mid-1936 vineyard green and black Tudor Model "Y" (Y128496). Fully and expertly restored. Restoration completed by previous owner in 2005. Kept in air-conditioned garage since with few miles added. Reason for sale – not enough time to do it justice. £6950.



"The immaculate, fully restored Tudor Model "Y" for sale in Stoke-on-Trent.

George Lowe;
Tel:- 01782
399799 (Stoke-on-Trent)

Fordor Model "Y" project for sale (Y86667). First registered 23 May 1935. Unfortunately the original registration was sold by the previous owner. Completely stripped to bare metal and re-painted black. Wings, grille and running boards fitted. Upholstery and trim require re-covering.



Richard Trevorrow's Fordor Model "Y" partially and , so far, superbly restored.

e-mail barbaraandrichard127@tiscali.co.uk (Plymouth)

1937 Model "Y" in good condition. Two-door, black (Y193521). Many new parts. Roadworthy and taxed until February 2014. House move forces sale. £3750. Peter Green. Tel:- 01189 798247 (Wokingham, Berkshire)

Model "C", Tudor, May 1935 (C1515?), chocolate brown. Restored to a high standard in the 1990s by Tom Tomlin. Belonged to the late Richard Lyndhurst who took it to California. Now returned to Devon. Many spares. £3000. Daphne Lyndhurst. Tel:- 01769 561080 (Nr. Barnstaple, Devon)



Peter Green's good condition, roadworthy 1937 Tudor Model "Y" for sale in Berkshire.



The Model "C" in California displaying its BRIT 35 Californian registration."

Remainder of parts need fitting. Project regrettably abandoned due to ill health. £2000 ono. Richard Trevorrow. Tel: 01752 402832.



With the American cars on display at a show in California."

Bob's "CX" tourer restoration -

Part 4.

Whilst updating the story of my "CX" restoration, I thought I would share a few thoughts with members on my newly learned skills. My 1936 "CX" Tourer was completely dismantled on purchase some 15 months ago. I separated body tub from chassis to facilitate chassis repairs. Whilst awaiting chassis repairs.... or indeed a sound alternative being located, I have been giving attention to the body panels. Splits in wings, etc. were welded and fettled prior to each panel being sand blasted. (I know they don't use sand now but...). I intend to have as much done as possible in readiness for re-assembly over the winter months ... when it is too cold to spray paint.

I decided to have a go at spray-painting - to save money (I'm Yorkshire don't forget) and for the challenge. I decided to spray with synthetic enamel to retain that old fashioned look to the finish. In addition, one can use enamels without resorting to sophisticated air-fed, breathing masks – a good quality mask will do. I do have a small compressor and inexpensive spray gun. I have no special facilities – I use an open car port as determined by the weather and a low fly/insect count.

Synthetic enamel requires a longer drying time than say cellulose, but is more forgiving over areas requiring some light filling. The downside is that one has to wait for maybe a week (even on a good summer day) before being able to rub down, etc. to repaint. I bought good quality synthetic enamel paints – high build undercoat, thinners and topcoat of the same brand for compatibility.

No doubt the experts out there will point out the right way to spray paint, but the following is what I did on each panel, which had been blasted and primed. Preparation is 99% of the effort. Do not be in a hurry to spray paint. Concentrate on one panel at a time, in terms of rubbing down (600 grade paper) using a block, ALWAYS, to achieve a flat surface. After an initial undercoating, apply a flash spray of black (aerosol will do) ... when dry, rub down again to identify any low areas which should be filled. Rub down again before applying the next layer of undercoat. Repeat this process, allowing drying time, until a good flat smooth surface is the result. Undercoat paint dries quicker than topcoat. Final flatting can be done with 800 grade paper.

Repeat this process with each panel – maybe working on a couple at the same time for spraying purposes. I used an old car door as a test piece to check the spray pattern, etc. before applying each coat. I experimented, on the old door, with thinner to paint ratio to achieve an acceptable finish. Space here precludes in depth spraying instruction so I suggest you do your own research through books on the subject or by visiting appropriate websites. There is no substitute for building your own experience based on sound instruction but do follow safety guidelines.

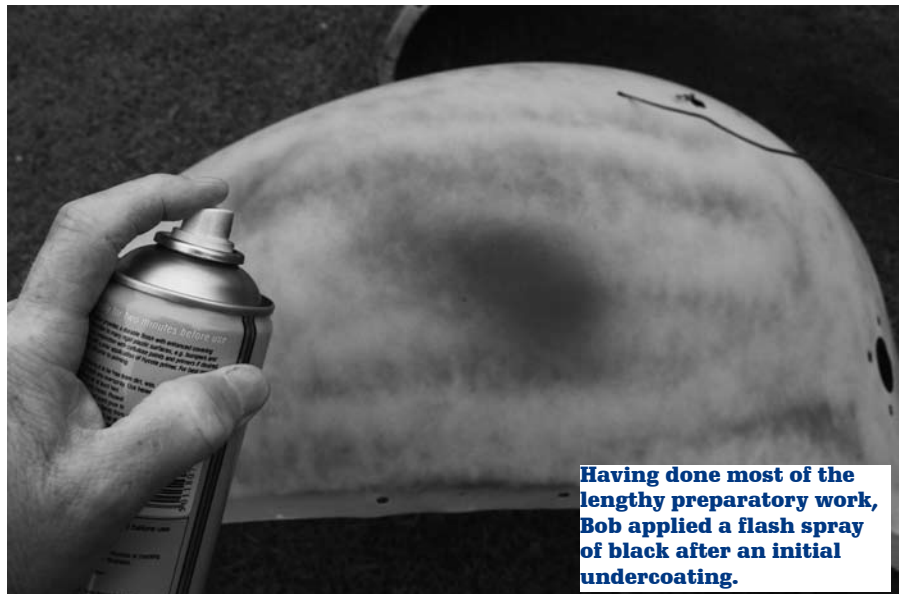
Now prepare each panel (I sprayed only two at a time) by ensuring a clean, dry surface using a tack-cloth for that purpose. I then applied the top coat, maroon in my case, taking care to not overdo things. One is better applying two or three thin coats (not at the same time) than one heavy one, which may run and sag. Leave the panels for several days to dry.... they will look better after drying as the paint levels out to produce a flat glossy surface. If required, rub down again using 1200 paper with plenty of soap and water. After careful drying etc. you may apply a further coat. When satisfied with the results, leave the panels to thoroughly dry – maybe weeks – before

attempting to T-cut or polish. I was persuaded to store my finished panels in the spare bedroom I think it was Pat's idea, to safeguard against them getting damaged after all my efforts. I thought it wise to not insist on regular dusting as part of her domestic routine!

At the end of all this, you can decide whether you are satisfied with your results or not. If not, then go and see the professionals. Put down the cost of materials to experience. If you are happy, then rejoice in having achieved a reasonable skill level and at the same time saved some brass! At least DO NOT BE FRIGHTENED OF HAVING A GO.

I hope now that all the experts out there will write in with their views and tell me where I went wrong.

Bob Wilkinson.



Having done most of the lengthy preparatory work, Bob applied a flash spray of black after an initial undercoating.



Spraying the top maroon coats. [I'm delighted to see that Bob has retained the maroon colour, which the tourer had when owned by the late Geoff Murrell – Ed.]

Events 2013

20/22 Sept	North Norfolk Railway '40s weekend Sheringham (see below)	Jo Hanslip 01945 430325
21 September	John Mould 'Paradise Collection' reduction auction. www.tsauktion.co.uk	Nr. Reading RG30 3XN
28 September	'Classic Virgins' day. Heritage Centre, Gaydon	Bob Wilkinson 01832 734463
10 November	Committee meeting Willoughby Village Hall	Bob wilkinson 01832 734463
15 -17 Nov	Lancaster Insurance Classic Motor Show NEC Birmingham. See ad for Club concessions.	Geoff Salmnen

Events 2014

9 February	Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
13 April	35th Annual General Meeting Village Hall, Willoughby, 2 pm.	Bob Wilkinson 01832 734463
8/13 June	Midlands tour (see below) Notts, Derby, Vale of Belvoir	Peter & JeanPurdy 01949 851293
28/29 June	Blue Force 1000. Newark Showground Lincs. Mainly Ford agricultural products. info@blueforce1000.co.uk	Peter D. Simpson 07711 137194
27 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson

01832 734463

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

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

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

If you have any queries, please email jo.hanslip@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

The 2014 Tour is confirmed as being from Sunday, 8th June until Friday 13th June, and will be based on Southwell, Nottinghamshire, home of the Bramley Apple. Such has already been the interest from members that Jean and Peter Purdy, who are organising the Tour, have increased the number of room reservations at the Saracen's Head Hotel from 17 to 20. The Hotel dates from 1396 and is where Charles I spent his last night before surrendering to the Parliamentarians at Newark. Look on the website to get a feel of the place, the rooms, the menus and the location at www.saracenshead-hotel.com

The cost of the week, per couple sharing a double/twin room with full English breakfast and three course dinner with coffee each night will be £627.50p. For single occupancy the rate for the week will be £437.50p. At this stage no deposit is required; however, a deposit of £100 per booking will be required by the end of November. This is the same arrangement as for the 2013 Tour

Southwell is an ideal centre for exploring parts of Derbyshire, Lincolnshire and Nottinghamshire, with a wealth of interesting places to visit. Southwell itself has many attractions close by – the Minster, The Workhouse, the British Horological Institute, Laxton Medieval Village, and Eakring - the best kept secret of World War II, as well as an excellent ice cream parlour. One place of interest definitely on the itinerary will be the working tramway museum at Crich in Derbyshire. The programme will be finalised early in the New Year.

