



Transverse Torque

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January - February 2014

Happy New Year



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Editorial.

Assuming you follow the normal convention of starting the magazine at page 1, may I be the first to wish you all that you wish yourself for 2014. Additionally, I hope that your Christmas was an enjoyable one. Colin French organised a superb Christmas dinner for Club members at the Red Lion pub in Adderbury, near Banbury. The many attending were in high spirits and the fare was excellent, both liquid and solid! A report from Jo Hanslip appears elsewhere in this issue.

On my return from the Committee meeting at Willoughby on the 10th November, I called in to see Bob Brown at his secluded homestead near Silverstone. Bob can best be described as a hoarder of motoring models and ephemera as well as items of a serendipitical nature! His prize possession seems to be the beautiful vineyard green Model "CX" tourer, which he bought from Bob Wilkinson. It stands in his smartest shed surrounded by shelves of models and motoring memorabilia. In another shed he is restoring a post-war Ford and showed me a lump of metal which puzzled him. It had Babbit Metal embossed on the top, which leads me to suggest that it was an ingot of the 'white metal' for the big ends and main bearings for our earlier pre-shell bearings engines. My memory flashed back to the time I scraped in the bearings on CNM, my 1936 Model "Y", with a scraper and engineers' blue dye. A tedious job, if ever there was!

The main reason I was visiting Bob was to collect part of the Master Parts List for our cars (Sections 1 and 2 - covering the front and rear axles and springs, the steering gear, wheels, brakes, chassis and silencer), which he has kindly donated to the Register library. Thanks Bob. If anyone has one or more of the other sections, your gift to the library will be very welcome.

Luis Cascante loaned me what is probably the most comprehensive book ever written on Henry Ford's cars pre-1950. I have seen extracts from it in the past, but this is the first time I have seen the complete book. It is titled "Les Fords d'Henry Ford" and was written by Pierre Dumont and published in 1984. Interestingly, the Préface was written by David Burgess-Wise, who was then the Public Affairs Officer at Ford of Europe. David also wrote the Foreword to our Ford Y&C book. The problem I have with Pierre Dumont's book is that it is, naturally, written totally in French, which stretches my schoolboy skills to the limit. I am pleased to say that, apart from a couple of myths, which I exploded in my book, we sing from the same historical



The pristine lump of Babbit Metal, which puzzled Bob Brown.



A Highland Park guard's badge from the 1920s, with thanks to Geoff Dee.

write-ups and advertisements for the long rad Model "Y". This had been launched at the Ford Motor Exhibition, which opened at the Royal Albert Hall four days before publication, on the 14th October. Our thanks to Tony Eldridge, our tyre supplier, for these.

And then, I opened the March 2011 edition of Classics Monthly, which Jim Miles had passed to me and which I obviously missed at the time. Inside were six fully illustrated pages reporting on our Chairman, Brian Godfrey's restoration project on his 1933 short rad, which was meticulously planned, comprehensively recorded and brilliantly executed. It is a two and a half year restoration to be justly proud of. Once again, Brian, a job well done.

It is pleasing to note that Bob Wilkinson's successful Classic Virgins initiative has been reported in the December (Issue 6) copy of the FBHVC News, complete with photo



A suitably chuffed Brian Godfrey in September 2010 having completed a thorough restoration/rebuild of JV 1972. Courtesy 'Classics Monthly'.

hymn-sheet. I have photocopied Chapter 6, "Les Petites Ford" for inclusion in our library. Thank you Luis.

Other contributions gratefully received include pages from the 18th October 1933 edition of the Motor Trader magazine, which contained

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Some of the remains of the Highland Park plant in Detroit as I found it in 1998 whilst researching the Y&C book.

graphs of two of the workshop instruction sessions. Again, well done Bob. The next Classic Virgins Day is to be held at Gaydon on 29 March 2014, so if you know of anyone thinking of buying a classic car, but who is unsure of the implications, ask him to get in touch with Bob. Younger prospective owners are particularly welcome.

It is interesting to note that it is planned to do away with tax discs, the Police relying on number-plate recognition cameras to detect whether or not your car is legally documented. In our case, an extant insurance is all they can check, there being no MoT or vehicle duty to pay. It begs the question whether our period number-plates can be read by the cameras?

Another Ford badge has surfaced, this time from the collection of Geoff Dee. It would seem to be a 1920's badge from Ford's Highland Park plant along Woodward Avenue in Detroit. It was at this time that the Model Ts were rolling off the line at an ever increasing rate. This would have been worn by a uniformed guard probably at the entrance or exit gates to the plant.

For our Irish members, included in the Events listing is the Gordon Bennett Irish Classic Car Run, much of which is over the original 1903 Gordon Bennett route. It was reported in The Irish Independent "Weekend" magazine as "One of the ten best scenic drives in Ireland." A report on the event will be much appreciated from any member taking part.

