



Transverse Torque

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November - December 2013



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Editorial

Too soon we are publishing the last 'Transverse Torque' of 2013. Where does the time go? In this issue we run the second of the trilogy on how to get the best from your cars, courtesy of the Practical Classics magazines of 1939 and also the third in Nigel Stennett-Cox's series on keeping your car roadworthy, now that we are exempt the MoT test. We congratulate Bob Wilkinson for running the first of his innovative 'Classic Virgins' courses and Jo and Roger Hanslip for organising yet another fabulous '40s weekend on the North Norfolk Railway. We thank our lucky stars that the forest fires in the Blue Mountains of Australia just kept their distance from Jenny and Derek Bone's house and cars. Jenny's Model "Y", 'Blue', survived in the Blue Mountains! Octogenarian, Arthur Redfern, ex-Chairman of Redfern Ford in Leek, digs deep into his memory bank to comment on the articles on the Dagenham production line, which we ran a couple of issues ago. All in all, a varied package of information, which I hope you enjoy.

Owen Baldock saw a Fordor Model "Y", which appeared in the TV series "Who Do You Think You Are?" with Nitin Ganatra. I had watched it, but admit to missing the photograph of an Indian family in their pretty battered "Y" in British East Africa (Kenya) in, I guess, the early 1950s. Well spotted, Owen. It is likely that the car had been assembled in Port Elizabeth in The Union of South Africa as it was then called.



"The Fordor Model "Y" photographed probably in the early 1950s in British East Africa (Kenya). The TV programme in which it appeared was describing the lives of the Indians who went to Kenya to build the railways and who stayed behind to make a new life. Note that, although a long rad, the car appears to have a short rad rear wing."

Keith Roberts, a classic vehicle enthusiast has asked us to mention his book, "Electric Avenue". He states, "Apart from a general nostalgic interest, most of your members will have used the doorstep delivery service provided by their local dairy, bakery, soft drinks supplier, laundry services, mobile grocery, mobile butchery etc., during their life time. Sadly, only in a very few locations is this service still available. The humble battery electric vehicle usually provided the transport for these services and my book tells the story of 'Morrison-Electricar', the largest manufacturer in the

UK. It charts the history of the company from humble beginnings in 1896, to the end of the business in 1983. The book is well illustrated and is available directly from myself. Please contact keith.roberts12@talktalk.net"



An image from Keith Roberts' book, 'Electric Avenue', available to electric vehicle enthusiasts.

I was delighted to hear that two of our favourite overseas members and regular contributors to Transverse Torque had met up and spent a morning talking Fords in Oslo, the home of one of them,



The three Ford 'nuts' in Oslo in August. Y&C members, Luis Cascante, visiting from Spain, is on the right and Terje Sæthre in the middle.

Terje Sæthre. The other was our long-term member from Catalonia in Spain, Luis Cascante Gomis. Luis reports, "In Oslo, I met Terje Sæthre and Jan Erik Osferaa, another member of the Ford V8 Club of Norway. We were talking on Fords all the morning, and Terje presented me with a copy of the book that he contributed to Ford Motor Norge A5 in 2010 to commemorate the 50 years of Ford in Norway. Some days after our meeting, I bought the June issue of the Norsk Motor Veteran magazine and was pleasingly surprised to find three Terje's articles! I didn't know that he is also contributed to that magazine."

Whilst accompanying Paula on one of her shopping outings, we visited the Hungerford Antique Arcade. Leaving Paula to gloat over some Lalique glassware, I browsed

through some books and was surprised to find a book, supposedly by Henry Ford, titled "My Philosophy of Industry", which was published in 1929. It is a much smaller and shorter book than his well-known three, "My Life and Work", "Moving Forward" and "Today and Tomorrow". As with the others, it was probably written by Henry Ford's ghost-writer, Samuel Crowther. In this book, which does not discuss the Ford Motor Company, Henry takes to the moral high ground and praises the power of thought – not a book I would recommend to anyone. It has been lodged in the Register library.

Hanging in the Historic Room of Raffles Hotel in Singapore is a photograph of a Model "CX" driving along Beach Road in front of the building, presumably in the late 1930s. Another "CX" seems to be dropping off a customer at the main entrance. For a couple of years, I've been asking my daughter and grandchildren to send me a photograph of it for publication in 'Transverse Torque'. At long last, Charlie persuaded management to let him into the hotel (only residents are permitted past reception) to photograph the photograph. (see next page)

In addition to his informative feedback on life at Dagenham later in this issue, Arthur Redfern comments on the photograph of the Quadricycle in the last issue, "The chairman in the photo is Ian McAllister in front of the Quadricycle. As a point of interest, I have copies of the complete set of plans which were drawn up by the "Trade School" at Dagenham when they made this model. So, if you know of anyone interested in making a Quadricycle, let the Editor know. I would of course have to contact the Ford Motor Company first."

With Christmas just around the corner, I have repeated the Regalia sales page in the centrefold, just in case an item of clothing or a Y&C Register car badge catches your eye as a Christmas present. Also, we need to sell more of the Ford Models Y&C books to boost

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Caption to a photograph in the Practical Motorist, dated 3rd June 1939:- 'The roads leading to Northolt aerodrome were packed with vehicles on their way to the Empire Air Day display.' En route, one eager Model "CX" driver and family.



A Model "CX" drives along Beach Road in front of Raffles Hotel in Singapore in the 1930s. They were the days when Beach Road ran along the seafront. Due to land reclamation, Raffles is now about a quarter of a mile from the sea! The car would have been assembled in the Ford of Malaya plant then situated by the docks in Singapore.

the Register's coffers. Your opportunity to buy one as a Christmas present for yourself or a friend is on page 27.

It only remains for me to wish you all an enjoyable festive season. I hope to see some of you at the Club Christmas Dinner advertised below, which is being organised by the ebullient Colin French.

Sam Roberts.

**Closing date for copy for issue 206 is
Tuesday, 31st December 2013.**

CLUB CHRISTMAS DINNER.

A pre-Christmas dinner is being held for club members on the evening of Saturday 14 December at a small hotel near Banbury. Anyone interested in attending should contact Colin French for further details. His email address is:- colinfrench12@btinternet.com and his telephone number is 01295 262707. Numbers are limited, so a very early response is recommended.

Chairman's Chatter.

I sit here having just cleared up from the Gale, which swept across the South of England early this morning. Plenty of warning, well organised services and little damage. This reminds me of our Club; we seem to sweep across a wide range of members and activities, we give plenty of warning of events and activities, we are well organised in all we do and cause little damage to anybody.

Of course, I am sure you, like me, have finished the outdoor events with your vehicles and are planning, or are already working on modifications, additions or just plain annual servicing. As I have said previously, I really enjoy this.

From reports received and read, this summer's tours and events, along with the Old Ford Rally, all went well: thank you to the organisers. There are more events already in preparation for next summer.

The period from early November through to the AGM in April is the busiest period for your elected committee members, so, on your behalf, I thank them for their continued involvement and work.

I will soon be keeping my head down as the commercial hype built around the man with the white beard (no, not Bob Wilkinson - the other one) swings into action. The one thing I will sincerely do though, is to wish you and yours a very Happy Christmas and a Successful and Prosperous New Year.

Brian Godfrey, Chairman.

Photographs on covers.

Front cover. Roger Corti's 1934 De Luxe Fordor Model "Y" enjoys the sun at a village show in the summer. Note the 'rustless steel' head and side amps, the chromed windscreen surround, the trafficators, the sliding roof and its associated chromed water outlets above the doors - all part of the De Luxe specification.

Rear cover. Those were the days! In the 1960s, following the introduction of the MoT test, spares for our cars could be found on any scrapheap. Here we see, in the forefront, a 1935 Stoke-on-Trent registered Tudor Model "Y", already partially stripped. At 11 o'clock in the photograph, there is another Model "Y" already a tad closer to its maker in the sky!

Secretary's Ramblings.

Order those parts: With our wonderful summer just a memory, our attention turns to occasional winter use of our cars and , more importantly, getting on with those little renovation jobs we noticed earlier in the year. Members have never been in a better position to buy parts, not since the cars were still in regular daily use, thanks to the efforts of our spares group who give time to sourcing remanufacturers of our parts. The days when one could find good used parts have virtually gone. Over winter we will be again looking at the priority need in terms of parts – funded by your well needed membership subscriptions. Despite strained economic times your club has not declined in membership, unlike many others, and so we have modest funds to allocate to our parts needs. (A detailed report from Pete Ketchell appears elsewhere).

DVLA News: Currently the focus from DVLA is on ensuring that some of our well needed services relating to vehicle authentication and registration are updated against the background of the closure of many local DVLA offices around the UK. Some of the responsibilities are likely to fall upon the clubs accredited by DVLA with the increased responsibility accentuating the need for complete probity by club officials in the administration of authentication etc.; more news on this anon. Meanwhile, I strongly suggest that owners of unregistered vehicles should take any original documents (logbooks / tax discs, etc.) to their local DVLA office for "accredited" copying. This will mean that your original documents will stay in your care - never needing to be exposed to the danger of being lost in the post when we start the process to obtain a registration number for your car. Do that NOW before your local office closes. Ring me if you need guidance.

FBHVC Newsletter:

Points out the answer to problems getting our cars taxed whilst still having MoT: Taxing MoT exempt vehicles:

Since November 2012 vehicles manufactured before 1960 have been exempt from the compulsory MoT. A number of owners who tried to tax their vehicles on-line using the DVLA EVL (Electronic Vehicle Licensing) system, have found that the system was still requiring an MoT for an MoT exempt vehicle. The DVLA explanation for this is as follows: 'If the vehicle has a valid MoT at the time of application which expires before the tax disc is due to start the application will fail', i.e. an MoT is required by the system. 'Once the MoTs have expired the system will no longer make an MoT check and EVL can be used successfully. Basically this is a one-off problem which will not affect the future use of ELV.'

The practical way to get your pre-1960 vehicle taxed is to make the application at a Post Office that does motor tax. To avoid any potential difficulties, it is suggested that, prior to your visit to the Post Office, you should have completed either a V112 form (for most types of vehicle including cars and motor cycles), using exemption O, or a V112G form (for goods vehicles over 3500kg GVW and Public Service Vehicles), typically using exemption 30 or 19. The V112 and V112G forms can be downloaded from the gov.uk website, or obtained from DVLA local offices, whilst they are still open. Unfortunately the Post Office appear not to stock these forms. Some Post Offices might not insist on seeing the exemption form, but some will want to see this form and then it will be handed back to you.

Other FBHVC news concerns European deliberations on modified vehicles. I suggest, to keep this issue brief, to suggest that you visit www.fbhvc.co.uk for the full picture.

NEC: This may get to you before the Classic Car Show at the NEC Birmingham. If so, then come along to our stand and say "hello". Geoff Salminen has arranged for a good display of our cars to "fly the flag" for the earlier classics.

Your Committee: Through the winter months your committee will be planning for next season. Parts, club tours, safeguarding legislation, developing services to members – will all be deliberated. Should you feel that you can contribute to our thoughts and actions, do not hesitate to contact me.

See you at the NEC.

Bob Wilkinson.
Secretary.

BOB'S JOKE CORNER.

From a friend at my local bowls club.

We all make mistakes....

A pirate walked into a bar, and the publican said, "Hey, I haven't seen you in a while. What happened? You look terrible."

"What do you mean?" said the pirate. "I feel fine."

"What about the wooden leg? You didn't have that before."

"Well," said the pirate, "we were in a battle, and I got hit with a cannon ball, but I'm fine now." The publican replied, "Well, OK, but what about that hook? What happened to your hand?" The pirate explained, "We were in another battle. I boarded a ship and got into a sword fight. My hand was cut off. I got fitted with a hook but I'm fine, really."

"What about that eye patch?"

"Oh," said the pirate, "one day we were at sea, and a flock of birds flew over. I looked up, and one of them s..t (deposited!) in my eye."

"You're kidding," said the publican.

"You couldn't lose an eye just from bird s..t."
" Well, it was my first day with the hook."

Please send me your favourite funny to share.

News of new members

Prepared by Mike Malyon on 26th October 2013

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

Jens Klæstrup Kristensen	O-K104	Farum, Denmark
Julie McAteer	M0404	Horsham, West Sussex
Eddie Saunders	S1102	Hednesford, Staffordshire
Julian Ward	W0801	West Woodhay, Berkshire

Here are a few brief details of their vehicles:-

Jens Klæstrup Kristensen is our new member from Denmark. He owns a June 1934 racing green and black Fordor Model "Y". The chassis number is Y65357. It was first registered on 20th August 1934. The registration was AC-23-364. However, on completion of the restoration, the car will be assigned a new registration number, which is the Danish system. Jens is only the third owner, having bought it in 1966 from a former greengrocer who, due to diabetes, had both legs amputated. Back in Jens' student days, he totally restored the car and used it daily for many years, having now driven over 60,000 kilometres. He has even driven it in the Norwegian mountains – in winter – it just proves what great cars they are! Jens is now planning a second restoration. We wish you luck with the project and a very warm welcome to the Club.

Julie McAteer-we are pleased to welcome Julie to the Club. She has inherited CPK 744 from her father, John Macfarlane, who was a member of the Register and who carried out a superb restoration on the Cordoba tan Model "C" tourer. The car carries the chassis number C20639 and Briggs body number 162/146. As the car is on the road, we hope to see it at one of the Club's events in 2014.

Eddie Saunders - we extend a warm welcome to Eddie, who has purchased HV 7740, a black Tudor Model "Y" with chassis number Y178732. It was first registered on 25th March 1937.



Julie's Cordoba tan Model "C" tourer, shortly after its restoration by her father, member John Macfarlane.

The car is currently under restoration, having several parts missing. We wish you good luck with the restoration and remember, the Club and its members are always here to assist.