Feedback from some members has indicated that although they would like to join in with the Tour, they would prefer to camp or caravan. 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 Members wishing to take this option should contact New Hall Farm and book directly with them. Just let Peter and Jean know that this is your preferred option.

This promises to be an interesting and varied Tour. Those who are interested and have not yet registered their interest please contact Jean and Peter at allpurdys@hotmail.com or by telephoning on 01949 851293.

Memories of "Fording the Murray" - the 14th National Sidevalve Rally to be held in Australia.

by Bill Ballard

Hosted by the Ford 8 & 10 Sidevalve Club Inc. (South Australia), the biennial National Sidevalve Rally (the 14th to be held) was a "hub rally" based in Murray Bridge, a rural city 77 kms east-south east of the South Australian capital, Adelaide, and about 90 minutes drive from there in a Small Ford. Murray Bridge is the lowest bridging point on the Murray, Australia's longest river, and there are historic rail and road bridges there.

After the dizzy, record-breaking heights of the rally at Castlemaine (Victoria) in 2011, where we had 10 sets of wire wheels, including an all-time high of 6 Model "CX"s and a record-equalling 3 Model "Y"s, I have to say that we came down to earth with a bump at this year's rally, where only 3 of the 51 "sidevalves" in attendance had wire wheels. Two of those

belonged to members of The Australian Y & C Syndicate, both from New South Wales - Jenny Bone's blue and black "Shortrad" 1933 Model "Y" Tudor and Rick Bushell's red 1936 Model "CX" De Luxe coupe. They and their spouses (Derek and Robyn respectively) were there for the whole rally, including the Preamble, lasting from 19th April (pm) till 29th April (am). The third was the cream 1936 Model "CX" De Luxe sedan (Fordor) belonging to Dennis and Doreen Brooks from Victoria, who are members of

The Ford Y & C Model Register

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the Ford 8 & 10 Sidevalve Club Victoria, and were only there for the Main Rally, lasting from 26th April (am) to 29th April (am) inclusive.

However, that's not to say the event was poorly supported by Syndicate members – far from it! We had Terry Keene from Queensland; John Rimon and Mala Dransfield from Tasmania; and Bernie, Christine and Trent Bridle, David and Sandra Moran, Garry and Debra Yule and Sandra and me from Victoria – but we all opted to bring other "sidevalves" from our collections to this rally!

Two South Australian Syndicate members also briefly made an appearance at the rally. Ken Durward tried to catch me in Strathalbyn on 24th April, but unfortunately we missed each other (probably because I spent too long in the fabulous "antiques and collectables" shops that abound in that pretty little town), and Richard Flashman brought his 1946 A54A Anglia tourer to the National Motor Museum at Birdwood for an hour or two on 27th April, but I don't think anybody got any pictures of his car, because we were all at lunch at the time!

No matter where we were from – and there were participants
The Ford Y & C Model Register

from all States and Territories, except the Northern Territory – we all started to converge on Murray Bridge from the 19th April. That evening we had the "Preamble Meet & Greet" at the Murray Bridge Bowling Club (MBBC), where we booked in and received the usual rally bag plus a special rally bag full of odds and ends. Tony Russell insisted we carry this bag (specially made for us by wife Kay) at all times as we could win a prize if we could produce the requested items from our bag, when he called for them two or three times a day. It didn't take me long to realize I couldn't carry this bag around and take photographs as well, and Sandra couldn't be bothered carrying it around as well as her handbag, so we "opted out" and left it for others to "play the game"!

In addition to the "handbag draws", Tony was also busy noting any devious things you did or errors you made, with the intention of fining you at the rally dinner! He also wore a different pair of fancy glasses every day and, at the end of the rally, he asked us what they had in common, and it was our very own Trent Bridle who came up with the answer: in addition to being glasses worn by the stars like "Dame Edna", they were all made of plastic!

Every day bar Anzac Day (a public holiday in Australia, when special services are held at dawn to remember those who died in world conflicts), we met up first thing in the morning at the Charles Sturt Reserve on the western bank of the Murray River, downstream from the road and railway bridges. From there we would catch up with the other participants and then go for drives to all points of the compass, using the very comprehensive instruction book (written and produced by our hosts) and maps and guides which had been included in the rally bag. Wherever we went, we were left to return to base in our own time and by our chosen route,

but there was always advice on what routes were available in the instruction book.

On the evenings of 20th/21st/23rd/24th and 25th April we were left to feed ourselves, but a number of meal vouchers were to be found in our rally bag for various local fast food restaurants. On most nights Sandra and I chose to go out for meals with our friends from other States and we were to go together to a high class riverside restaurant; a "Fasta Pasta" restaurant in the local shopping mall and my favourite – "Dundee's" on the edge of the city, by the freeway, an "as-much-as-you-can-eat"-type place, where the food was simply superb! At lunchtime on Anzac Day, and on the other evenings during the rally, we had pre-booked meals at various venues, and all were very nice and we certainly didn't starve!

Here is a very brief resume of what happened each day.

19th – Preamble "Meet & Greet" at MBBC in the evening.
20th – Run to Wellington (for refreshments at the old Court House and to sample the free ferry across the Murray), Angas Plains Winery (for wine tasting and lunch) and Newman's horseradish farm and



Due to Jenny's Model "Y" having fuel problems early in the rally, it missed the day for the most photogenic locations (at Old Taillem Town), and perhaps the best picture I got of "Blue" was at the Charles Sturt Reserve on the morning of 26th April. The Murray River is about 100 metres away, behind the car.



I managed to get a few shots of Rick's car, including this one of it in one of the many streets in Old Taillem Town.

winery (for more sampling of produce).
21st – A "Mystery Observation Run" round Murray Bridge. It rained and the planned open air BBQ had to be transferred at short notice to the lovely home of host club President, Brian Bartholomew and his charming wife Barb.

22nd – Run to Old Taillem Town, where we

had lunch and were able to take photos of our cars against the backdrop of historic buildings, rescued and relocated from all over South Australia. Afterwards, we made a 17 km trek down dirt roads to see an elephant powered by a Ford 8 or 10hp engine, which was one of 6 built for a U.K. circus. It was driven from the normal position for an

elephant (by the operator sitting on the animal's neck) and could "walk" on flat ground. When the owners started it up, we were amused to see where the exhaust came from (and it wasn't its mouth, trunk or bottom!). Fascinating!

23rd – Fun day, crown green bowling at MBBC with teams of 4 drawn at random.

24th – Day trip to Strathalbyn. We parked our cars in streets all around this picturesque town, and some were lucky to have a historic building as a backdrop.

25th – Anzac Day. Lunch at Auto Collectors Club of Murray Bridge.

26th – Run to Balhannah for Wicks Family Farm and Woodside for Melbas Chocolates (and the cheese factory next door). Very much a day for the ladies! Main Rally "Meet & Greet" in the evening at MBBC.

27th – Run to Birdwood Motor Museum, including a 12 km climb up the range from Palmer. Pizza and crazy golf at Avoca Dell Caravan Park in the evening.

28th – Run to Mannum (with quizzes before and after lunch). This involved crossing the Murray on a car ferry. Rally Dinner in the evening at Murray Bridge Golf Club. Over \$1,200 raised for charity from fines and an auction.

29th – Farewell breakfast provided free to all participants by the host club at the Avoca Dell Caravan Park.

Whilst parked up on the lawns in front of the National Motor Museum at Birdwood on the 27th April, participants were asked to choose the best cars in 6 different categories and also nominate the "People's Choice Award" for "the car they would most like to take home with them" and hand in their forms before they left the museum. The results of this competition were announced at the rally dinner the following day, and I'm pleased to say that Jenny Bone's Model "Y" won the award for the "Best Pre-war car". It also won the "People's Choice Award" with 27 votes, pushing my 100E Escort, which had 25 votes, into 2nd place!