The first car that really launched Henry Ford as a competent automobile mechanic was a racing car called Sweepstakes. After the failure of the Detroit Automobile Company, in which he was the Chief Engineer, Henry decided that he should make his name on the race track, which, at the time, was producing automotive heroes. He built this relatively simple, small car and, in October 1901, beat the then speed record holder, Alexander Winton, in his much larger car, in a two-car race on the Grosse Point

circuit in Dearborn. His fame resulted in the registration of the Henry Ford Company. The rest is history! The Henry Ford Museum has recently released a video of Sweepstakes, which is well worth watching. http://www.youtube.com/embed/Ru_hC9oGVbo?feature=player_detailpage

In this issue, I include the 3rd and last in the series, "Getting the Best from Your Car". To the more experienced owners of our cars, the information contained in this series is pretty basic. However, we do have a goodly number of members who are either new to our cars, or who would like to learn more about the more technical aspects. I have received no feedback or comments on this series, so assume that I am correct in the assumption that this type of information is welcome. Until I hear to the contrary, I will continue publishing such articles.

You will note from 'Members' Correspondence' in this issue, that there is a dearth of input from you, the members. Now that the evenings have drawn in and the outdoors is less inviting, please put pen to paper or fingers to keyboard and let me have tales of events and experiences with your cars. Photographs, cuttings and the like are also welcome.

It is with regret that I announce the passing of Nev Jones. He had been active in the classic car scene for several decades and, in addition to being a past chairman of the Model A Ford Club of Great Britain (MAFCGB), he was also currently chairman of the Chester Vintage Enthusiasts' Car Club. He was an active member of both organisations over many years bringing detailed knowledge, vast experience and organisational skills to the scene. Our thoughts and condolences go out to his widow, Pat, his family and his many friends.

So ends the last Editorial for 2013. Tempus fugit - time flies (indigo fugit - blue flies!). I wish you all an enjoyable and healthy 2014.

Sam Roberts

The closing date for copy for issue 207 is Friday, 28th February 2014.

Chairman's Chatter.

As a Christmas present to myself, I purchased on e-bay a Model "Y" jack. The listing declared it was complete but not working. I thought this would be a good challenge as I had never seen or owned one and, after checking with Sam that it was correct, I purchased it for £10.50 - a good deal I thought.

So to the workshop, well the shed at the bottom of the garden, with new acquisition in hand to evaluate and sort out. No problem I thought. It had a long handle, hinged at the centre with a clip to secure it into one length. The body, a vertical loose tube with top swing over bracket (to allow for different axle heights, Sam says) so all appeared OK.

I inserted handle and turned. Yes, you have got it, nothing happened! So how does this work? It must be mechanical! So to the vice and hammer - NO. I unscrewed the horizontal tube and noted this had a piston operated by the handle. But how does this translate into vertical lift - there must be something missing!

A cup of tea and more than an hour after starting, I cleaned out the body aperture to see two small ports. Yes, I also now know it is hydraulic. Some say I have always been quick. Filling the tube with grease, not an easy job, assembling, operating, filling again and all is working well. So I had an enjoyable and gratifying afternoon. But two questions:

What is the easiest way to fill the tube with grease and where do you store the handle?

The daylight hours are now increasing as we prepare our vehicles and plan our activities for 2014. The Y&C Register, as always, has tours and events well planned and, of course, the AGM in April. So enjoy.

Brian Godfrey, Chairman.

Photographs on covers:-

Front: Luis Cascante's 'Forito' (Spanish for 'small Ford') near his home town of La Seu d'Urgell in the foothills of the Pyrenees last February.

Rear: As Paula and I left the Y&C Christmas dinner, I received some very positive feedback on the last issue. I was reminded, in no uncertain terms, that I had omitted the group photograph from the North Norfolk Railway weekend in September. As a 'jobsworth', I feel bound to include the photograph in this issue. The group, photographed by Tim Brandon, stretches from Neil Page, the Chicago gangster, complete with Tommy gun in violin case, on the left to GI Jim Miles at the far end. A bevy of beauties, accompanied by their shady partners, grace the centre stage.

The Ford Y & C Model Register

Comment from Sam, "I think there should be about ten steel balls in the tube with diameters just under the diameter of the tube. These would be covered in grease to ease movement as you screw in the handle. The balls are forced down the tube and up the vertical tube, raising the jack. I no longer have one to check, but if I am right, the bend in the tube from the horizontal to the vertical would be a smooth curve to ease the balls round the bend."



Counter reply from Brian, "Are you sure that's not balls! or are you pulling mine. There were definitely two ports and no smooth bend. It is working! This could be interesting. We could have opened a complete can of worms. Can someone in the Club, with 'the knowledge', shed some light on this?"