Julian Ward is the owner of BHK 720, a black Tudor Model "Y". The chassis number is Y66569 and the Briggs body number 167/5315, which indicates that it was fitted with a sliding roof in production. It was first registered on the 20th June 1934. The vehicle was one of the two Model "Y"s in the John Mould collection, which were auctioned in September. Julian intends to restore the car for his grandson. Work to be done is mainly an



Julian Ward's Tudor Model "Y", with tell-tale chrome water outlets indicating a sliding roof, as it was when bought by John Mould in 2011 for his Ford collection.

engine rebuild and body work. Good luck with the restoration and a very warm welcome to the Club.

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

As this is my last report before the festive season, I would like to wish everyone a Happy Christmas.

North Norfolk Railway

20 – 22 September 2013

Well, another brilliant weekend at North Norfolk Railway's '40s event has come and gone. Roger and I, Geoff Salminen, Gary Whittle and mate, Vicky Edwards, arrived at the Links Hotel before everyone else and adjourned to the Golf Club for a well earned pint of Wherry ale. During the day, other members arrived and joined us in the bar before the evening meal.

Dawn broke on Saturday and promised a glorious day. After breakfast we all met up at Holt Station with our cars and went our various ways on the steam trains and vintage buses; returning to the hotel in time for dinner and '40s entertainment, with Frank Sinatra, Vera Lynn, George Formby and co. A great evening was had by all.

We again met up at Holt on Sunday and Tim Brandon arrived in time to take our group photo. Unfortunately some seem to be hiding at the back. The members range from Noel Page on the left, with his Tommy gun concealed in his violin case, to GI Jim Miles at the right hand end. Apart from the usual revellers, we were pleased to welcome Barrie Clarke, Chris and Tony Usher, Dave and Jean Jarman and Charlie and Sheila Seymour (friends of Dave and Sandy Tanner).

Some of us ventured into Holt town before catching the vintage bus back to Sheringham, where the town was heaving with people in '40s' garb and was closed to through traffic. It was reported that there were in excess of 22,000 people there. It was amazing, and the atmosphere was wonderful.

Geoff stopped several times and gave his George Formby renditions. The afternoon closed with a grand procession of re-enactors, ourselves included, walking back up to the station for a flag lowering ceremony.



"Close up of the 'Oily Wag's' tool-kit. Note the gas mask strap! Well done Christine.

That evening we had our "Last Supper" in the hotel and were entertained by Joan Sharpe, Nick Smith and Geoff Salminen. We do have a talented lot in our Club. We made our separate ways home on the Sunday after breakfast.

We had 15 cars from our club present, possibly more; we were too busy chatting to friends, old and new, to count them. Over the years this event has attracted more and more visitors and more and more ex-



Robert Jarvis, Colin French and others let it rip during the entertainment evening.

'40s weekend



And of course there were trains. Here at Holt station were, from the right, Owen Baldock, Geoff Salminen, Roger Hanslip, the 'Oily Wag', Gary Whittle, Vicky Edwards and, looking the other way, Jagger!

hibitors. It is widely felt to be one of the best events of its type in the country. If you bring your "Y" or "C" and /or dress in the '40s' style, then you have unlimited free travel on the railway for the whole of the weekend. Once you come you will be hooked!



Nick and Monique Smith enjoying the "Last Supper". Roger and Jo Hanslip (complete with period hairnet) alongside.

People who attended last year were booking accommodation before they left as they enjoyed it so much! We have reserved 18 rooms for next year (the nights of Fri 19th, Sat, 20th and Sunday 21st September 2014) at the Sea Marge hotel at Overstrand, near Cromer (www.seamargehotel.co.uk). This is another McKenzie hotel. They have said that transport would be laid on for the Saturday evening meal and entertainment back at the Links. The cost is £60 per person for dinner bed and breakfast and, as last year, there will be a little extra for the entertainment. Please let us know a.s.a.p. if you would like to join us as I know that rooms will be booked very quickly.

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

The Ford Y & C Model Register

For sale.

For sale by member reducing collection:

1935 Model "C" Tourer. Complete but needing full restoration. £2,000.

1937 Model "CX" saloon. 4door. For restoration. Chassis restored, most bodywork completed. Car complete. £1,500.

Model "Y" Tug. 1935. Rare vehicle being one of only 4 known survivors. Needs some detailed work to complete. £2,250.00 o.n.o.

For full details contact Dave Tebb.
 Tel:- 01937 557740.

Luggage rack (reproduction) as new. Fits Model Y. £80.00 .

Tel: 01604 630944 (Northampton).

1 x 8 hp engine rebuilt with many new parts. This is an early engine with a double water inlet, but not a narrow block. It is ready to fit. Please ring for details.

1 x reconditioned distributor £45.

1 x Reconditioned fuel pump £35.

1 x Pair of engine trays £15

Other Models "Y" and "C" parts – please ring

Tim Brandon, Tel:- 01449 711837
 (Stonham Aspal, Suffolk)

Wanted

Model "Y" in good restored and on road condition. Telephone with details.

Tony Wood. 01754 880432.
 (Member).

The Model "Y" Tug for sale in Yorkshire. The Tug was a joint project between the Ford Motor Company Ltd. and County Commercial Cars Ltd. in Fleet, Hampshire.



Connecting Rods, Gudgeon Pins and Small end Bushes.

by Yvon Precieux

	ConRods (length)	Gudgeon Pin (length)	Gudgeon Pin (Bore)	Small end bush (Centre/End)
8hp				
1932-35	6.500" -6.520"	2.03"	0.5620"- 0.564"	Centre
1935-40	6.436" - 6.440"	2.03"	0.6876" - 0.689"	Centre
1940-53	6.436" - 6.440"	1.91"	0.6876" - 0.689"	End
10hp				
1935-39	6.436" - 6.440"	2.26"	0.562"- 0.564"	Centre
1939-59	6.436" - 6.440"	2.18"	0.6876"- 0.689"	End
100E	6.436" - 6.440"	2.114"-2.126"	0.6876"- 0.689"	End

Notes:-

From 1932 to March 1935, the Model "Y" 8hp engine was furnished with the longest length conrod of all the small sidevalve Fords. From April 1935, all further 8hp Fords used the larger bore 10hp gudgeon pin, with lengths varying with the pistons to suit the 8hp engine. From 1932 to 1939, all 8hp and 10hp pistons used a single centre circlip, with a corresponding groove in the middle of the gudgeon pin. All used a two part or split small end bush. For service reasons, the centre type circlip for the 8hp engine was retained until 1944. From 1939-1962, all small Fords including the 100E were manufactured to use "Seegar" end circlips, although, for the 8hp models, these clips were phased in from 1940. The 100E small end bush can be used as a replacement bush for these post-'39 engines only.

Identifying Wear.

Wear can be detected by attempting to rock the piston on its connecting rod. If any rocking can be felt, the bush has passed its sell-by date. Some types of gudgeon pin, in reference to piston make, are more visible to the sides of the small end (the fully floating conrod being free to slide along the pin). This sliding motion is normal and should not be confused with the definite rocking motion that indicates wear.

Dismantling and Installation.

The use of circlip pliers to remove and install the circlips is strongly recommended, as any other means can damage the piston. The circlip at each end of post-'39 gudgeon pin requires to be removed prior to the gudgeon pin being dismantled from the piston, whereas the pre-'39 gudgeon pin requires the centre circlip to be removed after the gudgeon pin has been pushed out of the piston. Take care that both types of circlip are installed securely in their housing. A spring wire end type circlip variation to the more robust Seegar clip was used in the 1950s on the 103E and 100E engines.

1. Gudgeon Pin

Removal - all engines 1935-62

Dismantling and installing pistons from their conrods should never be done cold and gudgeon pins and bushes must never be hammered out, as this can distort the piston. Always warm pistons by immersion in boiling hot water for at least one minute prior to removing or installing the gudgeon pin and small end bush. This is sufficient to expand the piston. After immersion of the piston in boiling hot water, a gentle but consistent pressure is all that is required to push out both types of gudgeon pin used, a hand press being the ideal tool. Always support the piston on the opposite boss to prevent distortion of the skirt when removing the pin from the other side. Another method is to withdraw the gudgeon pin from the piston/conrod with a bolt/nut/washer/tube device. The bolt should have a head slightly smaller than the outside diameter of the bush. A piece of tube of internal diameter larger than the outside diameter of the bush is then used to allow the latter to pass into it unobstructed when the nut is tightened on the washer.

1a. Installation all engines from 1939/40-62

It is important to ensure the Gudgeon pins are uniform along their length, otherwise the small end bush will fit the ends but not the central portion. With gudgeon pins with end circlips, the same procedures and push fit method as above should be used for installation. As with any installation of conrod parts, where heat (boiling water) is applied, the piston on cooling, may be found to grip the gudgeon pin rather tight. This is in order. It is recommended that plenty of colloidal graphite running-in compound is used when assembling gudgeon pins and connecting rods in pistons. This ensures lubrication until the normal means of lubricating the pin or the small-end bush begins to function.

1b. Installation variation on engines from 1935-39/40

Installation of the gudgeon pin requires a special insert tool, Y-355 (a tapered two part pilot gudgeon pin) to input the centre circlip. Today, this two part tool is almost impossible to find and is passed through the hollow gudgeon pin and screwed together. One end forms a taper which enters the retainer and evenly expands it until it just pushes the pin into the retainer groove of the piston. The new gudgeon pin follows right behind for the circlip to slip into position. You can, however, make the tool up from a short length of old gudgeon pin, by grinding a taper on the end and reducing the diameter slightly so that it slips easily through the bore in the piston, but holds the centre circlip expanded sufficient to install the new gudgeon pin behind. Anything else used can break the circlip or at least distort the centre spring clip retainer (even where piston pins are retained by end circlips,

this tool, or a made up pilot, will be found to be of great use in lining up the connecting-rod small end with the piston bosses).

1c. Installation all engines from 1932-35

If one can find small end bushes and circlips for the 1932-35 conrods and can make up a smaller version of the pilot tool via an undersize gudgeon pin to insert the centre circlip, then follow the same removal and installation procedure as per installation 1935 -39/40. Here, much greater care has to be taken as, with a much smaller centre circlip/bush for piston assembly, these parts are easily damaged. Hence Ford only exchanged complete rods and pistons during this period.

2. Small End bush 1935-62 "End clips" Removal and Fitting

This type of small end bush is easy to remove and fit, being a press fit in the conrod. The necessary removal and installation procedures as for the gudgeon pin should be adhered to. They should never be hammered in or out; a steady pressure being sufficient with a simple hand press etc. being ideal - providing the opposite side of the conrod is supported at the pin bosses. Unless the correct tools or procedure is used, it is quite easy to damage a bush or rod. When fitting, care should be taken to align the oil holes of the bush relative to the conrod. Ideally, a new bush should be burnished to size, with broaching being the best method for the best fit. However, these days, the only methods available will most likely be for the small end bush to be reamed/honed out to size after installation, so if you do not have the tools or the inclination, then entrust this job to your friendly engine re-conditioner. Take all the pistons and gudgeon pins and ask for each small end bush to be machined to each specific gudgeon pin. The circlips can then be installed, after which, each piston, pin and con-rod should be kept together as an assembly.

2a. Small End bush 1935-39 "Centre Clip" Removal and Fitting

After pressing out the gudgeon pin, one will find removal of the split small end bush slightly complicated by the centre circlip. Removal is simple enough, as the bush diameter is of sufficient size to gain access inside via a pair of slim pliers. This requires a bit of patience as the small end bush cannot be pushed out until the circlip in the centre is removed. Installation is a press fit with the circlip inserted in its central position.

2a. Small End bush 1932-35 "Centre Clip" Removal and Fitting

Historically, new bushes for the Model "Y" (1932-35) were never supplied separately, as concerns were voiced by the Ford Motor Company regarding possible damage to the piston and split bush, due to limited access to the smaller circlip and the centre housing on which it was sited. An exchange conrod was only available for these early 8hp Model "Y"s up to 1935. However, if the small end bushes on these early conrods are just slightly worn (.002"), they can be honed rather than reamed out for an oversize gudgeon pin, if these can be located. Honing provides a better surface than reaming and reduces the amount of bedding in.

Reaming/honing/broaching

Small end standard bushes of the 100E type can be used on the earlier vehicles with post-1939/40 engines. These are of a standard size and where applicable the piston/small end bushes may need to be reamed or honed to fit. Broaching is better than honing and honing is better than reaming, as each provides for more accurate machining and in the case of broaching, a better wear surface. If a reamer is to be used, measure accurately prior to taking away metal.

The Ford Y & C Model Register

Classic Virgins success.**NEWS****Classic Virgins Experience**
28 September, BMIHT Gaydon

Classic car newbies and diehards alike gathered at the inaugural event at Gaydon



Workshop sessions gave the delegates practical expertise ideal for use on starter classics

The ever-resourceful Bob Wilkinson's initiative, to encourage classic car 'lay-people' to learn what is involved in ownership, paid off in September at the Heritage Motor Museum at Gaydon, with what he hopes will be the first of a continuing series of one-day workshops around the country. The programme is aptly called Classic Virgins. Nick Larkin, from Classic Car Weekly, was on hand to report on the day and help spread the word. He wrote:-

"The inaugural Classic virgins Experience Day saw experts from across the UK reach out to those new to classics.

The 'Classic Virgin Experience' sign on the seminar room door raised a few titters, but this new event had a serious aim: that of giving new and potential recruits a comprehensive insight into the classic car hobby.

The seventeen enthusiasts, each completely new to classic cars, and with ages ranging from 19 – 74, paid £50 to attend the day-long course held at the Heritage Motor Centre in Gaydon. All were keen to pick up some of the tips on offer in order to help them get the most out of classic cars.

The event was organised and hosted by the Heritage Motor Centre in conjunction with Bob Wilkinson of the Ford Y&C Model Register; he had suggested the idea at the recent Club Expo.

Some of the attendees had already bought their first classic, while others were still deciding if the hobby was for them.

Bob set the scene by revealing his 50 year involvement with classic cars, "I have had a tremendous pleasure from them in all sorts of ways: working with cars, meeting people, going to events and rallies, you name it. Frankly I think a lot of people are missing out. I believe today will be the start of moving into the next generation."