With its modern shopping mall (with free parking in the basement); holiday accommodation to suit all tastes and pockets; excellent local amenities and spacious public places, Murray Bridge was a good choice

for a National Rally. Although some mornings were a bit dreary and we had rain on the first Sunday, the weather was generally very good for the time of year (autumn) and we visited lots of places of interest and had some good drives. I shall not forget the grind up that 12km climb from Palmer on



Dennis's "CX" was very elusive and I only managed a couple pictures of it at the Birdwood Motor Museum, one of which is seen here.

the day we visited Birdwood; nor the sight of that sidevalve-powered elephant walking the length of the huge shed it was kept in!

I would like to thank our hosts, the Ford 8 & 10 Sidevalve Club Inc (South Australia), whose members did a fantastic job of planning and organizing the rally and ensuring that we all had a good time.

Australian National Rally 2013 – South Australia "Fording the Murray" – A Ford Model "Y"'s view of the rally

Well, here we are, two years on from the national Castlemaine rally in Victoria, a little bit older but, hey, with new tyres, new battery and new 'running boards' I'm ready to go. My name is 'Blue' and I live with my owner, Jenny Bone, in the Blue Mountains to the west of Sydney in New South Wales and we're off to Murray Bridge, South Australia for the Ford 8 & 10 Sidevalve National Rally 2013.



My fourth picture shows a typical line-up of "sidevalves" at the morning muster at the Charles Sturt Reserve, on the same day that I took the picture of "Blue" on her own. My 100E Escort estate car is second from the right; Jenny's Model "Y" is 3rd from the right and Rick's "CX" is fifth from the right

This is nice, it is the first day of the rally, at the starting point, with all those 'youngsters' lining up. They all sound good, not like me, but then it's only a sticky valve in the pump and maybe a loose nut in the distributor. 750 miles on a trailer has shaken me up a bit but he'll sort that out – he always does – my mechanic never gives up until I'm sorted. ('he' is Jenny's husband, Derek. – Ed.)

Well who would have believed it – me, here at Birdwood, the best car museum in Australia, and I'm parked in their display area. It was a good trip out through the Adelaide hills and now it's time to cool down – I can't believe that a few years ago I was in England, on the other side of the world tucked away in an old shed. I hope they like me here.

Today is the last day of the rally and this is the last run. I don't think there has ever been this many old Fords on the Mannum ferries (the other ferry running along side). Shame the ride isn't longer but, hang about, put those cameras away, we're off again. I hope my starter motor doesn't stick.



51 sidevalves gather outside the National Motor Museum at Birdwood, to the east of Adelaide, where the judging took place.

So, this is my last run across the Murray River (for this rally anyway). Petrol's getting a bit low - I hope we make it to the other side.



Leaving my warm garage at home in the Blue Mountains."

Now, who would have believed it; winning trophies at my age and not one but two. Best in my class and the people's choice – couldn't be better and, hey, not your usual trophies, but battery chargers. Now they'll definitely give me a boost, I'll need it for next National Rally in Perth, Western Australia, in two years' time.

An after-thought from Jenny:-

"Just a little thought which surprised and amused us both - both our granddaughters love my little Ford and enjoy the occasional trip around the garden in her, but the youngest, Hannah, who is four, told me reassuringly that when I die, she is going to have 'Blue' and look after her. Bearing in mind that all the emphasis was on looking after 'Blue', not Granny dying! The comment was very unexpected, but I kept my cool and thanked her for her generous offer and concern - for



The line-up on the first day of the rally in South Australia, I am by far the oldest present.

the car, that is!!"

Surprise, I win not one, but two awards. 'The People's Choice' award is particularly pleasing.



Me with my owner, Jenny, on the ferry crossing the Murray River."



Spares report.

I was concerned at an article which appeared on the forum site in July, explaining how one member had reduced the play on his steering. There is only one adjustment that can be made on our steering boxes and that is for lateral play using the two nuts just below the steering wheel. Whilst I have no doubt that the play was reduced on this occasion, I would not recommend this as a solution and method for other members. The best I can say is that the steel insert must have been loose and has now been tightened; in which case, my solution would have been to remove the nut from the box and do any work away from the thread of the steering column, thus avoiding the possibility of damage to the threads. This is NOT recommended as method of refurbishing steering boxes.

We have spent a long time investigating the play in steering boxes and the only long term solution was to have new steering nuts manufactured, using selective fitting of each component and fitting of an oil seal to prevent the oil leaking out. All the recent steering boxes have been refurbished in this way, resulting in one hundred percent satisfactory performance. By the time you read this, left hand drive steering boxes will be available to purchase.

We have asked members for your ideas on which items you feel we should be investing our time and efforts, but there has been no response. So are we to assume we have got it right? We would like to know what you expect from the spares group. Don't forget to let us know if you wish us to consider your ideas.

The summer months are quiet in terms of spares remanufacturing new items, but we have been busy replenishing the stocks of existing parts, including brake rods, steering nuts and rubber components.

Peter Ketchell, Spares Officer.

Members Correspondence.

An X Y man!

Roger Corti bumped into a photographer, Steve Boyce, from Old Woking, at the Heathrow Classics Show. Steve subsequently emailed the following:-

"Hi Roger, following yesterday's conversation at the Heathrow Classics Show, I have attached a photo salvaged from an old 127mm black/white paper film and cut out the rubbish bits. This car was bought from some friends by my mother in 1964 for £25 and sold in 1968 to a student for £5, after my late father had bought the Austin A40 Somerset seen just parked behind. I just wondered whatever happened to the "Pop" ...even the registration, HV 8100, would be worth something these days. If the car doesn't exist, I wonder if the registration was re-used? Just out of interest, the photograph was taken in Rivermeads Avenue, Twickenhambest regards."

Those were the days, when you could buy a Model "Y" for £25. [Curiously, I bought my first Model "Y" in 1958 for £25 and sold it in 1962 for £5 - Ed.]. Note the spurious 'Popular' script on the radiator grille. HV 8100 was a late 1937 London, East Ham registration.



Cannot tax my car on line.

Steve Waldenberg reports, "You CANNOT re-tax a pre-1960 car until after its MoT has expired. For example, I tried to tax my 1938 Austin on 8th July, to start from 1st August. BUT its MoT does not expire until 29th July so, according to the DVLA system presently in use, it refused the application. If your MoT expires prior to the commencement of the new tax disc, it will not permit the process to proceed either on-line or at a Post Office.

If I wait until 30th July to "tax" it (without

an MoT which pre-1960 vehicles no longer require) then the system will (or should) permit said re-taxing.

The above information came from both DVLA and VOSA to whom I have spent some time speaking with today, 9th July. I shall therefore try again and will report further if there are problems.

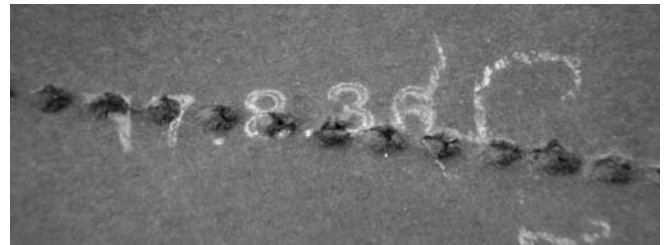
P.S. Problem solved:- "If problems occur when trying to tax your pre-1960 car - no MoT - download form V112 from the DVLA (MoT exemption listing) and take it with the reminder to your Post Office. It worked for me this morning taxing my 1938 Austin, the old MoT of which expires 29 July, and obtaining a new disc to run from 1st August."

Silly boy.

Tim Brandon was the first to point out the error in my last Editorial. Of course the picture of the Manchester Garages 'fuel cap' was not

We are still learning.

Colin French is rebuilding his Model "Y" (Y152308). He has emailed some interesting information, "Purely for interest, I've just noticed that the inner door panels ('millboard + padding'), which were supplied in a bag since they had been stripped out of the car when I bought it, each carry a date stamp. One door panel shows 08/36 and the other 07/36. Manufacture date of the car,



The dated door panel trim on Colin French's Tudor Model "Y". The trim is dated 17 August 1936. The date of manufacture of the car is approximately two weeks later (Y153208).

as you advised me, was late Aug 1936 and registration date 5 Sept 1936. Production lines of parts were clearly planned to ensure that those parts were installed into the vehicles within a very short time of manufacture, even 77 years ago! This would have kept down the ongoing cost valuation of manufactured parts."

The panels were manufactured within the Ford factory and incorporated in to the Briggs body-shells on the 'High Line'. The completely kitted out body-shells, on their chassis, were then lowered onto the axles on the main production line. But why would they want to date each panel? They would not require a sell-by date! Has anyone else come across this phenomenon?



The 'High Line' which ran above the main production line. Here we see the Briggs body-shells being kitted out.

Jennings of Sandbach.

We have witnessed the innovative nature of J.H. Jennings and Son, Ltd., of Sandbach in Cheshire, with the conversion of the Model "Y" saloon to a rear loading semi-commercial vehicle (see page 116 in the Ford Models Y&C book). Steve Waldenberg found details of Jennings' innovative caravans of the early 1930s in a book titled 'British Caravans, Vol. 1' by Roger Ellesmere. Innovative in that not only were they some of the first streamlined caravans, but Jennings were the first to incorporate a sliding roof in their 1933 caravan and caused a stir at the 1934 Motor show with a 'lantern' roof on their little 2-berth jobbie.

A 1933 Jennings advertisement. The car-type sliding roof was a Jennings innovation.

The Jennings 2-berth lantern roof caravan, said to have caused quite a stir at the 1934 Motor Show.

The ORIGINAL Light 2-Berth
 designed and improved by Jennings at the remarkably low
 Imitated but never equalled
 Can be towed by 8 h.p. car

price of
£95

This caravan is coachbuilt throughout and fitted with chromium framed windows, finished in delicate green and ivory or to choice of colour.
 Inside finished in two-tone scheme. Curtains to match.

The only cheap part about it is the price

only £95

J. H. JENNINGS & SON LTD.
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Jennings Latest Caravans
FITTED WITH A SUNSHINE ROOF

The lavish equipment includes Float-on-Air Beds, a Monarch Air Extractor, Folding Tables, Wash-bowl and Draining-board, Cooking Stove, Meat Safe, ventilated from outside, numerous Lockers, etc.

Prices from £95

J. H. JENNINGS
 and Son, Ltd.
Motor Works
SANDBACH
 CHESHIRE

The model illustrated here

Do you know this garage?

Jim Sharpe, one of our ex-Ford manager members, commented on the garage photograph included in the Photographic Finds in issue 202, "My first thought was that it was the Silcock and Collin middle garage in Kent Avenue, Dagenham (they were the new vehicle transportation contractors along with Tolemans). The garage is now used to store the Ford Heritage collection. Now I think it may be the Wash Garage that was on the ground floor, west wing of the main office building on the Dagenham river front. As you probably know the Main Offices were by the river with Henry's statue facing the front door.

Directors and selected senior managers had offices in the main building and would use the Wash Garage as their car park. Although I can't vouch for 1948, I remember the Dagenham set up in the early 1960s; the building with its pristine environment and the clean white boiler suit in this picture look familiar. Vehicles were cleaned, valeted and

fuelled daily, servicing and repairs were carried out elsewhere. One thing that scuppers this theory is the age of the vehicles and your 1948 date, so perhaps we should wait for other location suggestions." [Perhaps Ivan Bartholomeusz at the Ford Heritage collection can help out? - Ed.]

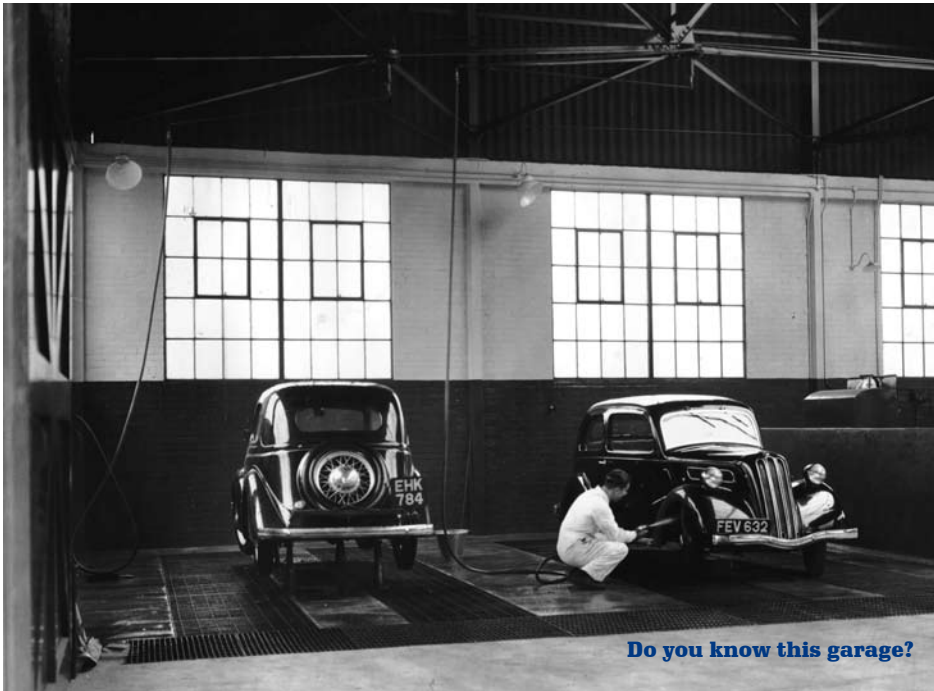
The Ford models' numbering system.

Following the article in the last issue on the Ford Commercials, Nigel Stennett-Cox enlightens us on the different nomenclatures used by Ford in England for their

various models:-

"With reference to the table at the foot of page 17 of the July issue of Transverse Torque titled, "Truck Engine Specifications". All the engines shown in the table were also used in Ford cars and the "Model Codes" were the same in either mode of use; lorry or car, Ford or Fordson.

Starting in 1938, Ford of Britain used a system of notation for both cars and commercials, where each model was allocated a group of letters denoting that vehicle's key features. This practice reflected the increasing autonomy enjoyed by Dagenham designers in coming up with vehicles suited to the domestic and European markets and moving from the "one size fits all" imposition by Ford of Detroit on the rest of the world. This latter practice was that which had nearly bankrupted



Do you know this garage?

Ford of Britain when they only had the Model A to sell in 1930-31, leading directly to the Model "Y"'s hasty design and introduction.

Thus, in 1938, came the E83W 10cwt payload van, the first to use the new notation: "E" for England, that which our American cousins and today's indigenous nationalists call Britain; "8" for 1938, the year of introduction; "3" for the 1172cc, 10hp engine, just as in the table and "W" for "forward control", or that which the Americans call "cab over engine" - this would automatically imply a commercial vehicle.

Next came the E93A Prefect car: "E" England; "9" introduced for 1939 model year; "3" 1172cc engine and "A" for a passenger car

Then came the E04C and E04A 5cwt van and car respectively: "E" England; "0" [zero] 1940 model year of introduction; "4" for the 933cc, 8hp engine and "C" or "A", commercial or passenger car respectively.

I'm sure you're beginning to get the idea. Post-war came the E71A Pilot car: "E" England "7" 1947 introduction year; "1" for the 3622cc, 30hp, V8 engine; "A" for a passenger car.

It will be seen that all of these types included an engine code of a single digit and that they are all consistent with those given in Bert Thomas's table.

In 1953, this system was revised, but only in detail, with the introduction of the 100E Anglia and Prefect cars and light commercials. Here the "100" was the model number and the E, a suffix this time, and without the letter specifically denoting the engine used. The van version was the 300E.

Anyway, so far as the table is concerned, all of the data seem accurate, except that I would disagree with the year span covered and the reference to its applicability to trucks only.

Nigel Stennett-Cox, Technical Adviser

Q and A. Running board rubber adhesive.

Q. Hello Nigel, I'm sorry to bother you, but I wonder if you could advise me on the best adhesive to use to fix the running board rubbers to the running board and also fasten the rubber strip. I've tried C.H. Baines (where I bought the rubber strip), but they don't sell adhesive!

A. To the best of my knowledge [A useful aphorism for, "I have no real knowledge on the matter"] ordinary air-drying carpet-type glue is used. It's good for the large areas involved because you can smear or paint it on, adequately strong, and cheap for the volume required for sheet material. I'm afraid I don't know what you mean by, "the rubber strip", though? Where strength is required and the area to be stuck is small, either a good "superglue" or a two-part adhesive such as Araldite or one of its imitators may be preferred? - Nigel

Caerwys Show.

The sun shone on 14th July for this years' North Wales Y&C Register club stand at Caerwys, near St Asaph, in Flintshire, North Wales, which was very well attended with eight vehicles on show! These consisted of: Mike Malyon, Dyserth, Tudor Model "Y", Stuart Davies, Rhuddlan, Model "CX" saloon, David Evans, Chester, Fordor Model "Y", Douglas Tunstead, Deganwy, almost complete Model "Y" Abbey tourer, Terry & Dot Mortiboy, Blackburn, Model "Y" Alpine tourer, Alistair Broome, Wirral, with his original Tudor Model "Y", Clive Harrison, Dyserth, Model "Y" Bradshaw tourer and Keith Mountain, Corwen, in a 1930 Riley 9 tourer.