Those who attended enjoyed three practical workshop sessions; one on servicing run by an agricultural engineer, Roger Hanslip; one on carburettors by Geoff Dee and another on electrics by Bob Wilkinson. Each took place in the Heritage Centre's workshops, with delegates divided into three groups.

Technical author, Keith Anderson, gave the 'newbies' an insight into how to build up a comprehensive but affordable toolkit, while other experts looked at the pros and cons of buying a classic, and the benefits of joining one of the hundreds of clubs across the UK.

It wasn't all theory, however. Delegates also got a chance to get up close to 14 different classics during a series of passenger rides later in the afternoon. With everything from a Citroën 2CV to a Ford Escort Mexico – each brought along by a national car club representative – to experience, this well-received event gave those new to the classic car scene a chance to see what they've been missing."

Events 2013

15 -17 Nov Lancaster Insurance Classic Motor Show Geoff Salmnen
NEC Birmingham. See ad for Club concessions.

Events 2014

9 February Committee meeting Bob Wilkinson
Willoughby Village Hall 01832 734463

13 April **35th Annual General Meeting** Bob Wilkinson
Village Hall, Willoughby, 2 pm. 01832 734463

8 - 13 June **Y&C Midlands tour (see below)** Peter & Jean Purdy
Notts, Derby, Vale of Belvoir 01949 851293

28/29 June Blue Force 1000. Newark Showground Peter D. Simpson
Lincs. Mainly Ford agricultural products. 07711 137194
info@blueforce1000.co.uk

27 July **Old Ford Rally** Bob Wilkinson
Gaydon Motor Heritage Centre 01832 734463

19 - 21 Sept North Norfolk Railway '40s weekend. Jo & Roger Hanslip
Based on Sea Marge Hotel, nr. Cromer. 01945 430325

Y&C Register Midlands Tour 2014

It is pleasing to report that, so far, 23 cars look to be putting in an appearance on the 2014 Tour to the East Midlands. As many of you will know by now, the Tour will be based in the historic town of Southwell in Nottinghamshire. Hotel accommodation has been reserved at the Saracen's Head, which dates from 1396, from the evening of Sunday, 8th June 2014 for five nights. The cost of the accommodation, including a three course dinner, bed and breakfast per couple is £627.50 and, for a single occupancy room, £437.50. For this tour, there is also an option for those who wish to camp or caravan at the nearby New Hall Farm, Edingley, which is only some three miles down the road. The farm's website is www.newhallfarm.co.uk Members wishing to take this option should book directly with the farm. Members who take this option will be free to join other members for dinner at the Saracen's Head in the evening if they so wish.

The Tour will take in some of the 'must sees' in the area, such as Sherwood Forest and the Major Oak, the working Tramway Museum at Crich in Derbyshire, The Battle of Britain Memorial Flight in Lincolnshire, with its 6 Spitfires, 2 Hurricanes and the only flying Lancaster Bomber in Europe (the other being in Canada), as well as visiting some of the hidden secrets and surprises in the region.

For those who have yet to embark on a Club Tour, this could be the time to experience a relaxing holiday coupled with the opportunity to explore a part of the country you may not know too well with a group of people, who, given past experience of Club Tours, are good company.

The time is now approaching when we have to start firming up on the hotel reservations. Therefore, those who have not registered an interest should contact Peter and Jean Purdy on 01949 851293 or email them on allpurdys@hotmail.com

Spares Report

Firstly, I would like to apologise to anyone who has tried to contact me by phone or left a message on my answering machine during September and October. I have been experiencing major problems with my telephone supplier; the messages have not been recorded and the phone has been giving an engaged tone at random intervals. If you have not had replies from me, please contact me again and I will respond.

I am pleased to report that we have now completed our first two left hand drive steering boxes and they have been despatched to Norway and Finland. We have now, thanks to Michael Deichmann, a spare Model "C", left hand drive steering box, which enables us to provide an exchange service, reducing the turn time considerably. We would also like to do this with the Model "Y", left hand drive steering box so, if anyone has a Model "Y", left hand drive steering box they wish to donate, sell or loan to the Club, we would be pleased to accept such a generous offer.

In the last issue, my request for members to suggest items to be remanufactured has resulted in the first suggestion; a carpet floor mat to match the pyramid rubber used on the running boards of the Model "Y". These have now been sourced and are Item No. R14 on the Spares List. The cost is £3.90, including postage. This mat fits on the driv-

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The NEC, Birmingham 15 16 17 November

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Register

er's side and prevents your heels wearing out the carpet.

One more request is for Model "C" badge mounts, i.e. the one that fit to the top of the radiator shell and accommodates the Ford badge. If anyone has any spares ones we will be please to accept them. Please post them to me.

I have had a request, from a member in Scotland, for two other items to be remanufactured, but at the time of writing this report I have not received the samples.

Peter Ketchell, Spares Officer.



Alex shows of his Alpine tourer to The Stig, as well as his other school-mates.

The Stig again!

Members' correspondence.

Our youngest member/owner, Alex Grace, sent in a couple of photographs with the comment, "I took my car to a show at my school and bumped into a famous face. I thought it would be a nice little chuckle for the other members."

The Stig was last known to have sat in a Model "Y" tourer at the Avon Tyrell fête in the New Forest – the car in question then was Colin White's Knibbs Parkyn jobbie.

Ford News snippets.

Jim Sharpe took his Tudor Model "Y" along to the Warley Vehicle Enthusiasts Day in July. Although there was quite a good pictorial coverage of the event, Ford News failed to mention Jim's car, which was just visible in the distance in one of the photographs of the Ford line-up. I'm sure it received plenty of attention by the visitors though.

On the theme of Henry Ford's 150th birthday anniversary, the Henry Ford statue, which used to sit on the dockside in front of the main building at Dagenham and was then moved to outside the Heritage Centre, has had a birthday clean-up. It was unveiled on American Independence Day at the Dunton charity event held to celebrate the birthday.



Dunton's statue of Henry Ford – erected outside main reception in 1995 – has received a full clean-up. The refurbishment took three days and was unveiled on 4 July 2013 by Ford's global director of vehicle evaluation and verification, Graham Hoare, and the Mayor of Basildon, councillor Mo Larkin, as part of the celebrations of the 150th anniversary of Henry Ford's birthday."

Newnes books

Dr. John ('the bot') Osley, from Abergele in North Wales, emails, "My Dad has recently given me a set of books, three volume (plus data sheets) "Motor Repair and Overhauling" (second edition) published by George Newnes Ltd. (various authors) that he purchased when he was an 18 year-old car mechanic in July 1943. Unfortunately, the exact date of publication is not given. There are a number of chapters relevant to "Ford Eights" including, for example, whole chapters on "Servicing 'Zenith' Carburettors" and the "re-metalling of main bearings". (Until I read this latter chapter, I didn't appreciate how involved this operation was/is - the photograph of the amount of kit necessary for metalling and boring jigs is amazing). However, I am rather surprised that many of the references are to Ford V-8's as I understood these were very rare birds indeed in Britain in the late 1930s?

The only other photographs of "Ford Eight" I can find in these books are those relating to a "Y Fordor" being subjected to in situ cylinder reboring. The 'warning note' is wryly **The Ford Y & C Model Register**

amusing! It is difficult to understand why anyone would opt for this operation when Ford factory reconditioned engines were so readily available - extreme penny-pinching perhaps?

I also attach a copy of the "Ford Eight" data sheet. This covers cars dated 1936 to 1939, so I would be interested to know are these details also correct for strict "Y"?"

[The 'in-situ' boring jig was a Heath Robinson affair which sat on top of the engine block whilst it was still in the engine compartment! Here is the 'wryly amusing' warning note that John refers to:-

A Warning Note with Regard to "In-situ" Rebore Cylinder boring "in-situ," or with engine block in position in the chassis, is a development in repair-shop practice which cannot be regarded as entirely satisfactory from any point of view. It has nothing except the saving in labour

charges, effected by reason of non-removal and stripping of engine, to recommend it. The results obtained can at no time be guaranteed in the same way that an effective engine overhaul can be guaranteed.

If a success is to be made of cylinder reconditioning, it calls for more than the mere possession of a cylinder-boring bar and a set of micrometers. It calls for a thorough and complete understanding of the functioning

of the essential parts of internal-combustion engines, and the relation of these parts to each other.

So far as portable cylinder-boring machines themselves are concerned, nothing can be said against them as such—they represent a degree of mechanical perfection and accuracy which is not available in any other piece of repair-shop equipment; but all this accuracy, all this care in design and manufacture, is entirely nullified by the conditions under which the machines have to work, and by the unskilled labour to which they are often entrusted. So don't blame the machine.

The "Ford Eight" Data sheet covered sidevalve engines built between 1936 and 1939. It is comforting to note that all the technical specifications agree with those included in Appendix I of the Ford Models Y&C book. [Ed.]

Wales re-visited.

Stuart Davies, who owns the ex-Keith Sleight, grey Model "CX" and who joined us at Lake Vyrnwy on the North Wales tour writes, "It was nice to meet you (and everyone else) at the North Wales run in May, despite the weather! I'm sure everyone who went will remember the epic climb over the old test route at Bwlch Y Groes (Pass of the Cross) to Bala. The pass gets its name from a cross that was planted there on the route of pilgrimage to Bardsey island (Ynys Enlli)

The "CX" will be going to a track reunion this weekend at Rhydymwyn, Nr Mold, Flintshire. Events were organised there by the Wirral 100 Bike Club from the end of WW2 to about 1960 I think.....Does anyone remember going there? The track was on the site of a former secret wartime factory, which made mustard gas that was stored in specially constructed tunnels hewn from the solid rock.....the Germans never found it, and it was never bombed.

I've joined the society that have an interest in the site (Rhydymwyn Valley History Society) and can recommend having a look on their website if you are interested."

"Get the best from your car"

Colin Rowe comments, "The article printed in issue 204 Transverse Torque contains some very useful hints on maintaining model Y & C cars. I have one particular reservation under the heading "Dipstick Hint". The article states that if the sump is flushed, use only flushing oil – never paraffin. Flushing out the sump is generally not advisable if a monograde lubricant is being used, i.e. SAE 30. Many members prefer monograde oils. The downside of using these engine oils is the starter and battery are required to be in good condition for trouble free starting, particularly in cold weather.

Multigrade oils i.e. SAE 10/30, which give lower viscosity for easy starting, contain detergents and additives which cause the oil to carry the products of combustion in suspension, which are continuously circulated around the engine. Whereas Monograde oils deposit combustion products in the sump and therefore, by using flushing oil, this debris can be disturbed and circulated around the engine. As the Model Y&C engine does not include effective oil filtration this reactivated debris can cause accelerated wear of bearings, etc.

"It is a wise plan to remove the sump every 5000 miles" to clean the sump and crankcase interior and the gauze strainer attached to the oil pump, is sound advice.

Owners be wary.

Tony Eldridge has recently brought his very original December 1936 Model "CX" out of hibernation, where it has been residing whilst he tinkered with and restored a 1934 Morris Minor 2-door saloon; one of his small collection of cars. In his letter, he runs through the

The oldest on the move.

The oldest and second oldest known survivors are both now actively under restoration. The oldest, short rad, Y245, belonging to Roger Moore, has been lovingly attended to for a couple of years by a bevy of experts from the Club. Progress has been slow, but the quality is shining through. The second oldest, the ex-Maurice Billing car, Y258, is now in the ownership of Stephen McKenna, who is carrying on the restoration where Dave Tebb left off, with gusto. We hope to see them both in the not too distant future.



Roger Moore's short rad, Y245, has had its bodywork restored and has paid a visit to the paint shop.

approaches he has made over the telephone to DVLA to obtain licences. He has had no problems with regard to a lack of MoT certification. He thinks that Post Office staff tend to become flummoxed by applications that do not need an MoT certificate.

He also makes a valid point of which we should be aware. It would seem that VOSA is on the prowl for rogue owners of classic cars and "will pull over any vehicle that looks really crummy and may not be roadworthy. I have already seen at a car show this summer a rotten old Daimler that had baulks of timber fixed underneath the body sills to strengthen the thing. The rest of the vehicle was of scrapyard quality - like its owner. People and vehicles like this do the preservation movement a great disservice and are taking the micky out of us all. I think too that, whenever we attend a classic car show with our preserved cars, employees of VOSA probably go along as well with their families. You never know to whom you speak at these shows, so I guess that Officialdom is well aware of the quality of preserved cars and, if we owners let that slip, it won't go unnoticed. Such is the world in which we live these days!"

Kerry in Kerry

Following his superb restoration of the ex-Dave Tebb Model "Y" Kerry tourer, Phil Denson has driven it over to Ireland to his and Margaret's cottage in Co. Kerry, where it will probably be a regular visitor. The chequered pattern on the radiator grille, which used to be black and white when with Dave Tebb, is now green and gold, the county colours of Kerry.

Coincidentally, Friend of the Register, Robin McCullagh, kindly sent me a copy of the October issue of 'Irish Vintage Scene'. The Editor, Tom Heavey, whom we see annually at the NEC show in Birmingham, headlined Phil's Kerry in his Editorial. He said, "This month, the picture at the top of the page is of a 1933 Ford Y Kerry Tourer belonging to Douglas Philip Denson from the UK, who also has a residence here in Ireland. I saw the car for the first time in 2008 when I met Douglas on the West Run, but at the time he only had a photo of the car in a derelict state. Well, roll on five years and the car itself



Phil and Margaret Denson in the Kerry tourer as it crosses the county border into County Kerry, Ireland.

attended the West Run. A Model Y Kerry is a very rare car indeed and this is thought to be one of only three left on the road; well done to Douglas and his family for completing this major restoration, and we wish them many years of enjoyment in the car. I hope to see it here in Ireland again soon."

Phil Denson's Kerry as it appeared on the West Run and in the Editorial of October's 'Irish Vintage Scene'. Inset Tom Heavey, the Editor.