Other local members, John and Sue Griffiths, also attended, but sadly without their car. It was great to see so many vehicles on display. We hope to reach double figures next year!

Clive Harrison.



20 years ago.

Issue 84, August/September 1993

I must say, I thoroughly enjoyed re-reading this issue; it bringing back many memories of that 1993 summer. It was the last of the annual Stanford Hall gatherings, which caused disappointment amongst some members in their correspondence to the Editor. There was one letter from new members in Middlesborough, Ewan and Penny Manuel, who were first time visitors to Stanford Hall, "I am writing on behalf of myself and my wife to openly thank all those members and elected officials who made our visits to Stanford Hall and Temple Newsam so very enjoyable and memorable. It is very unnerving for new members (we joined at Christmas) to walk up to strangers all sitting in a circle round a barbecue and introduce yourselves without feeling very self-conscious and ill at ease, as we were at Stanford Hall. However, the whole circle broke up and invited us in and, suddenly, we were surrounded by a new group of friends, with like-minded interests. I am writing this particularly because of a previous experience with a local old car club, which was riven with cliques. Only if you had a Bentley, Jaguar, etc., were you considered a proper member and anyone with a small 8hp Ford – well, dear me, is that the best you can do!" I would hope that new members nowadays find us just as welcoming and not 'riven with cliques'. Incidentally, Ewan's model "Y" is now owned by member Paul Clarke in Stevenage.

Of the eight members joining the Club over the previous two months of issue 84, only one is still on board and, unusually, he is an Irish member. I say 'unusually' as we tend to lose new Irish members within two years of joining. The member in question is John Brady from County Meath. He joined without giving any details of his car. We have since learned that the car is registered ZA 7714. Please John, let us know the chassis and Briggs body numbers so that the car can take its rightful place on the List of Survivors.

Other new members included Jerry Birch from Romford, who had purchased cherished number, ASH 123, from another member. The number was sold on and WV5 447 is now the cherished car of Peter Benton in Penge. Tom Gibbon joined with EMK 180, which he was restoring; it having been totally submerged in water in Boston, Lincolnshire, following the major east coast floods of 1953. It was sold on to ex-member John Gumble of Cheshunt in 2005. Where is it now? Another lost car is ARL 162, which had been recently purchased by Mark Keast in Penzance. It would seem to have eventually passed through The Old Motor House dealership in Northumberland before departing these shores for Eire; again, where are you now?

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Steve Orange had joined the Y&C Register at the successful Club stand at the G Mex Show in Manchester the previous month, having recently bought the Model "Y" with a boot, CPP 478. The car is now registered NSL 136 and is owned by member, Richard Coleman in Nuneaton. Andy Wicks, from Bristol, had recently bought BHU 157 from our West Country Regional Contact, Ivor Bryant, and was carrying out a complete restoration. Apparently the car was complete except for interior trim and bumpers. I note that we are still showing the car as being under restoration in the ownership of Andy – now no longer a member. Perhaps Ivor could chase that one up for us and give us a progress report.

Barry Whitworth in Kendall had bought a local Kendall De Luxe Fordor Model "Y", RN 3228 (1934 Preston registration), with a view to having it on the road fairly quickly. Barry said, "The bodywork is excellent but some attention is needed to the engine and steering. The car was owned by several people in the Kendall area since 1950." Regrettably, all that seems to have happened is that he sold the registration and put the car up for sale in 2001 with VSL 538 registration. We have heard nothing since.

There was an appreciative letter from John Shepherd in Yorkshire, "I am sad to report that WF 5794, my Model "Y" has a busted engine block. I have the front end of the car totally stripped and engine out at the moment (con rod sticking through the hole in the side of the block). I met Dave Lambert from Washington (Newcastle) and he has given me a replacement (2 port) block, a crankshaft and two con rods with pistons. He is such a generous individual. It was hard work to make him accept any money. If all our Club members have the same attitude, we can't go far wrong."

In my Chairman's Newsletter, I mention a number of outings by members. Two in particular are worth a mention. I wrote, "I received a post card from another trio who have put in a few miles this past month. Owen and Christine Baldock in their recently restored "no expense spared" 1936 sun-roofed Tudor model "Y" ("Fordy") were travelling with 16 other pre-war cars, including member Hubert Wingate's Austin Sherborne, from Kent to Yorkshire and on to the Isle of Man. The post card was sent from the Isle of Man after they had driven the TT course. "Fordy" was passed down to Christine by her Dad and I'm sure he would congratulate her on the restoration and the journey." The other journey was taken by Ron Topping from Newcastle to Norwich in his Tudor Model "Y". He had decided to complete the Norwich Union Classic. Some journey.

Labelled 'the scoop of the year', the story of the hitherto unknown French Kelsch van ('Camionnette Marchande' in the Kelsch catalogue) that appeared on the Jersey leg of Le Tour de Bretagne (Tour of Brittany), made for some interesting reading. Fortunately, Jersey resident John Z. Miller also took part in the Jersey leg of the tour in his 1948 E93A Prefect and passed photographs of the Kelsch to Bill Ballard, who passed them on to us. As reported in issue 84, "When seen in France, the car had a driver and passenger dressed up in period dentist and nurse



The mobile dental surgery based on a Kelsch bodied van seen in Jersey in 1993. Note the raised bodywork behind the bonnet, defining the coachbuilder as being Kelsch, located in France.

costumes and was supposed to be a mobile dental surgery. One of the Jersey contingent had been adopted as a patient strapped in the dentist's chair, which was secured in the back, and was heard giving out a number of realistic screams as the 'Dentist' carried out his work on his molars, much to the enjoyment of the watching public." The Kelsch is painted light blue with a fabric roof and black canvas side screens. We have since dis-

covered that the 1934 van is owned by Philippe Ferrussel of Geveze in Brittany.

As with most motoring enthusiasts, I do love maps. I can sit and 'read' a map for hours. This obsession resulted in me penning an article entitled "What Happened to the A42?" In an idle moment (I had those in those days – before I retired), I sat down with a road atlas of England, Scotland and Wales and studied the road system pre-motorways. To explain to the less-enlightened overseas members, the road numbering system emanates from two hubs; London and Edinburgh. Clockwise out of London, we have the A1 (north to Edinburgh), the A2 (east to Dover), the A3 (south to Portsmouth), the A4 (west to Bristol), the A5 (north-west to Holyhead – the port for Dublin) and the A6 (north-north-west to Manchester and Carlisle). Out of Edinburgh, we have the A7 (south to Carlisle), the A8 (west to Glasgow) and the A9 (north to John O'Groats). In between each of these arterial roads we have the lesser roads, again in a clockwise order. So, between the A1 and the A2, we have the A10 to Kings Lynn, the A11 to Norwich, the A12 to Lowestoft and the A13 to Southend; between the A2 and the A3, we have the A20 to Folkstone, the A21 to Hastings, the A22 to Eastbourne, the A23 to Brighton and the A24 to Worthing. And so on throughout the hubs. The two-digit A numbers that are then surplus are used for major cross-country routes, each emanating from within its designated arc, e.g. the A14 Harwich to Birmingham road, the A25, the original south –about road for London. My favourite cross country road is the A38, which starts, correctly in the 3-sector in Bodmin in Cornwall. It then meanders through Plymouth, Exeter, Taunton, Bristol (entering the 4-sector), Gloucester, Worcester, Birmingham (entering the 5-sector), Derby (entering the 6-sector) and finishing in Mansfield in Nottinghamshire.

I managed to trace all the two-digit A roads from A10 to A99, but could not locate the A42. These days, it has replaced the A453 Birmingham to Nottingham road as the road joining the end of the M42 to the M1, but in 1993, it was nowhere to be found. In fact, according to a Google search that I carried out recently, it was the Reading to Oxford road, which now has the demeaning four-digit number A4974. Ah well!

And who says I'm an anorak! Get a life!

150th anniversary of Henry Ford's birth.

I am writing this on the 30th July, 2013, 150 years to the day from the birth of Henry Ford in 1883 in the Greenfield Township, near Detroit. He died on April 7th 1947, aged 83, in Fair lane, Dearborn just outside Detroit in Michigan. It is only right that his anniversary should be appropriately commemorated in 'Transverse Torque', as elsewhere. And no, this is not going to be a résumé of his life and beliefs; they can be read, researched and studied in over fifty books written on the great man and his intuitive ideas.

Instead, I shall concentrate on the one acclamation, which sums up his greatness. In November 1999, 'Fortune', the global business magazine published by Time Inc. and founded by Henry Luce in 1930, pronounced Henry Ford as the 'Businessman of the Century' citing the moving assembly line, paying workers a fair wage and introducing vertical integration of management as his great achievements.

The moving assembly line. In his ghost-written book 'My Life and Work', published in 1922, Henry Ford said that the conveyor-assembly idea occurred to him after watching the reverse process in packing houses, where pigs and cattle were hung up by their hind legs on an overhead conveyor and 'disassembled'. However, in his book, 'My Forty Years with Ford', Charles Sorensen claims to have thought of the idea. He states, "This [Henry's claim] is a rationalisation long after the event. Mr. Ford had nothing to do with the originating, planning and carrying out the assembly line. He encouraged the work, his vision to try unorthodox methods was an example to us; and in that there is glory enough for all."

Sorensen explains, "Another misconception is that the final assembly line originated at the Highland Park plant in the summer of 1913. It was born then, but it was conceived in July 1908 at the Piquette Avenue plant and not with the Model T but during the last months of Model N production On the west side of the third floor was an elevator; all parts were brought up and stored until needed for assembly. As may be imagined, the job of putting a car together was a simpler one than handling the materials that had to be brought to it." Sorensen, with the young assembly foreman, Charlie Lewis, worked out a system which brought up only those items that were needed. Sorensen then goes on to say, "This simplification of handling cleaned things up materially. But at best, I did not like it. It was then that the idea occurred to me that assembly would be easier, simpler and faster if we moved the chassis along, beginning at one end of the plant with a frame and adding axles and wheels; then moving it past the stockroom, instead of moving the stockroom to the chassis Mr. Ford, though sceptical, nevertheless encouraged the experiment. The biggest of all developments leading up to Ford mass production was building and equipping the Highland Park plant, where production began in January 1910..... The function of the final moving assembly line, first tested in 1908 and first installed in 1913, is to put together a number of pieces or parts arriving at that line in orderly sequence. And these pieces had to be put together before there could be any final assembly."

Output leaped as a result of the moving assembly line. After its introduction in 1913 production increased from 2000 a day in 1916 to 9000 a day in 1924.

Even though Henry Ford did not invent the moving assembly line, he is credited with sponsoring it.

Paying workers a fair wage.

Having established the assembly line at Highland Park in 1913, it soon became apparent that the monotonous, tedious and repetitive work on the relatively fast assembly line was taking its toll. The line was the master and no slacking was tolerated. Although Henry Ford was no scrooge, he paid his workers at the going rate of \$1.90 for a 10-hour day in 1908, rising to an average of \$2.50 on the assembly line in 1913. To reduce the attrition of the workforce and to gain yet more publicity following his victory on behalf of the whole motor industry over the Selden patent, Henry Ford took the revolutionary step of announcing, on 5th January 1914, that he would pay his workers the then incredible sum of \$5.00 a day; double the previous amount, for only an eight hour day.

Needless to say, newspapers all over the world reported the story as an extraordinary gesture of goodwill. Some called it plumb craziness. Thousands showed up at the Highland Park employment office; cotton pickers arrived from Alabama, Serbians rushed to apply for American passports and Germans headed for the docks in Hamburg. Needless to say, Ford was unable to hire them all and small riots broke out. At the time, the temperature was well below freezing, under 10 degrees Fahrenheit and snow flurries swirled around the multitude, many of whom were without proper shoes and were dressed only in rags.

..to be continued

Forum Banter

There have been fewer than normal message postings on the Register's Forum these last months. Mostly due, I believe, to members being active out in/on their cars during the summer months.

BUT it partly may also be due to the "Yahoo" situation alluded to in the last "Transverse Torque", whereby Yahoo has been trying to grab back unused Yahoo email addresses so they can recycle them. They appear to have withdrawn about 20 of our members, as these email addresses are now constantly "Bouncing", i.e. not getting through. And this means they are missing out on topics and their chance to reply or advise.

What Yahoo considers unused is defined as not actually using the email address to log on and send an email through them. So, even if members log on to our "Group", that is not considered using Yahoo email service. You can guess that this has caused much consternation and annoyance amongst Yahoo Groups generally. One way to check and remedy it, is to go to Yahoo email, [http:// yahoo.com](http://yahoo.com) and try to log in. If rejected, re-register using the same email address, and this will get you back into the Group. Or, you can re-apply to the Forum and I'll send out another invitation to join. But, use your everyday email address if you have one, in the settings that asks you for alternative address. I hope this makes sense!

However, back to the 'banter'; there have been many "Seen on Ebay"

links, as our cars are still being found in Barns, or sold on. Our illustrious Editor and Archivist, SamRoberts, uses these links to follow through to the sellers, trying to get clearer information on chassis numbers, registrations and histories.



Questions are still being asked about rear hub removal (not easy, even with the correct tool), dismantling steering boxes, information on front and rear springs, how much oil goes in the engine, fuel pumps failing whilst hot, together with comments on re-taxing the car (wait till your MOT runs out) and Insurers putting up prices.

A large selection of photos has been added, the best being of course relating to the most successful Old Ford Rally at Gaydon in July. We also had photos from new members in Spain of their cars – very much appreciated. There are also new albums dedicated to Ford special tools, Ford book covers, automobilia and many other publications of interest. These albums are well worth looking through; click on and print for your own use.

Members are most welcome to join the Forum – please ask me for a direct invitation, as this is simplest way. By using it, you can help or be helped with technical advice, allow other members to enjoy project photos – good photos are most revealing of detail - and benefit from diagrams, inside knowledge, see the latest searches on Ebay and make use of the excellent Calendar feature – which has had numerous entries on local shows – and you can contribute with dates, photos and posts.

Keep everyone "in the loop" with what's going on, where you've been, and enjoy your motoring!

Roger Corti
Forum Moderator.

International News

New Zealand, South Island.

The Ford 8 & 10 Enthusiasts Club chose some beautiful weather for their Autumn Rally in May, visiting many of the beauty spots around Christchurch and taking in a tramways museum. Jill Peters, the Club President, took along her August 1937 very late vineyard green Tudor Model "Y" (Y198872), which is the youngest known surviving car.

Jill also emailed to say, "I now have another model Model "Y" to add to my collection. Russ spotted a red Royal Mail delivery van on 'Trade me' and was successful in winning the bid. The two models with winders are made by Triang probably in the 1940's. They also made children's trikes. He also managed to get a Ford 8 & 10 car badge which I am thrilled with. I am planning on mounting it on the bumper.

We are looking forward to our Spring Rally in a week's time. Christchurch is looking rather beautiful with its spring gardens despite all the chaos with houses and roads following the earthquakes. We are looking to get the plans drawn for our house, which was severely damaged, but everything depends on the accreditation from the insurance company."

The New Zealand South Island 8 & 10 Sidevalve Enthusiasts display a wide range of vehicles on their Autumn rally. Jill Peters' Model "Y" with 'blinkers' on the headlights



Jill's partner, Russ's, find on New Zealand's 'Trade Me' website – a red Triang Minic Royal Mail delivery van complete with the GR cipher and old crown

Western Australia.

In his Editorial of 'Enfo mation', the newsletter of the Classic English Ford Club of W.A. (Inc.), Denis Johnson wrote the following, "Because my "CX" Sedan is State Registered, I can drive it on other then Club outings. So I go to town (about 10km away) once or twice a week to go to the Post Office or Library or just to go for a drive. I gain tremendous satisfaction and enjoyment from driving a little car the 20 odd kilometres. A car I found, restored and maintain myself at minimal cost.

And the looks on other people's faces as they pass me, or by pedestrians are also quite rewarding. Is it admiration, disbelief, wonderment, bemusement or envy I see? (The wife assures me it is not envy – more probably alarm!)

When I stop to park or return to the parked car, there is inevitably an audience of one or many conversation issues. And my days of picking up the sheilas are NOT yet over! I cruised past a couple of ladies last month and asked if they'd like a spin around the block. One said, "My mother told me never to go in cars with strange men." Her mother said, "Come on, it will be fun!" She was 82! Old cars certainly have a following and I like to believe the sight of one in town doing the shopping or whatever lifts the spirits well, at least of small children!

The leisurely pace (it won't go any faster), the reminders of a former time when life was much simpler, the tic-tac-tic of a worn tappet that is non-hydraulic, not turbo-charged, doesn't have a timing belt that can snap or a computer that can arbitrarily say "No", is a joy to drive..

So get out there – keep the dream alive and Ford On!"

Denis has expressed the sentiments of most of our members are has spelt out the spirit behind the classics car movement. I can hear most of you saying "Here, here."



Denis with his newly State-registered November 1936 "CX" sedan was featured in the last issue of Transverse Torque (page 20). Here it is with its previous Historic Club registration. As can be seen, C54255, was and still is in almost original, oily-rag, condition."