Roadworthiness check list.3.

The continuing coverage of key points necessary to keep our vehicles roadworthy

Suspension [Springing]

With our Model "Y"s and "C"s, we are indeed fortunate that, in the case of suspension, there isn't much of it; just one transverse spring front and rear, plus the shock absorbers. The MoT man however, would check the springs for broken leaves, general weakening and sagginess, which is quite common, especially on the front, plus worn shackles. Broken leaves are rare and the gap caused in the affected leaf is clearly visible. Worn shackles are the more usual problem and can be detected by the nut and thread on which they sit not being concentric to the eye in the spring and/or perch. Signs of looseness, betrayed by local rust deposits arising from metal to metal rubbing of the shackle plate against the spring eye, should be noted. Radial play in the shackle can be checked for by either jacking up the chassis to take the weight off the shackles and levering the axle up and down, or putting a tyre lever or similar stout pry bar in the gap between the spring-end and axle or spring perch and levering even with the weight of the car on the springs. In this latter case, though, one must lever hard enough to overcome the car weight. Finally on springs, do make sure that the four bolts front and rear attaching the spring centres to the chassis are tight as no "fretting" is allowed here.

Shock Absorbers

In spite of our "Y"s and "C"s being extremely cheap cars when new, they were fitted with the then-modern

hydraulic shock-absorbers as standard, as was the Model A before them. They were expensive, but old Henry was extremely canny and knew the cars needed good absorbers to combat body roll; an inherent problem with this simple design of springing. The shock absorbers must be tightly and securely mounted, not be leaking, and work. By the latter I mean that if disconnected, one should feel steady and smooth resistance to the operating arm being pushed up and down. The point is that they retard the rate of spring "give" both over bumps and in roll or pitch. Relying upon springs alone to do this would result in very lively road behaviour!

General Points

Our cars, along with all the transverse sprung Fords, came in for criticism and cutting jokes for roly-poly steering and handling in period. In fact, though, if everything is in good condition, with steering box, shackles and shock-absorbers being key, the road behaviour of the "Y"s and "C"s in their day was on a par with the average and better than many; much better than the Austin Seven for instance.

The simplicity of the design means that some things do more than one job, e.g. the shackles. Besides their obvious function of allowing spring spread under varying loads, they, and only they, locate the front and rear axles laterally. If they're worn, and the springs move side to side under cornering

stresses, this can and will make the car "wander" in a straight line, and not corner evenly or predictably. That's why tuners fitted "Panhard Rods", which are rods rigidly attaching the chassis to the respective axles in a lateral plane, whilst "swinging" to allow up and down suspension movement to go unimpeded. Fords quietly fitted their own to the transversely-sprung Lincoln Zephyr in the late thirties.

All of this stuff applies to front and rear suspension. Next time, we will cover the back axle and its attendant bits.

Nigel Stennett-Cox, Technical Adviser

Keeping track of "CX"'s Down Under

by Bill Ballard

Wow! Is it really four and a half years since I last brought you news of the surviving 'CX's in Australia in Issue No.176? Doesn't time fly! So what has been happening? (N.B. All cars mentioned below date from 1936, unless otherwise stated).

Well, when I left you last time, I was aware of 42 Model "CX"'s down here in Australia, made up of 25 sedans (Fordors), 7 coupes; 6 roadsters; 2 roadster, straight-sided utilities, 1 roadster, well-type utility and 1 sports tourer (phaeton). Since then, an unrestored, blue 1936 roadster (C48531, 20B-R210) has come out of the woodwork in Perth, Western Australia (see Issue No.202, page 21). However, on a sad note, a friend visited John McKenzie's place in Mellool, New South Wales (on the other side of the Murray River, and about 20kms downstream from Swan Hill, Victoria) in March 2013 and came back with a report that everything in John's back yard is very rusty and slowly rotting into the ground and he will not sell anything. Hence nothing is likely to ever be rescued from there, so I have written off his brick red 1936 'CX' roadster (20B-R162). So in effect, the numerical "status quo" has been maintained.

No fewer than 8 cars have either changed hands, or are about to change hands, since 2008. Dennis Brooks of Gunbower, Victoria has acquired two unrestored sedans – the light grey car that formerly belonged to Wallace Martin (C27715, 20B-S470) and the cream-coloured car (20B-S528) from Keith Pratt. Wallace's car is a lucky survivor as, a few months after Dennis had acquired it, a collection of Ford V8s that had been in the same shed on Wallace's property in Kinglake, Victoria was totally destroyed in the horrendous bushfires that hit that area on "Black Saturday", 7th February 2009. Dennis has also acquired Keith Pratt's red and black roadster (C59737, 20B-R274). Giulio Tagliaferri in Perth, Western Australia, has transferred his dark blue and black sedan (C48540, 20B-S1287) to his daughter,



The turquoise "CX" sedan in the late Lloyd Hughes' Maldon Museum

ing two 'CX' sedans, a turquoise green 1937 car (C62647, 20B-S2241) that was latterly displayed in his museum, and a brown car for which we hold no details, but is believed to date from 1936, that he is understood to have kept in a shed at Woodend, Victoria. We shall have to wait and see what happens to these!

Of the 42 survivors, only 12 are known to have been on the road and only 2 others that have been off-the-road in the period under review have had any work done on them. Dealing with the active cars first, 6 of them formed the record-breaking line-up at the 2011 National Sidevalve Rally in Castlemaine, Victoria (see issue No.190, page13). These were David Moran's unique roadster, well-type ute (C24464, 20B-28LD); the sedans (Fordors) belonging to John Rimon, Jim St John and Garry Yule; Rick Bushell's coupe and my roadster. Three cars in this line-up had not been on the road when I wrote the update that appeared in Issue No. 176. David had completed the ground-upwards restoration of his green and black ute "Stuey" in early 2009, in time to take it on the 2009 National Sidevalve Rally in Nambour, Queensland (see Issue No.179) and Jim had completed the restoration of his maroon sedan, "Ruby" in October 2008. Garry had completed the work he was undertaking on his black sedan, but has since been respraying certain parts of the car he wasn't happy with. Just to make matters worse (or should I say "more urgent"?), his daughter had requested the use of this car for her wedding on the 27th September 2013!



John Rimon's "CX" sedan at Cricket Willow, Victoria on 27th March, 2011.

The other cars known to have been on the road in the period under review are Amanda Tagliaferri's sedan (mentioned above); Denis Johnson's red and



Rick Bushell's "CX" coupe at Newman's horseradish farm and winery at Langhorne Creek, South Australia on 22nd April 2013.

Amanda Tagliaferri. Meanwhile, Ron Paull in Medlow Bath, N.S.W. has recently sold his unrestored, light grey sedan (C54418, 20B-S1901) to Colin Taylor-Evans in Sydney and Barry Seng in Point Talburpin, Queensland has just put his white coupe (20B-C103) on the market. And, sadly, I've recently been informed that Lloyd Hughes, proprietor of the Maldon Motor Museum in Victoria, has passed away. I have him recorded as own-

black coupe in Toodyay, Western Australia; Barry Seng's white coupe in Queensland; Dennis Brooks' cream sedan (20B-S528) and his roadster (C59737). However, the differential on Denis Johnson's coupe needs replacing and has recently been taken off the road. In its place, Denis has re-licensed his dark blue sedan (C54255, 20B-1525) which now bears the new registration mark "1 EDR

405". It had been off the road for several years. Barry's coupe is also likely to be taken off the road soon and is already for sale (see above). Incidentally, that leaves Rick's coupe as the only one known to be on the road at present – a sad state of affairs!

As mentioned above, Dennis Brooks acquired the cream-coloured sedan 20B-5528 from Keith Pratt and wasted no time in restoring it, and a lovely job he has made of it too. I first saw this car in action at the Marong Picnic, near Bendigo, on 28th August 2011. He then turned his attention to the roadster and during the course of stripping it down discovered that it was originally painted a very dark blue, and has restored it in this colour. Two years later, this car too made its public debut at the Marong Picnic (a very popular car show in this part of the world) on 25th August 2013, and very nice it looked too!

Finally we turn to the two cars that have not been on the road in recent years but have had some work done on them. One of these is the roadster owned by Peter Izzard in Tonimbuk, Victoria. I last saw his car (C56445, 20B-R245) on 22nd February 2012 and it had been moved to a different area of the garage and had had its front panels removed. but there was no evidence to suggest he is actively restoring it. This car is another lucky survivor, as the same bushfire that destroyed Wallace Martin's shed came to within 100yards of Peter's shed, some 60kms away as the crow flies, across some rather mountainous country!

Lastly, we have my very own replica of a 1937 roadster, straight-sided utility (C62414, based on the remains of sedan 20B-52068). Progress on this has been very slow, mainly due to the very poor rate of currency exchange between the £sterling and Aus\$, resulting in the value of my English pensions being considerably reduced, leaving me with little spending money! However, the restoration (or should it be "recreation"?) has by no means stagnated. As detailed in Issue No.176, this project is in two "halves". The chassis, scuttle, doors, mudguards, bonnet, new windscreen, a tailgate from a Prefect coupe utility and a set



Bill Ballards "CX" roadster at Banksia Park, Heidelberg, Victoria on 27th December 2012.



David Moran's "CX" roadster, well-type utility 'Stuey' at Sandown, Victoria, on 18th November, 2012.



Jim St. John's "CX" Sedan 'Ruby' in the company of other small Fords at Bairnsdale, Victoria, on the 5th November 2012.



Garry Yule's "CX" sedan in the car park of the Castle-maine Football Club, Victoria, on 20th March 2011.

of "garage wheels" have been down in Cardinia, over 50kms by road from my home, being worked on by my panel beater friend and Syndicate member Wayne Robertson. The rest, including the dashboard, bench seat, steering wheel and column, a set of wheels, all the chromed trim and door furniture (all restored and ready to put on the ute) has been scattered around my house and garage!

With work for other customers taking precedence, Wayne had not spent a lot of time on my ute until recently. He had finished the tops of the doors and made the special upper hinges, which are unique to the Australian-built roadster and roadster utilities, and hung the doors. He had separated the inner and outer skins of the Prefect tailgate and had the inner skin bead blasted, and was to modify it slightly to fit my ute. He had discarded the outer skin, and was to make a new one. He had made the wooden cross members which will support the floor of the rear tub and fastened them to the chassis, forming a level surface. He had reformed the rear mudguards from a 103E Popular coupe ute I had given him to resemble the rear mudguards required for my ute. He was now going to refurbish the inner mudguards, rescued from the donor sedan, and will need to cut a strip of metal to weld between these and the new rear mudguards to make the whole assembly wide enough to cover the rear wheels. The ventilator at the top of the scuttle has been refurbished and now works well.

Wayne was now wishing to check the gaps round the front panels and wanted the radiator and the rod that goes between it and the bulkhead, so that he could set up the front grille properly (the top of the grille on a 'CX' is fastened to the top of the radiator). He also asked me to measure the chromed bonnet hinge on my roadster, and this turned out to be slightly shorter than the new hinge I had given him, which will now have to be cut down to size. He also wanted the hood bows I'd made at the same time David Moran had had the bows made for his roadster ute. These have been hanging in my shed for years and had quite a coating of dust on them! I cleaned the radiator and hood bows and took them down to Wayne on 10th

Dennis Brook's "CX" sedan at the National Motor Museum, Birdwood, South Australia, on 27th April 2013.



Dennis Brook's newly restored dark blue "CX" roadster at the Marong Picnic.



Bill Ballard's 1937 straight-sided ute (C62414) begins to take shape."



Wooden cross-bearers have been made and fitted to the floor of the ute.



Rear view of the ute.

May 2013, when I took some fresh photos of the project. But you could be sure I couldn't find the rod he wanted, and have had to have one made. He also showed me the door latches which were broken and needed replacing, and I'm now on the hunt for a pair. Whilst I was there, we discussed the position of the partition which separates the cabin from the rear tub. We decided it will need to be about 10inches to the rear of the "B" posts to a) allow enough room between the steering wheel and the padded front seat - itself about 6inches thick - to allow me to sit in it comfortably and b) be vertical and match the vertical rear part of the hood (hence the requirement to take the hood bows).

In the meantime, I have been refurbishing another rear axle assembly to put under the ute. Another crown wheel and pinion has been acquired and fitted, together with new pinion bearings and oil seals. A new drain plug has been sourced and fitted (the original had rusted into the diff housing and had to be cut out). The refurbished rear spring has been assembled and new shackle bushes and pins purchased. I have yet to attach the spring to the axle. New brake parts have been sourced and are in the process of being fitted. The axle casing and torque tube has had a couple of coats of black paint. However, work was suspended on the axle after December 2012 as I had to give my 100E Escort a makeover before I took it to the National Sidevalve Rally the following April, and I have had to do more repairs to it after I got back from that event (nothing major - just routine stuff like having the exhaust replaced/repaired; the regulator reset; the generator tested and a couple of welsch plugs replaced on the engine). I am now in a position to resume work on the axle (and Wayne will no doubt be doing some work on the ute at his end) - watch this space for further details!

It will be seen from the foregoing that only 26% of the known "CX" survivors "Down Under" are to be seen out and about at rallies, shows, etc so they are still pretty rare. And it is a sad fact that it will be a long time, if ever, when some of those currently stored in sheds will see the light of day! In the meantime, I will keep encouraging their owners....!

Feedback on Jack Grays trilogy on 'Life on a Dagenham Line'

- issues 201 -203
by old Ford hand, Arthur Redfern.

Now that Jack Gray's story has ended, I thought you might like some comments from me on his life at Dagenham. Although I say it myself, there are not too many people alive today with the knowledge of the factory at that time and during the war in particular.

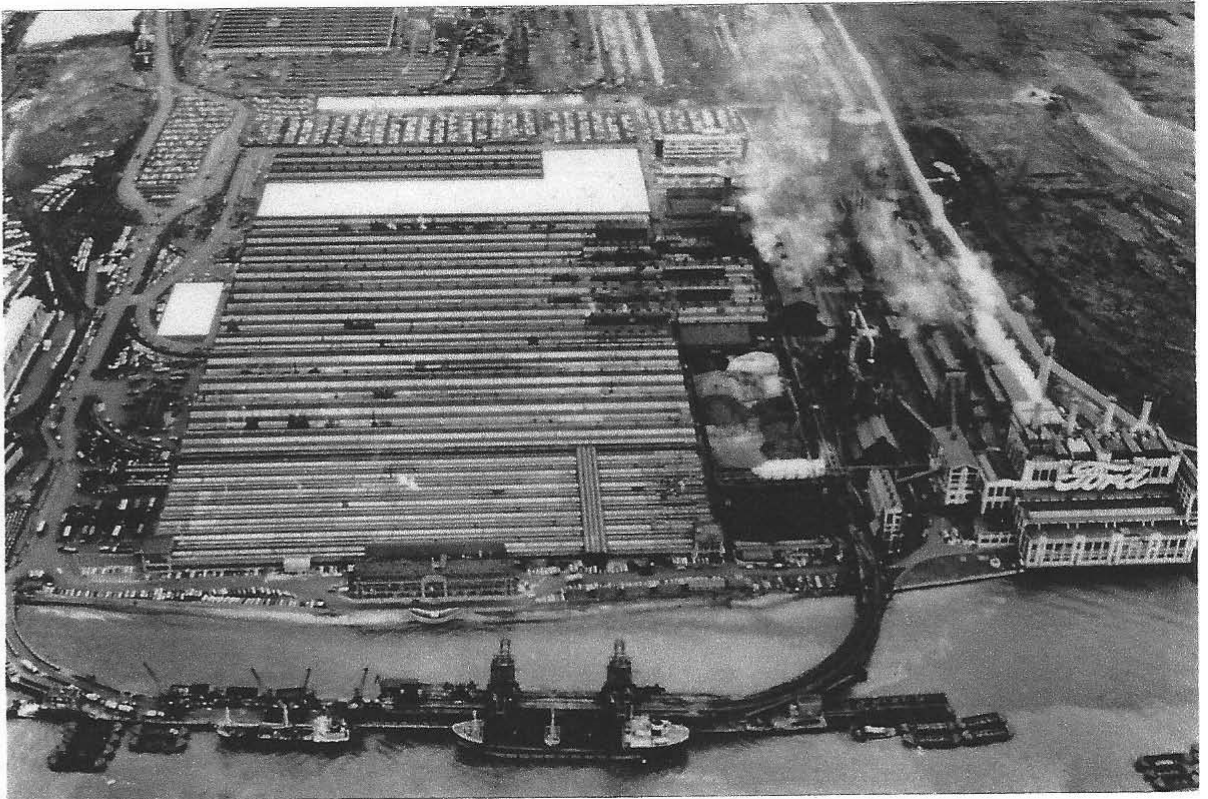
I enjoyed reading Jack's reminiscences, bearing in mind the articles on my early life in Ford in earlier issues of 'Transverse Torque'. In his first article, he refers to Tolman's Delivery Service. I remember this company very well because I bought my 1935 Ford 8 from them for £75.00. There was also another delivery company called Silcock and Colling. The marshy Tractor Trial ground he refers to was called Frog Island in my days. During the war it was used as the Bren Gun Carrier trial ground.

The uniformed security personnel and their "stop and search" methods are absolutely right and the smell of the factory is a smell that never leaves you - I can still smell it to this day. It used to permeate your clothes and, in consequence, the collective smell was still with

gether with the delivery drivers is at the end of the Assembly Line and the offices above the exit door from the Assembly Line is the Traffic Department. Looking towards the end of the line of cars is what was known as the "Wash Garage", where the Directors' cars and company cars were kept. Further out from the Wash Garage is the Main Office Block. The Assembly Lines in that building therefore had natural light to work in after the war.

In the second part of Jack Gray's story, he talks about life on the "Block Line". In those days it was one of the hardest line machining jobs in the factory and they certainly did not work to the tolerances that are required today. Also, the Block Line received the engine blocks direct from the foundry after they had been fettled. In my day, men working on this line received another 1d or

MAIN ENTRANCE
AT THIS END →



END OF ASSEMBLY
LINES AND WHERE
THE CARS ARE LINED
UP IN JACK GRAY'S
STORY →

THE MAIN OFFICE BLOCK
IS IN THE CENTRE

you on the bus home - 'Eau de Ford' I called it. The noise you just got used to and many people in later years will have suffered tinnitus as a result, but this noise was not in all parts of the factory

The lunch for one shilling seems expensive to me, because the "open-top" balcony canteens were more for eating one's own sandwiches, whereas the hot lunch canteens were a cafeteria style and were operated by a company called Jack Gardener Ltd. I was only paying about one shilling for a hot lunch in 1944.

The light panels he talks about, which allowed a limited amount of daylight, were all blacked out during the war, so during the winter months you went to work in the dark and you left at night in the dark and never saw daylight until the weekend.

At the end of his first article, there was a picture of Model "Y"s waiting to be delivered. It also states that this was the Main Entrance. This is incorrect, as the Main entrance was at the other end of the factory, as shown in the Aerial photograph accompanying this article [sorry, my fault - Ed.]. The corner of the building where the cars are lined up, to-
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2d per hour. After the war, a massive, new machine was installed, which came from America and cost over £100,000 or more; an enormous sum 65 years ago. It automatically carried out most of the jobs Jack was referring to.

The wooden blocks certainly did indeed cover the floor of the factory and, of course, soon became impregnated with oil. Although Ford had its own "in house" fire service, together with fire engines etc., goodness knows what would have happened if there had been a fire.

Jack Gray talks about the Lancastrians, many of whom were in supervisory jobs. Although
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being a Mancunian myself, it will perhaps be recalled in the earlier articles on my early life in Ford, I referred to them as the Manchester Mafia. Jack also mentions a Mr. Anderson, a Lancastrian; I knew him very well. His full name was Herbert Anderson and he was the Superintendent of the Engine Assembly department. He was what was called a "Star" man (see my comments on Badges). He was a big powerfully built man and, when I was the Office Boy in Personnel Department, I too was in awe of him. In later years I came to know him very well and his son and I became lifetime friends.

My memory of the engine Assembly Line is of more people working on the line than is shown in the photograph and they all seemed to be getting in each others way. Of course, more engines were being produced then, requiring more labour but, with today's automation, the labour force has been reduced.

All in all, I found the articles interesting, they set my memory buds off and took me back in time.

Other matters - Issue 202.

Badges

Also in issue 202, two photographs of Badges are shown. I would suggest that the Motor Exhibition badge is pre war because we never wore badges like

that when on duty at the Earls Court Motor Shows. An indication that the badge is a Ford of Britain one is that we tended to use "Ford" in capital letters, unlike the American 's who tended to use the "Ford" in script

I cannot shed any light on the American Rouge Plant badge, but here is a photograph of a Dagenham "Star" badge, which was given to Star men who were Departmental Superintendents like Herbert Anderson in Jack Gray's story.

Photographic Finds

In issue 202, a photograph of a 1936 "CX" and a 1937 7W is shown in a garage. To me, the photograph looks remarkably like the "Wash Garage" that is situated between the factory building at the beginning of the Assembly Line and the Main Office Block at Dagenham. This is confirmed by Jim Sharpe. The style and size of the windows, colour, paint pattern, etc. and cleanliness all tend to confirm this. Most dealers in those days did not have such high roofs in their workshops or indeed mechanics in white overalls. I can tell you that Sillcock and Colling did not employ staff in white overalls. It also has to be remembered that car production did not start again until 1945 and therefore models shown in the photograph were still very much in use for some considerable time after the war.

I can remember that at one stage there was a four year waiting list for employee sales, based on the production in those early years after the war.

The actual repair garage, as it was known and as referred to by Jim in issue 204, was situated near to the Parts Department at the other side of the factory.

The "Wash Garage" was where the Directors and Senior Management cars were parked during the day and where they were serviced and cleaned. It also housed the company car

fleet for daily use by personnel on company business. In my day, when I was in the Sales Department, prior to becoming a Representative and having a company car, I was always able to get a car because the Manager of the garage was a certain Bill Redfern, who, though not related to me, also came from Manchester. He always found me one, much to the annoyance of many of my colleagues.



A Dagenham Departmental Superintendents' 'Star' badge.

Billy's Back!

by Colin Rowe.

Saturday August 3rd 2013 dawned bright and sunny in Northampton, with the promise of fair weather for the whole day, which meant that, when our friends Alan and Cathy arrived, we could have a barbeque lunch. During the prolonged lunch, during which several glasses of wine were consumed, the question of "Old Billy" came up and why we had quite suddenly sold him – an act which surprised everybody in our circle of friends, as well as members of the Y & C Register. Well, after pondering the question for a few minutes, there seemed to be more than one reason – physical strength, finances, needed the space – well, no single reason. "Do you miss him?", my friend Alan asked. Frankly, yes; there are still many spare parts belonging to the Club in the garage to remind me of him. They are all stacked neatly on shelves, waiting to be packed for shipment to the far corners of the UK, and the world for that matter. Then there is the smell of "old Billy" which is still lingering in the garage after 18 months. Yes, we definitely miss him, particularly when we meet up with our friends the Purdy's and their beloved "Y" called "Daisy". "Do you know where he is now?" Alan asked. Yes, I sold him to a gentleman called Jim in Cheltenham and yes, we shed a tear when the recovery vehicle drove off with him back in February 2012. I told Jim on the phone when he enquired about the car (thanks to Mike Malyon), that I was selling him because my age was against me when it came to working on him. Well, I felt a little ashamed when I eventually met Jim, because he turned out to be at least 12 years my senior.

On that Saturday the 3rd we all spent a memorable day in the garden running our railway and playing boules. Alan and his lady departed at approximately 11.00pm to drive back to Worcestershire. Before going to bed, I decided to have one last look on the internet for any emails from members of the Y&C Register seeking spare parts – as quite often emails do arrive from "down under" and the US in the late evening. Alas, nothing except just one email from Bob Wilkinson no less! What does he want on a Saturday evening? Well, I could hardly believe it; Bob had emailed to tell me that "Billy" was on an auction website. I immediately emailed the vendor via the remote security system on the website. At around 10.00 am the next morning, I was in direct contact with the vendor. He told me about several enquiries and how he came by the car, in which he was not personally interested. Somebody had part exchanged it for a rare Chrysler car – the only one left in running order in the UK apparently. That somebody turned out to be Jim from Cheltenham, who had a latent passion for old Chryslers it would seem and couldn't resist the temptation – so "Billy" had to go!

I drove down to Blandford Forum on the following Wednesday and there was "Billy" with new bumpers and re-trimmed. He looked

splendid and had only covered 18 miles since our last meeting, having been delivered from Cheltenham on a recovery vehicle. Negotiations went well, although somebody was coming to look at the vehicle later that day and had a vehicle he wished to part exchange for "Billy". So I left there a little despondent, wondering if I would see him again. However, on the evening of that day, a phone call secured the deal. The new owner had negotiated the purchase of the vehicle he wanted without exchanging "Billy"; so he was mine if I wanted him. On Saturday morning, I borrowed the works van and trailer from the coach company I am working for at the moment. I drove him on to the trailer handed over the cash and, by 7.30 that evening, "Billy" was back in his garage, which had required mass clearance the day before,

There were a few electrical problems, which were soon solved – dynamo not charging and indicators not working. These were traced to a dirty commutator and sticking brush and a loose connection under the bonnet. After changing the oil and a full safety check, Chris and I were off for a spin – it was just as if "Billy" had never been away!



Billy arrives back home after 18 month's absence!

20 years ago

– Issue 85 October/November 1993.

The lead article in this issue was the write-up on the last All Ford Rally that the Y&C Register organised in the Abingdon area, which, fortunately, was a success and added some well-deserved income to the Club coffers. The main article reads, "It went like clockwork. Despite it being the wettest September for ten years, the gods smiled on the All Ford Rally. Apart from a short, sharp, shower in the early hours of Sunday morning, which hammered on the roof of the Devine's removal lorry (the Register's hotel!), the weather stayed fine. No mud, so no gravel, no straw and no tractors required to pull out bogged autojumbies – unlike last year!

It still gives me a tingle down the spine to remember arriving on the Friday morning at two large empty fields in the middle of nowhere. Remembering the hive of activity on the Sunday, with 500 old Fords, plus 80 trade stalls and two to three thousand members of the public in one field and 500-odd private cars parked in the other field. And then, on the Monday at lunchtime, two empty fields, nobody, no vehicles and not a sign of any litter.

I've now settled all the bills for the loos, PA system, the caterers, the skip, the St. John's Ambulance, the farmer, the programmes, the fifteen-odd newspapers which carried the advertisements, the insurance premiums, et al. The final balance is one and a

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half thousand pounds into Register funds. That also gives me a tingle and should give all those members who helped a sense of a job well done. For the Register, it is the last All Ford Rally we will be sponsoring. Your committee agreed at the start that we would do it for three years to boost the funds. And that, with the help of a dedicated few members, we have achieved."

Current members who put their hands to the wheel that year were, Graham Miles, Bob Wilkinson, John Griffiths, Owen Baldock, Geoff Dee, Tony Hurst and Roy (and James) Hocking – plus your Editor. Classic Car Weekly gave the event a two-page illustrated spread, which was included in the magazine.

Who would have thought that 20 years later, through the initiative of Bob Wilkinson, we would be sponsoring and organising the successor to the All Ford Rally, the Old Ford Rally, albeit at a much more suitable location at the Heritage Motor Museum, Gaydon.