The February 1937 Tudor Eifel limousine superbly restored by the mechanics at Benteler Deutschland GmbH in Paderborn, Germany. Member, Thorsten Ehrenteit, oversaw the project. I think the door does shut!"

More on the Darmont.

Tony George in Australia emailed Steve Walden berg, "Steve, remember the mention of the French Darmont cars in the Y&C Newsletter a couple of issues ago? I found some more information recently about the firm. It was run by two brothers, Roger and Andre Darmont, who sold Morgans as they came ex-factory in 1913, 1914. After WW1 they obtained a licence from Morgan to manufacture the cars in France. They had the usual variety of V-twin engines and were quite successful in sporting events. From 1935 to 1939 (when the factory closed) they produced the 4 wheel car with the option of a 4-cylinder French Ruby engine."

Threads

Josep Estrampes in Tortosa, Spain is restoring his hybrid Model "CX"/Eifel. As a matter of note, Model "CX" rolling chassis were exported from Dagenham to Ford Ibérica in Barcelona, where they were mated with surplus Eifel cabrio-limousine body from the German Ford plant in Köln. To help the German Ford company to meet its export targets, set by the Third Reich, Sir Percival Perry arranged for the surplus old style Eifel cabrio-limousine bodies to be sold and shipped to Barcelona and Copenhagen.

Josep posed the question, "Are the threads of the nuts and bolts of the engine BSW or UNC. Also if the thread finer the UNF?"

Jim Sharpe answered, "The nuts, bolts and other standard hardware fitted on our engines, and indeed into the 1960s, are either UNC (Unified National Coarse) or UNF (Unified National Fine). The only place you will find English standard threads, British Standard Whitworth and British Standard Fine, will be on the relatively few bought in components such as steering boxes.

On the engine there is a mix of UNC and UNF, the latter being used where torque retention and clamp loads are important, things like cylinder head nuts, big end nuts etc.. There are examples where both types of thread are used on the same part, cylinder head studs and manifold studs are UNC one end and UNF the other."

Germany.

After a period of silence and feverish teething problem activity in Paderborn, Germany, Thorsten Ehrenteit emails, "Attached you will find some new pictures of our Eifel. Last week we passed successfully the MOT and in a few days we will get our licence plate."

Avid readers of Transverse Torque will recall that Thorsten is the project officer for the restoration of an early Eifel limousine by the Benteler Deutschland GmbH company. Benteler provided exhaust pipes and silencers for the Eifel in the 1930s. The Benteler mechanics have made a superb job of the total restoration of the car.



GET THE BEST FROM YOUR CAR.

Under the above heading, appeared a series of articles in 'Practical Motorist' in the 1930s. Issues 265 - 268 of that magazine (3 - 24th June 1939) were concerned with the 1939 equivalents of our cars - the Model 7Y - the Ford "Eight" and the Model 7W - the Ford "Ten". As under the skin they were almost identical to the Models "Y" and "C"/"CX", these articles are very applicable and instructive to us. They are the nearest I have found to a maintenance manual for our cars. I am grateful to Bill Ballard in Australia for alerting me to them.

FORD "EIGHT" AND "TEN" - PART 1

This Article Deals With Engine and Chassis Lubrication: The Oil-Pressure Release Valve and Carburettor Settings.

Apart from changes in body design, there have been few important modifications in the design of the Ford "Eight" and "Ten" since their introduction. Chassis changes, such as the adoption of Girling brakes, and engine modifications, such as a revised manifold layout, the substitution of a downdraught for a horizontal carburettor, and the fitting of thin shell bearings to the connecting rods, have, of course, been made in recent models, and where necessary these will be dealt with in this series of articles.

In spite of the improved body design, passenger space and comfort of the latest models, there has been little curtailment of the brisk performance which has always characterised both the "Eight" and the "Ten". These cars, in good trim, have proved themselves capable of more than holding their own, even with tuned models of other makes in the same class. Consequently, there should not be any necessity to undertake extensive tuning.

Extensive Tuning.

The compression ratio of the "Ten" is 6.06 : 1, while that of the "Eight" is 6.3 : 1, both fairly high ratios even by modern standards. It is, of course, possible to tune either engine fairly extensively, and the "Ten" has been the subject of a number of modifications by specialist firms, probably the best known being the L.M.B. models, converted to independent front suspension by L.M. Ballamy. The latest examples of this design, apart from extensive chassis frame modifications, are supercharged, fitted with Specialloid pistons, Duplex valve springs, phosphor-bronze valve guides, and K.E. 965 steel exhaust valves - which, although beyond the scope of the average owner, gives some indication of the lengths to which tuning can be carried on this unit!

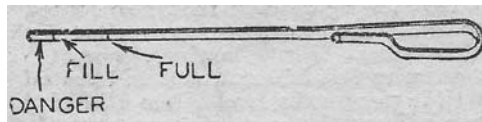
With less drastic tuning, including the careful balancing of the reciprocating parts, polishing the ports, and slightly raising the compression ratio, timed speeds of over 70 m.p.h. can be reached with the "Ten", the maximum on the gears being raised correspondingly to about 35 m.p.h. on first and 45 m.p.h. on second.

It must be stressed, however, that tuning of this nature is essentially a matter for the enthusiastic owner who is prepared to sacrifice pulling at low speeds to some extent, while should any unforeseen trouble develop, the factory cannot be expected to recompense the owner under the guarantee, if this is still in force.

Engine Lubrication.

In standard form, however, the performance should be all that the normal owner requires if reasonable attention is paid to routine maintenance. Taking engine lubrication first, the capacity of the sump on most models averages about 4½ pints. The oil is fed by a submerged gear-type pump under pressure to the camshaft bearings and main bearings, and then to the big-ends, oil fling from these lubricating the cylinder walls, pistons and little-end bearings. The surplus oil from the oil-pressure relief valve lubricates the timing gears. As no indicator or oil pressure gauge is fitted, a careful check should be kept on the sump level. The dipstick is marked "Full", "Fill" and "Danger", so that even a novice cannot mistake its indication.

The clear markings on the dipstick should be closely adhered to, as no oil pressure gauge or indicator is fitted.



Dipstick Hint.

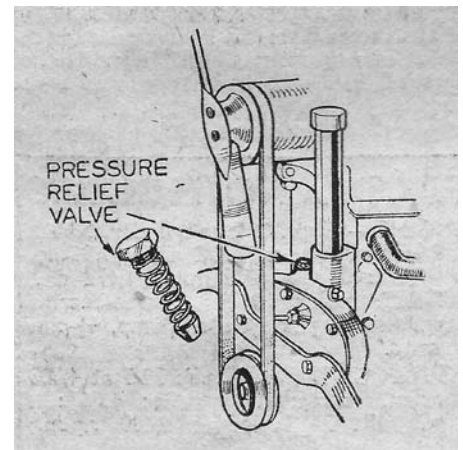
A practical tip: after removing the dipstick for inspection, do not replace it until the sump has been topped-up, as the oil will then flow in more quickly. Also bear in mind that the filler orifice is provided with baffles, while breather passages are also arranged in the cap: if the baffles in the filler pipe or the cap are damaged, pressure may be built up in the crankcase, causing oil leakage from the rear main bearing into the clutch. At 1,000 mile intervals drain the oil from the sump and refill with the specified grade of any first class lubricant. If the sump is flushed out, use only flushing oil - never paraffin. It is a wise plan to drop the sump every 5,000 miles, so that both the sump and the interior of the crankcase can be cleaned

out, while the gauze filter in the sump can be cleaned in petrol.

Dropping the sump is quite straightforward, but when removing the filter it is preferable to detach the pump, complete with its drive shaft, by undoing the screw which secures the pump casing to the crankcase. The two bolts which secure the filter cover to the pump body can then be removed and the filter drawn off the top of the pump, taking care not to damage the gauze, which is a tight fit.

Oil-Pressure Release Valve.

On all "Tens" and most "Eights" a non-adjustable oil-pressure relief valve is fitted at the front of the engine, just above the timing case. If it is thought desirable the hexagon plug can be removed occasionally and the plunger and spring extracted for cleaning. Actually the output of the pump is sufficient to supply the bearings even if a particle of grit under the valve should cause a slight leakage. The valve is not adjustable and the tension of the spring should not be altered. On some "Eights" prior to 1934 an adjustable ball-type of valve was fitted, but there is no benefit to be gained by altering the manufacturer's setting.



The position of the oil pressure release valve on all engines. Very early "Eights" had a spring-loaded ball valve instead of a plunger.