The other good news in this issue was the fact that over the previous two months, we had recruited no fewer than eighteen new members. Of those, only two are still on the books, namely Richard Crabtree and Terry Roberts. Terry has owned his 1936 Tudor Model "Y" since 1971. Most of the cars belonging to the other new members have been passed on. No fewer than four

Models "C" and "CX" were mentioned. Tom Tomlin (Mr. "C") joined the Club with OSK 257, ex CMD 205, which he purchased from member Andy Aldridge. This was the first of four Model "C"s that Tom was to own. OSK is now in Eire. John Howard's "CX", WV 9737, is also in Eire, now with member James Boland. Bill Yates, in Ipswich had just bought a 1935 Model "C", BBJ 16, on which he hoped to carry out a rolling restoration. The car now belongs to non-member, Ross Molden.

Eddie Parkin joined after seeing our cars at the Yorkshire 'Do' that year, having soldiered on without knowing about the Club for nearly 10 years! He said, "It has been a long restoration. The car was, as you might say, scrap! It was 95% complete. The rest were huge gaps eaten away by rust. All the doors had 4 inches missing from the bottoms and there were no sills at all. I decided it would be much cheaper to buy welding equipment than pay for the work to be done.

I bought a red-backed book (Ellison Hawkes) in which there is a colour picture of a Model "C". This was all I had to go on not having seen another car. I had the stripped body shot-blasted after it was rolled over in the yard. Welding was completed, new floor timbers fitted and the bodywork prepared for re-spraying in maroon and black." Eddie made a super job of the car which was displayed in the Skopos Museum in Batley for a

number of years before Eddie decided to sell it. There were no buyers, so he carried out a skilful conversion from the Fordor to a pick-up, which he now uses.

There were a dozen or so Model "Y"s introduced and re-introduced to the Club. Robin Smith owned the superb grey 1936 Fordor, which appeared on a classic car calendar that year. Now stripped of its original registration, it is owned by Dave Evans of Chester under the guise of V5J 936. Liam Tomlinson rejoined (again) with his Tudor, OW 6843. For years we were hounding him to give us the chassis number, which we finally obtained from the present owner, Alan Roberts. Richard Crabtree joined after filling in one of the club invitation cards. Richard is still with us, albeit living further north in Settle, West Yorkshire, with his February 1937 Tudor. We still do not have the car's Briggs body number Richard!

I recall visiting Doug Barber on the Isle of Wight shortly after he joined the Club, having found the oldest long rad in a barn (Y36250). He laboriously restored the car, but regrettably it had lost its original Isle of Wight registration, DL 8666 and had been allocated a later one, 646 CDL. Until recently, the car, now maroon and black, was seen often at shows on the island and on the mainland in the ownership of the late Bill Baxman. The car is now with member, Allan Cooper, in Suffolk. Austin Burke, from Co. Clare, was one of our fleeting Irish members, who joined with his imported, Dundee registered, 1935 Fordor, YJ 2274, which, as far as we know, he still owns. Member, Dennis Warner, also from Suffolk, is now the owner of the locally registered Fordor, VG 9538, which did belong to Ivan Canham, who lived down the road in Ipswich. Our records show that, although Ivan had overhauled the mechanics and sand blasted the body panels in 1993, the car is still being shown as under restoration – is this the case Dennis?

Terry Roberts bought his 1936 Tudor in 1971 complete with original log book and the owner's wallet containing the full range of literature. He had joined the club as he had decided to start the restoration. Terry is still with us as a member, living in Camberley, and the car is still being shown on our records as being under restoration – true or false?

It was in this issue that Paul Rudge made an appearance with his Model "Y" van, which he had bought from Jonathan Hill in Devon. DCD 617 had been a baker's van but, as Paul was in the radio business, he had the livery changed – and he made a super job of it. Although no longer a member, Paul's van is regularly seen at shows in the Newbridge, Gwent area.

Coincidentally, in this same issue, Lee Corfield joined



Eddie Parkin's pick-up, which he expertly converted from a Fordor Model "C".



Paul Rudge's January 1937 van showing its present-day livery. Note the original three louvred rear doors, the mud flaps in lieu of running boards and (incorrectly) the lack of a spare wheel on the near-side – the spare was moved from the driver's door in October 1935 in production.

as the new owner of very early Club member, Alan Oakes', van, ADP 230. Although Alan had started on the restoration, there was still plenty to do. In fact Lee did not complete the restoration, selling it to Terry McCarthy in 2005, who did so. Now, two further owners later, the van is in the ownership of Russell Storey.

Three further Model "Y"s were listed, belonging to overseas members, including one in South Africa (Garth Barnes), which is not on our register of survivors; one in the U.S.A., ex-UK (DMH 205), still shown as belonging to Bill Ewell and one in The Netherlands belonging to Jos Schumacher, who owned a left-hand-drive Tudor which had been supplied new to a Danish owner. Jos bought the car in 1988 and went through a four-year hassle to obtain a registration! The previous owner had done most of the restoration work, including a maroon and black respray. Members who attended that wet Stanford Hall gathering in 2007 will remember the present owner Janny Oosterveer, winning the 'Hard Luck' trophy for breaking down.

Apart from an article describing the (then) virtues of not using multi-grade engine oil, the only other item of interest was a newspaper extract sent in by Karl Dillon written by an ex- Manchester Police PC, Sydney Statham. Referring to the photograph of the 1935 annual inspection, he states, "This is the 1935 Force annual inspection on Platt

Fields. The open Ford tourers had morse code sets fitted, which didn't work when trams went by!"



The 1935 annual inspection of the Manchester Police Force.

International correspondence.

Spain.

Fidel León Darder found two interesting photographs of Valencia on the internet. He reports, "The first one seems to be from the thirties, the short rad model is registered in Barcelona in 1933. The other one was taken of the Queen's Square, probably in the late fifties and the small Ford seems to be a long rad one."



"The Dutch girls at Stanford. Janny standing between, Cok Hofstede on the left and Ans Bolland - it was a wet day!

Janny Oostveer's maroon and black Tudor, which she drove over from Holland with the Dutch contingent of members.



Australian bush fires.

Following the news of the raging forest fires in the Blue Mountains of New South Wales, our thoughts turned to Jenny and Derek Bone with 'Blue', Jenny's Model "Y" (and Derek's Marmon).

On 19th October, Jenny emailed, "Thanks for thinking of us - yes it is a bit smokey here at the moment. Unfortunately the out of control fire at Lithgow has now reached Bilpin and the fire-fighters worked all night back-burning, hoping to stop it. There are 83 fires burning in NSW, 19 of which are out of control. The rural fire service is amazing, all volunteers and they work so hard. I can hear the helicopters overhead so hopefully they will start water-bombing soon. It would be great if it rained but unfortunately the weather forecast for tomorrow is 30degrees and 38 for Monday. I'm sure we'll be ok - just have to be vigilant. Will keep in touch."

On 24th October, Jenny emailed, "Much better today although the Bells Line of Road is closed in both directions. After yesterday, Derek

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This short rad was photographed in Valencia in the 1930s. Note the evidence of an earlier form of transport!

A long rad parked in Queen's Square, Valencia in the 1950s. I suspect there is rather more traffic around these days.



and I both know what it's like to go to hell and back; it was horrific. The small road across the orchard to the west of us (to Ligthgow) was the rural fire service's containment line and in the morning dozens of fire engines and fire vehicles were up and down that road back-burning. Then after lunch, about 1.30pm they all started to very quickly retreat to the Bells Line of Road; the wind now gale force. Things happened so quickly, the smoke was blowing across directly at our house from the north west, it was very hot with low humidity, we could hardly stand in the wind but just kept circling the house and garden for embers and spot fires. Some of the fire engines stayed on the road by our gate and some went charging off to our neighbours east of us and then down to the bottom of their drive to access the fires which were burning about 300metres from the back of our property, the fires had now joined together and were heading east. The firemen were brilliant. Their main concern was safety of people and their homes. The wind dropped late afternoon and then the fire engines returned in convoy, up the side road to tackle the fires. The fires are still burning. This morning there was much less smoke but, as the day has progressed, so has the wind but not as bad as yesterday. This fire alone (State Mine fire) has now consumed 48,000 hectares of bushland and is still classed as out of control, although downgraded to Watch and Act.

It's hard to believe that this time last year we travelled in 'Blue', my Ford Y up to Mount Victoria and took photos of her in the snow. Derek made an interesting comment today, this little

car survived World War II, a journey to the other side of the world and now one of the largest bush fires in New South Wales. Thanks for your concerns, much appreciated and will keep in touch. 'Blue' and the Marmon are safe and well.

5 minutes later the next email arrived, "Just as I clicked the 'send' button, we received a text from rural fire service - the fire from Lithgow has now been upgraded and we are to take shelter to the east!! Also the villages of Mt Wilson and Mt Irvine, which have been cut off from the Bells Line of Road for nearly a week have also been told to take shelter. We can normally see these two villages from the balcony at the back of our house and last Thursday evening could only watch the fires like beacons in the dark. I thought I'd e-mail straight away before the power is cut off (again)."

Email received 30 October, "We had a thunderstorm yesterday afternoon and this has helped considerably, fire is still burning but now under control and is now about half a kilometre from us.

Hope you weren't affected by the recent storms. We will be off out in the Ford on Saturday if fires allow."

Email Sunday, 3rd November, "The fires are still burning but further away now, although today is 32degrees and very windy so who knows? However, it didn't deter us yesterday, we took my little Ford off over to the other side of the mountains to participate in the Blackheath Rhododendron Festival. It was a lovely day and the response from the crowd as the cars and floats paraded through the streets was a breath of fresh air after a couple of weeks of smoke. It's amazing how so few people know of the Ford Y and also the fact that a 'woman' was driving one, but I'm getting to used to that now. On our journey along the Bells Line of Road we saw the devastation of the fires, but it's a very difficult road to stop to take photos as it constantly winds up and down steeply with long curving bends; also a challenge for little Ford Ys as you lose all your revs at the bottom of each hill. I am pleased to report however, that I only had to change down to second gear once, at Mt. Tomah on a journey of 45 kilometres. It's amazing that on 17th October last year we made a similar journey across the Mountains to Wentworth Falls but, on this occasion, there had been snow the day before so it makes you wonder what will be in store next year?"

That's my girl! Thank goodness they are OK.



Jenny took this photograph of the fire approaching their house – before it came uncomfortably close!



Jenny and 'Blue' along the Bells Line of Road after the bush fire and en route to the Rhododendron Festival

GET THE BEST FROM YOUR CAR.

Under the above heading, appeared a series of articles in 'Practical Motorist' in the 1930s. Issues 265 – 268 (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.

Before beginning Part 2, we have some good feedback on Part 1 from Yvon Precieux, a Y&C member, but also the Pre-war Registrar for the Ford Sidevalve Owners' Club.

Feedback on 'Get the Best from your Car – Part1'.

"I note the article on the 7Y in the September/October issue 204. However by June 1939 the engine had vastly changed internally and externally with a new head and a taller cylinder block. Even the 1937 engine was vastly superior to the earlier Model "C" unit, as one of the most important features had been the provision of a water space between the cylinders. The 1939 article information is useful only where these later blocks are installed in "Y"s and "C"s. Oils were also different with the chain driven engines, with their preference for multigrade rather than straight oils and, providing the oil is changed at regular intervals, the engine will not require the head or sump to be removed for cleaning. All these later engines have tungsten alloy hardened valve seats on the exhaust side and when they received servicing after prolonged use, similar action was taken on the inlets. All these later engines from 1937 to 1959 can use "unleaded petrol, even "E5", with no need for additives. They can take extensive tuning where the earlier fibre cam cannot. Valves and pistons are different with other major component parts. The compression ratio was down from the Model "C"'s 6.6 and the compression ratio can vary from engine to engine. This is one of the reasons why the 10 engines (unlike the 8hp) do not sometimes respond to the same tuning techniques. The compression ratio, quoted in the 1939 article, came in during 1938 and Y&C Members may find it useful to read the following notes I wrote in "Sidevalve News" just lately on tuning the "Ten" engine. Like the Short Rad and Long Rad "Y" models the 1937-38 Model 7Y differed from the 1938-39 vehicle with changes to the engine, bodywork, braking system, (rod to cable), suspension bushes (fabric/metal to silent bloc) to name just a few. We now have hindsight to all models from 1932-59 and although such period articles are useful, they have to be taken as just part of the technical changes made during this period.

Tuning a Sidevalve engine

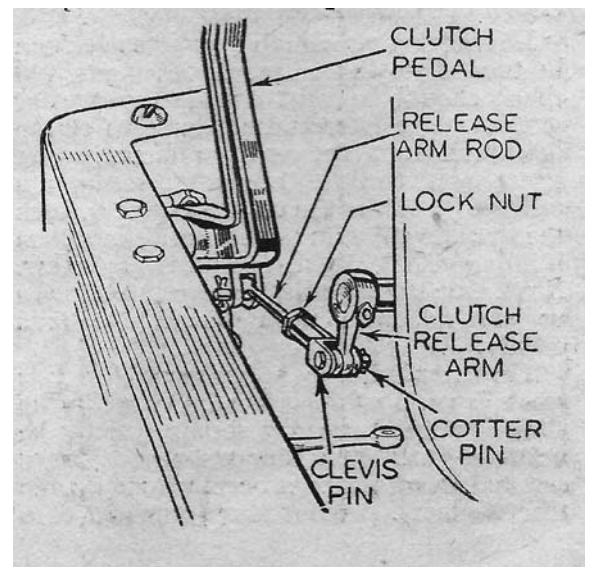
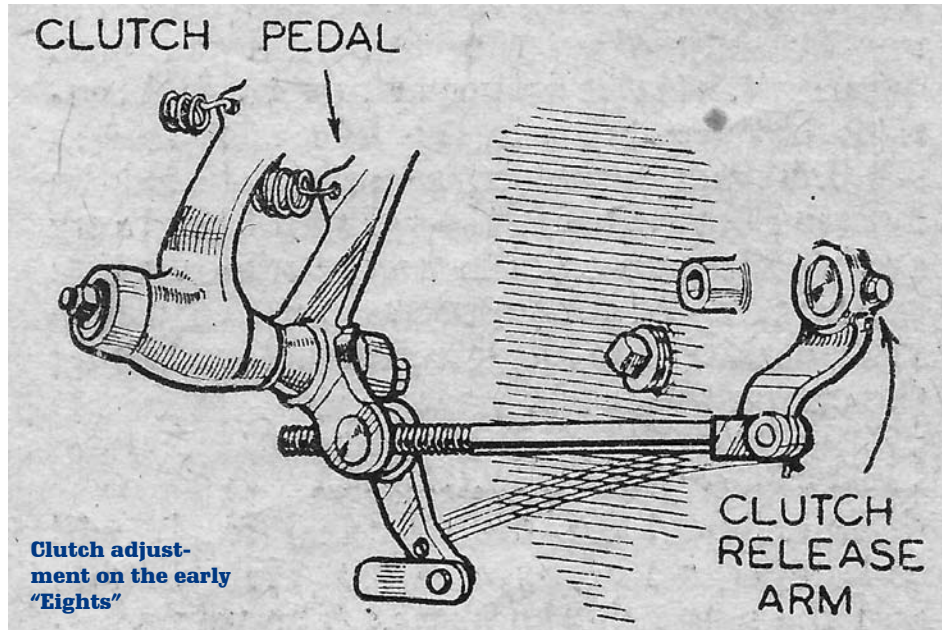
The Eight horsepower engine is probably the least likely engine to play up when tuning. Why? .. Because, for a start, both Pre-war or Post-war cylinder heads on these models from 1932-53 are basically identical in volume, to give a uniform compression ratio of 6.3 to 1, bar the very early Model "Y" (6.2 to 1). The Ten horsepower motor had similar Pre-war and Post-war cylinder heads, but where they differ from the 8hp heads is that there was far more variation in cylinder head volume and it is this characteristic that sometimes makes the "Ten" more obstinate when starting, running and tuning. We read in the workshop manual that the 10 hp has a compression ratio of 6.16 to 1 with the head cylinder volume rated at 47.5 to 49.5 cc. This is really only from the latter part of 1940s when the platform head to hold the dynamo was fully introduced. Pre-war wise, the original Model "C" cylinder head was initiated to give a 6.6 to 1 compression. The compression ratio was lowered on the next model, the "CX", when the head volume was reduced to 50cc. The next 10 horsepower vehicle, the 7W, met a further reduction down to a 6.03 to 1 compression ratio and, from the introduction of the Prefect E93A and the transition from skew gear to chain, and use of the higher engine block, the compression ratio varied from as high as 6.2 to 1 to as low as 5.9 to 1. Regretfully, there is further confusion for we have to take into account the 10 cwt commercial E83W cylinder head that gave an engine compression ratio of 6.06 to 1 in 1938, the highest compression that could be satisfactorily be used with commercially graded

The Ford Y & C Model Register

start up, run and can be tuned in the same manner. Always take your 10hp engine as being slightly different, unless it conforms to the standard Ford tuning procedures, and, if necessary, tweak it differently. If you wish to check the volume of your cylinder head, go ahead, you may find some interesting results to the standard requirement as set out in the workshop manual."

FORD "EIGHT" AND "TEN" – PART 2

How Decarbonising Is Carried Out: Valve Removal and Grinding: Tappet Clearances: Setting the Ignition Timing



Clutch adjustment on the later "Eights" and "Tens"

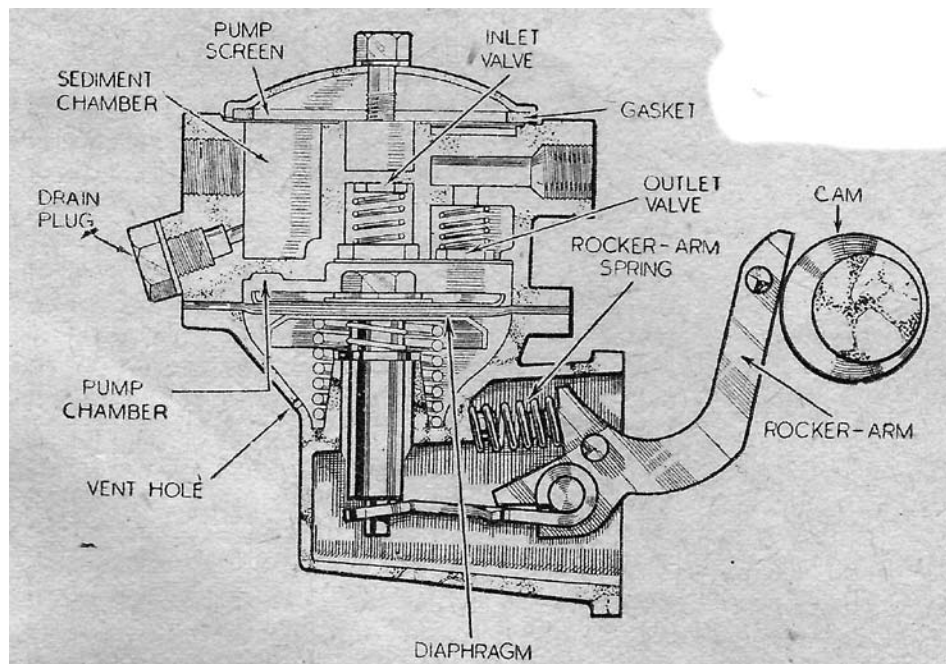
fuel. The commercial grade "E83W" head was continued after the war years as "pool" petrol was still around and in use. We should also not forget that, when the heavy duty Industrial 10 engines were being prepared from 1935, lower volume heads from standard, (probably seconds) were used. So it is not surprising that not all 10hp engines

When lubricating the clutch on earlier models, and at roughly the same interval on the later cars, check the clutch adjustment. The pedal should have about half an inch to three-quarters of an inch free movement. Actually, adjustments are provided on the pressure fingers of the clutch but these are only to enable smooth engagement to be obtained during assembly, and the adjustments should not need resetting during the life of the car. The correct pedal travel is obtained at the base of the clutch pedal.

Remove the clevis pin passing through the clutch operating arm, slacken the clevis lock nut, and screw out the clevis toward the front of the car to increase the free movement. On earlier "Eights" the complete rod is screwed out of the base of the clutch pedal in the same manner. After completing the adjustment and replacing the clevis pin, do not forget to refit the split pin and to tighten the clevis lock-nut on the later "Eights" and "Tens".

Mechanical Fuel Pump.

The fuel pump seldom gives trouble, provided that the unions are kept tight. Every 3000 miles it is worth while removing the domed cover at the top of the pump, when the filter disc can be removed and cleaned.



The camshaft-operated fuel pump in section. The sediment drain plug should be removed from time to time, while the filter can be cleaned on removing the domed cover.

A sediment drain plug is also provided. After cleaning the filter, make sure that the cork gasket is in good condition, and that the cover is seating properly. Access cannot be obtained to the valves on this type of pump without dismantling the unit, and this should not be attempted without the correct equipment. If petrol is leaking from the hole below the throat of the pump, it is possible that the diaphragm is cracked or perforated, and the pump should be put in the hands of a Ford dealer in order to fit a new diaphragm.

Decarbonising.

The only difficulty in decarbonising the "Eight" and "Ten" models lies in the fact that adjustable tapped screws are not used, the correct tappet clearance being obtained by grinding the necessary amount of metal from the foot of the valve. As all Ford agents are able to undertake this particular work quickly and cheaply, however, there is nothing to prevent the owner from dismantling, decarbonising and reassembling the engine, leaving only this part of the work to the service station.

To begin, then, with actual dismantling: after draining the radiator, disconnecting a battery cable, disconnecting the dynamo lead, and lifting the dynamo, with its support from the cylinder head, detach the sparking plug leads from the plugs and the high-tension lead from the centre of the distributor cap. Disconnect the lead at the side of the distributor body. The screw securing the distributor clamping plate to the cylinder head should next be removed.

On later models this screw passes through a slotted hole in the plate, allowing the ignition timing to be advanced or retarded if necessary, and before slackening the screw, the position of the plate should be noted in order to facilitate re-assembly. In the case of both the earlier and later types, do not

slacken the nut securing the split clamp to the distributor body, or the ignition timing may be lost.

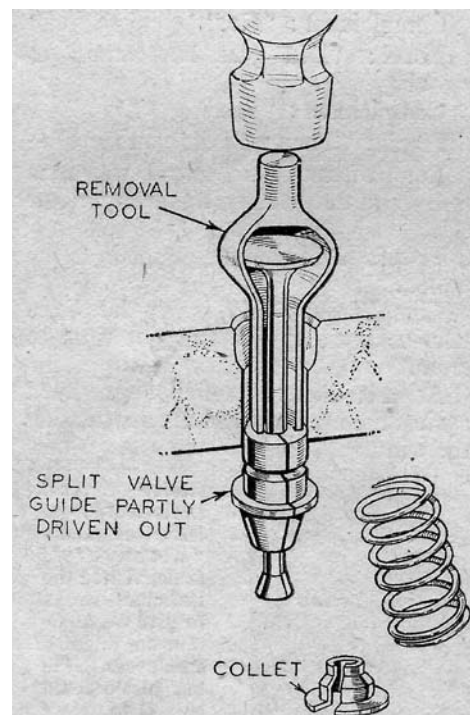
Remove the sparking plugs, and detach the water outlet pipe from the cylinder head. Disconnect the carburettor controls and uncouple the petrol pipe from the carburettor. After undoing the clip attaching the exhaust pipe to the manifold, removing the bolts securing the intake manifold hot-spot to the exhaust manifold, and unscrewing the nuts securing the manifolds to the cylinder block, the manifolds can be removed. The valve

chamber cover can then be detached. One securing bolt, level with the distributor drive, is shorter than the rest; bear this in mind for reassembly.

Valve removal.

The cylinder head can, finally, be unscrewed and lifted, when the piston crowns, combustion chambers and cylinder block can be decarbonised in the usual manner. The valves should then be removed. As the foot of the valve stem is expanded, a split guide is used. In order to remove a valve, compress the spring with any suitable tool, and remove the spring collet by lifting it and pulling it sideways.

Lift the valve as high as possible, so that the two halves of the valve guide can be tapped downward into the valve chamber. A special



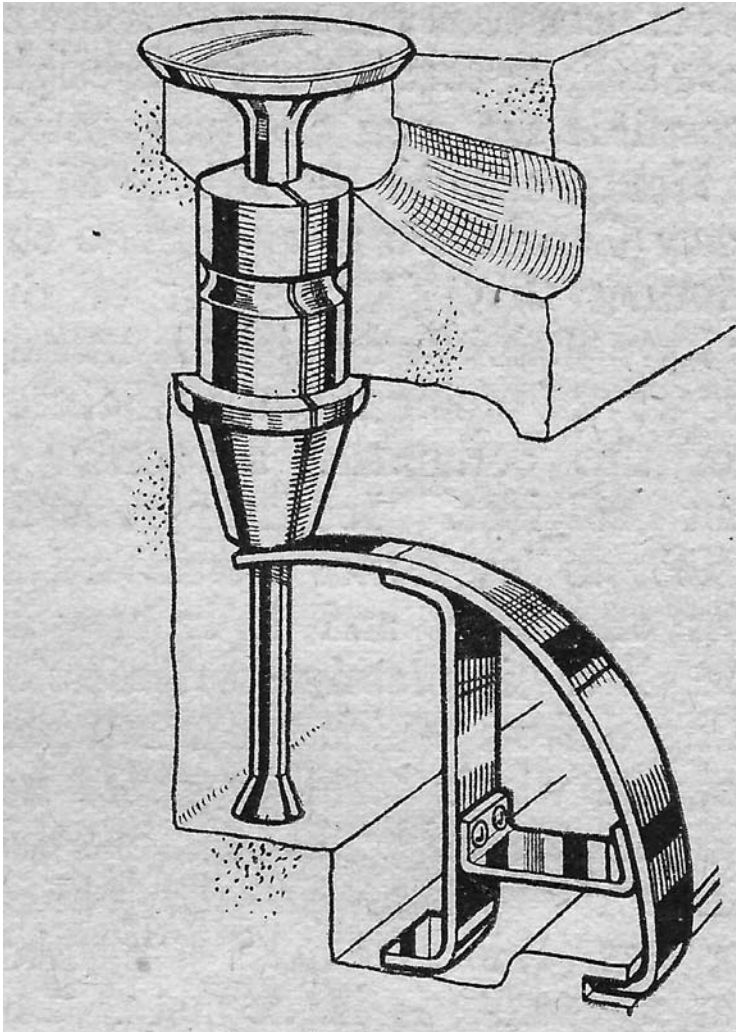
Using a specially-shaped drift to tap out the split valve guide. The collet which fits around the expanded end of the valve stem is also shown.

tool is available, which ensures that a direct pressure is obtained on the valve guide, but in an emergency a suitably shaped length of hardwood can be used, although care must be taken not to bend or distort the valve stem by allowing the wood to bear against the underside of the valve head.

As the two halves of each guide are removed, place them with their valve, preferably in a numbered box, so that the whole assembly will subsequently be returned to its correct position. Clean the carbon from the valve ports and carefully examine the faces of the valves and their seatings. If heavy pitting is evident, it will be quicker and simpler to have the valves and, if necessary, their seatings, trued up with suitable valve refacing equipment.

In order to grind in the valves, a suction valve-grinding tool will be required. A dummy valve guide, obtainable quite inexpensively from a Ford agent or accessory dealer

should be used. Alternatively the two halves of the existing valve guide can be held in position by the valve spring, or, better still, by a valve guide support, similar to that shown in an accompanying illustration. When the existing guides are used, each valve must be ground in using its own pair of guides.



An inexpensive valve guide support which enables the existing valve guides to be used when grinding in.

Tapet Clearance.