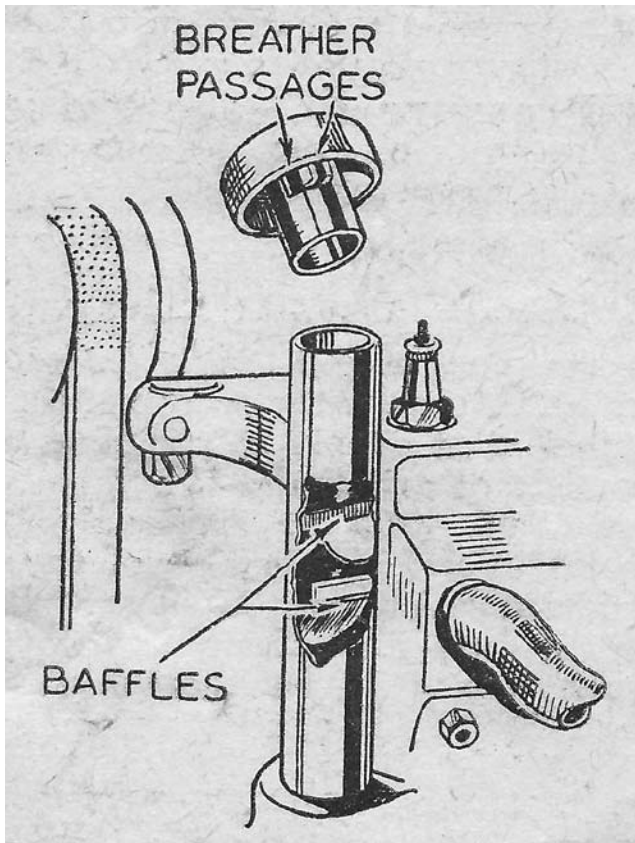
Clutch Withdrawal Bearing.

Working rearward, the next item to require attention on earlier models is the clutch withdrawal bearing greaser, sensibly mounted externally on the clutch casing, and feeding the race through a flexible tube.

The grease cup should be recharged with grease every 1,000 miles. On the latest models the clutch release bearing is of the self-lubricating type and requires no attention.

Chassis Lubrication.

During the 1,000-mile check over, the chassis greasing points should also receive attention. Silentbloc bushes are used for the spring eyes and shackles, so that attention with the grease gun will be required to the front axle king pins (two nipples on each), the



"The oil-filler pipe is provided with baffles, and the cap with breather openings. These must not be bent or obstructed.

track rod (a greaser at each end) and the front brake linkage. The front spring tie bolt incorporates a nipple in the central bolt, enabling the springs to be lubricated with suitable penetrating oil. On earlier models this provision is not made, and the spring bolts and shackles will also need lubrication by the nipples provided.

The steering gearbox should be topped up with extreme-pressure gear oil every 1,000 miles. First, however, turn the steering to full left lock, and add the oil until it reaches the level of the filler plug hole. Never fill the steering gearbox with grease.

Front Hub Bearings.

The front wheel bearings will only need attention at 5,000-mile intervals. Jack up each wheel in turn and on later cars remove the outer hub cap. Unscrew the wheel nuts and remove the wheel. The inner hub cap can now be unscrewed in an anti-clockwise direction, and after removing the cotter pin the front wheel bearing nut can be undone. The hub can then be pulled off; the bearings and the interior of the hub should be thoroughly washed out with paraffin and repacked with good wheel-bearing grease. When replacing the hubs, tighten the adjusting nut as far as possible, and then turn it back approximately a quarter of a turn before replacing the cotter pin.

If at any time it is discovered that play has developed in the front wheel bearing, as revealed by the ability to rock the wheel when it is grasped at the top and bottom with the axle jacked up, the slack can be taken up by ad-

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justing the hub nut as just described. As it is important to differentiate between play in the hub and play in the king-pin bearings, a wedge should be inserted between the king pin and the inner end of the hub spindle before making this test, but don't forget to remove the wedge after making the adjustment, before taking the car on the road!

Gearbox and Axle Oil.

Amidships, the brake pedal shaft will need lubrication, as will the clutch shaft and the actual brake shaft. The universal joint nipple at the forward end of the propeller shaft should also receive attention, filling the grease-gun in this case with a special universal joint grease. The gear box should be topped up every 1,000 miles with extreme-pressure lubricant – not ordinary gear oil – until the level reaches the level indicator. Always remove the level plug before topping up in order to avoid the risk of over-filling the gearbox. Every 5,000 miles, completely drain

the gearbox, flush it with paraffin, allow ample time for this to drain away, and refill with fresh extreme-pressure lubricant.

The chassis points requiring attention at the rear of the car are the rear wheel bearings, lubricated by greasers on the inner side of each brake, the rear brake linkage, and the rear spring tie bolt on later models. On earlier cars the rear springs shackles must not be over-looked.

The rear axle will also need extreme-pressure lubricant. Add just sufficient, at 1,000 mile intervals, to bring the oil to the level of the filler plug. Overfilling may lead to oil leakage past the rear axle oil retainers into the brake drums. As in the case of the gearbox, the oil should be drained off at 5,000 mile intervals and the

housing flushed with paraffin. Subsequently, refill with approximately one pint of oil. Bear in mind, when using extreme-pressure oils, that these should not be mixed.

Dynamo Lubrication.

The only other lubrication points requiring attention are to refill the grease cup in the rear bearing of the dynamo with grease every 10,000 miles on later models. On earlier cars a few drops of engine oil should be added to the oil cups at each end of the dynamo, every 1,000 miles. The oil cup at the side of the distributor should be filled with engine oil every 1,000 miles, and a light film of Vaseline should be applied to the cam.

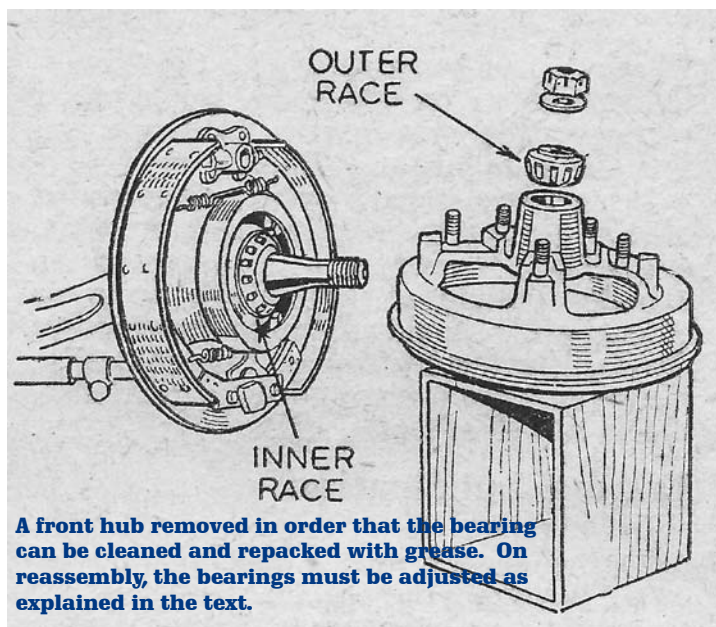
Carburettor Adjustment.

Having ensured reliability, attention can be turned to performance. An occasional check should be kept on the carburettor setting. The later carburettors are of the downdraught type, and air-adjusting screw and throttle adjusting screw are provided. When the engine is warm, turn the throttle adjusting screw until the engine is idling sufficiently fast to prevent stalling. Next, turn the air-adjusting screw clockwise or anti-clockwise until the engine runs evenly.

The approximate adjustment for this screw is within three turns open, while the throttle adjusting screw should usually be between half and one-and-a-half turns screwed in after the set-screw touches the throttle level. About three-quarters of a turn open will usually be found to be the most satisfactory setting. The choke tube and jets fitted will be found the most satisfactory for all-round use, but if it is thought that the setting is incorrect, the local Ford dealer will always be found ready to advise and if necessary to provide alternative jets.

Make sure that the screws securing the emulsion block to the carburettor are tight. If leakage occurs past the gasket, the screws are probably loose. Do not fit a thicker gasket than standard as this may cause the projecting part of the block to foul the vaporiser bar in the choke tube, preventing the float chamber from being assembled correctly. If fuel consumption is excessive, see that the easy starting control on the earlier carburettors, which operates a spring-loaded automatic air valve, is correctly

adjusted. The control may hold the valve slightly off its seating, or if sufficient slack is not left to allow for movement of the engine on its mountings, the valve may be opened intermittently. After checking this point, make sure that the valve still opens fully when the control is operated. A further point with the original carburettors is that the hole drilled in the float chamber cover near one of the securing bolts is covered with a gauze filter disc. This gauze must be in place, and must be kept free from dirt; if it is blocked carburetion will be upset, while if it is omitted or damaged, grit may find its way into the fine passages in the carburettor.



A front hub removed in order that the bearing can be cleaned and repacked with grease. On reassembly, the bearings must be adjusted as explained in the text.