After grinding, reassemble the valves and check the tappet clearance; this should not be less than .013 in., nor greater than .015 in. on earlier, or between .0115 in. and .0135 in. on the latest models. If the gap is greater than .0135 in. or .015 in. as the case may be, grinding should be continued until the correct gap is obtained. If the gap is found to be less than the specified figure, as the result of grinding, measure the clearance accurately with a feeler gauge, and note the additional clearance required to bring it within the specified limits. Make a list of the additional clearances required for all the valves and take the valves to the nearest Ford agent, who will have accurate grinding equipment which will enable him to grind exactly the required amount from the foot of each valve stem.

Re-Assembly.

When re-assembling the engine, it is always advisable to use fresh cylinder-head and manifold gaskets, especially as the use of

any jointing compound is discouraged by the manufacturers. This is particularly important in the case of the inlet-manifold gasket; it will be seen that each inlet flange on the induction pipe has a very fine slot, and it is essential that these should be kept clear. Gasket cement would be squeezed into the slots, thus blocking them and upsetting carburetion. Tighten the cylinder head nuts in the order shown in an accompanying illustration, and adjust the fan belt to give one inch of sideways play.

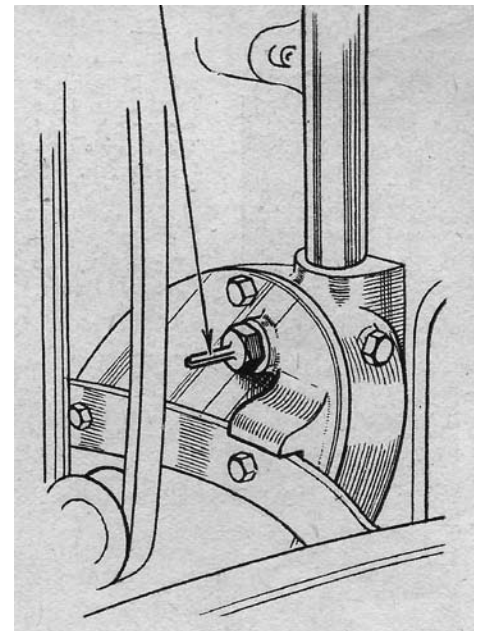
Ignition Timing.

There should be no difficulty in obtaining the correct ignition timing when the distributor is refitted. If, however, the distributor clamping bolt has been slackened, or the timing has been lost through any other reason, it is quite a simple matter to reset the timing.

Before attempting to time the engine, adjust the contact breaker points to .010 in. - .012 in. gap. When a clamping plate with a plain hole is used, set the points to .018 in. - .012 in. In each case slacken the two screws holding the fixed contact plate, and move this to give the correct clearance.

On earlier models the next step is to unscrew the timing pin from the timing case at the front of the engine and reverse this, inserting it through the tapped hole so that it presses against the front of one timing wheel. On rotating the engine slowly the pin will click into a slot on the wheel and this indicates the correct firing point for No. 1 cylinder, approximately 8 degrees advanced. On very early engines no timing pin is fitted, and a timing gauge must be used to set the crankshaft 8 degrees before top dead centre. If the cylinder head has been removed, it is worth remembering that this corresponds to .29 in. of piston travel, and No. 1 piston can be set in this position on the firing stroke before the cylinder head is fitted.

Remove the distributor cap and verify that

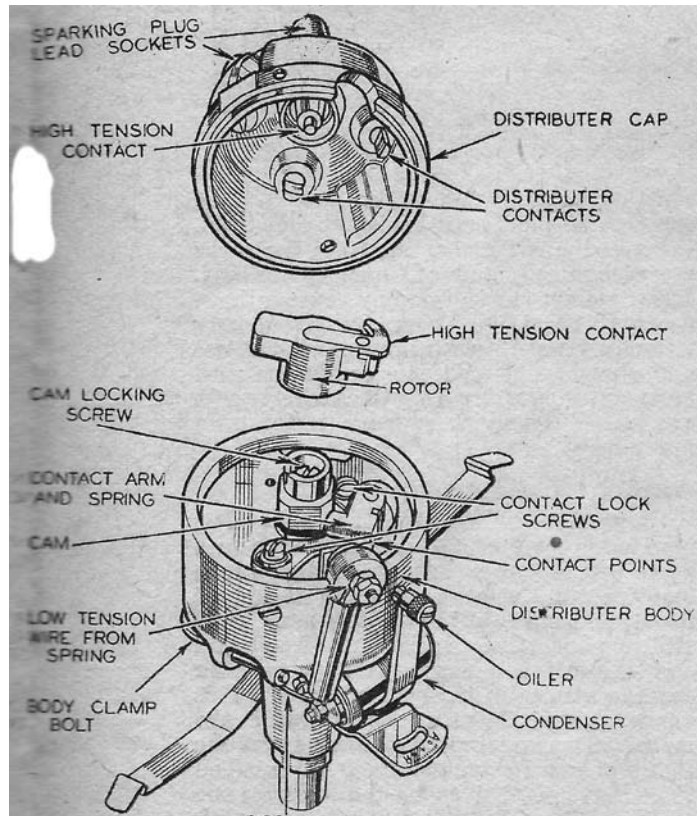


The timing pin is situated in the timing case at the front of the engine. On unscrewing it, the pin is reversed, and passed through the tapped hole, when it will register with a depression in the camshaft wheel at the correct firing point

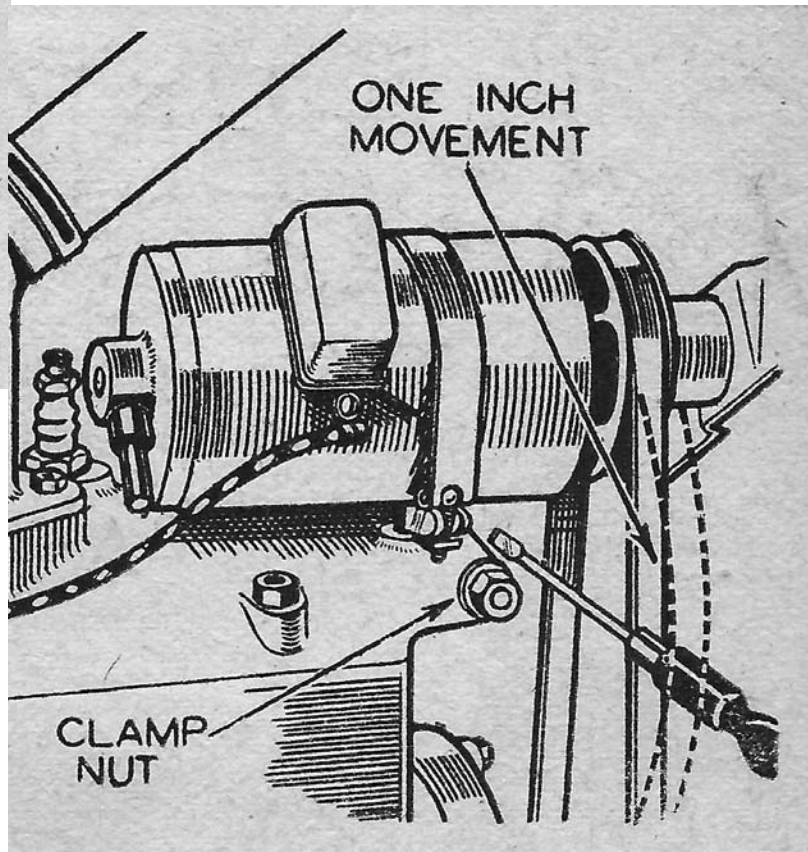
the rotor is opposite No. 1 sparking-plug lead. If not, unscrew the distributor set screw from the cylinder head, lift the distributor body a little to disengage the spindle from the slot in the driving sleeve, and turn the rotor to the correct position, rocking it backward and forward slightly as the distributor body is lowered until the dog resisters. The firing order, incidentally, is 1, 2, 4, 3, which differs from the 1, 3, 4, 2 order used by a large number of four-cylinder engines. Next, having pulled off the rotor, slacken off the screw at the centre of the shaft carrying the rotor, and rotate the cam until the points are fully opened. Re-tighten the cam locking screw, and replace the rotor. Generally, the final setting should be made as a result of a road test, slackening the clamping bolt beneath the distributor and rotating the distributor body clockwise until the engine pinks, then retarding the ignition anti-clockwise until the pinking is just eliminated. Tighten the clamping bolt fully after each adjustment.

For Recent Models.

On recent "Eights" and "Tens" on which the distributor cam is not moveable on slackening the centre screw, turn the crankshaft until the timing pin registers with the slot on the camshaft gear. Make sure that the rotor is pointing to No. 1 sparking plug lead contact. Fit the distributor to the engine, and secure the clamping plate by means of its set screw; fit a 1/16 in. washer between the distributor plate and the cylinder head to avoid tilting the distributor on tightening the screw. Set the zero reading of the scale against the index mark on the head. Slacken the distributor-body clamp and turn the body of the distributor until the points are just about to open, and lock the distributor in this position. Next, loosen the set screws



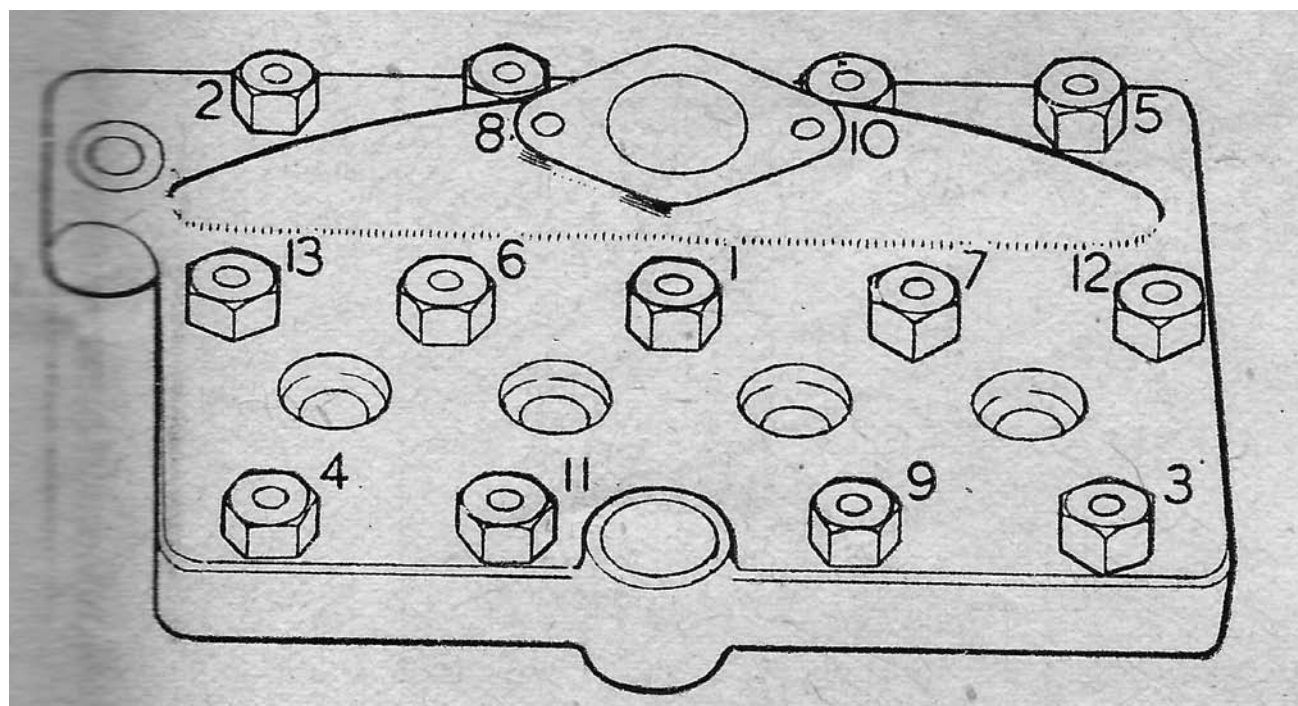
The fan belt is tensioned by slackening the clamp nut shown and levering the dynamo up with a screwdriver, until the fan belt has 1 in. play.



The parts of the distributor which are referred to in the text. The distributor shown is similar to that fitted to all models.


securing the graduated plate, and set the mark "4" against the mark on the head. This slightly retards the ignition having the effect of setting the timing at top dead centre, as the latest type of distributor has a steeper advance curve. The ignition timing can subsequently be altered slightly, if necessary, by means of the graduated scale.

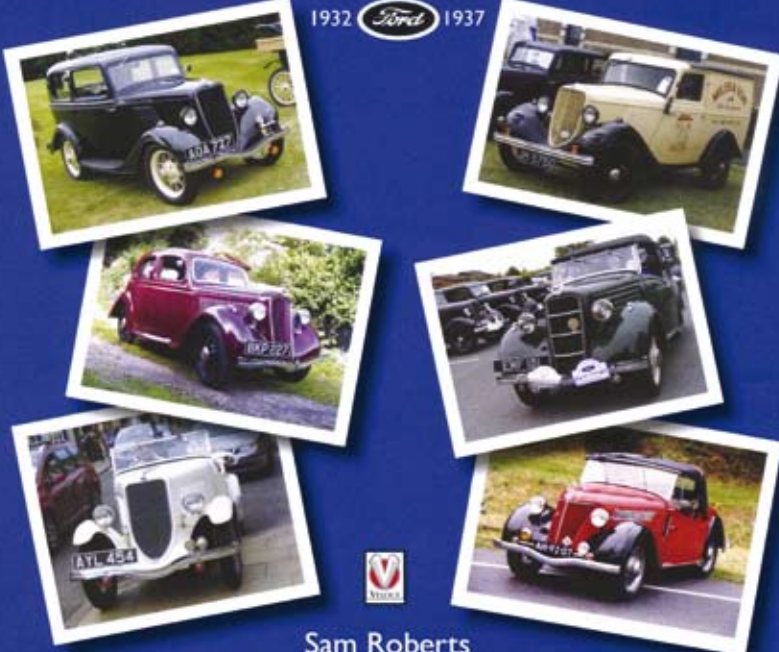
The correct order in which the cylinder head nuts should be tightened. This applies to both engines.




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