(top) The two components of the Model "Y" jack; the folding handle with the screw thread, and the body of the jack with the flip-over top for the rear axle.



The Model "Y" jack stowed on the tool box.

Secretary's ramblings.

Firstly, may I wish all members and their families good fortune and health in 2014. Since our last issue we have enjoyed the International Classic Car Show at the NEC. A big thank you to Geoff Salminen and the team doing sterling work on the Club stand. A big thank you also to those members who exhibited their cars after spending time and effort in getting them ready for the show. It is considered important to have a stand at this prestigious show, since very few other clubs display cars from our era. A report appears elsewhere.

Nev Jones, a former chairman of the Ford Model A Club of GB, died on Nov 16th whilst clubs were at the NEC. Nev had been a classic car enthusiast for many years and was ever eager to help fellow owners and restorers. I had known him for around 30 of those years. He will be sadly missed.

List of friendly garages. Our Assistant Secretary, Peter Purdy, who is not of a mechanical bent, gave our Club's pre- MoT check-list to his local classic friendly garage to use in their annual service of his car. Whilst being experienced in handling many classics, there are features of our cars which were unfamiliar to the mechanics. They found it a very useful guide and thus invaluable to Peter. This is a good tip for other members who are mechanically challenged, yet enthusiasts. On the same lines, I am compiling a list of "classic friendly" garages, which may be a useful resource to members. If you have used a good one, please let me have its contact details. This also applies to other classic car services, e.g. upholstery, trimmers, etc. - recommendations for which I am often asked.

Back Issues. Members will be aware that I hold copies of back issues of our Club magazine. Over the years, this stock has grown and now occupies quite a lot of space at Thrapston Towers! 'Staff' complains about access to the east wing being restricted by magazines! The committee have supported my proposal to offer this service in electronic form for issues after No. 138 of 2002. Anyone requiring a particular issue should contact me for an email version (free to members only), which you may copy from or read on your home computer. A limited supply of hard copies of earlier magazines will be retained... but they are few now.

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DVLA: There are several changes to DVLA administration in addition to those changes caused by the closure of many regional offices. The processes followed by clubs in the field of vehicle authentication for registration purposes have changed, giving more responsibility to clubs, yet still seeking complete probity in dealing with applications. Members may need a reminder to contact me with any vehicle registration queries.

Other changes, which will affect all motorists, will be in place during the next year or so. It will be no longer necessary to produce a paper copy of your insurance certificate when renewing your "tax" at your post office.... as indeed is the case for on line renewals. Will insurance companies issue paper copies of certificates? How will these changes affect us? Your thoughts please.

Also the familiar tax disc will disappear in about a year's time. The tax disc first appeared in the late 1880s and was updated to the present general style in 1921. Many of us will recall having to queue at the local car tax office (town council run) clutching an old style RF60 folding logbook, insurance certificate and MoT (from 1960s) along with twelve pounds and 10 shillings (£12.50) for a full year's tax disc (late 1950s). One could tax every 3 months for 3 pounds 8 shillings and nine pence if, like me, you were hard up. The tax disc, which had to be displayed, was proof that the tax had been paid and was a deterrent from cheating the system. Have we opened a can of worms? What is the oldest (genuine) tax disc you own?

2014. We have a full year's activities planned for 2014. The Old Ford Rally on 27th July has become a popular gathering for old Ford enthusiasts. We have an excellent Club tour, planned by Peter and Jean Purdy, in June. Our AGM in April has become an important day on our calendar for conducting business and providing an early season gathering. I hope to see you on these events as well as getting out and about to local shows. Long may we continue to enjoy using our old Fords.

Happy New Year!

Bob Wilkinson, Club Secretary.

Bob's joke corner.

Start the new year with a smile go on.

Racism?

Everyone seems to be in such a hurry to scream 'racism' these days. A customer asked, "In what aisle could I find the Yorkshire sausage?" The assistant asks, "Are you Yorkshire?" The guy, clearly offended, says, "Yes I am. But let me ask you something. If I had asked

cont'd at foot of next page..

The Classic Car Show. 15 - 17 November 2013.

For those of you who have not experienced the annual Classic Car Show at the NEC, it is one of those events that should be on your 'to-do-before-I-die' list. It rates with the Goodwood Festival of Speed/Revival and, for we members of the Y&C Register, the 1940s Weekend on the North Norfolk Railway, i.e. damned good fun and an amazing experience.

The show this year was no exception. Taking up six of the huge halls at the NEC in Birmingham, there just is not enough to take in on one day. You have to ensure that you include all those stands you are particularly keen to see on your route round the show. Naturally, one of those stands would be the Ford Y&C Model Register stand, organised and staffed once again by 'The Two Geoff's', Salminen and Dee, and Eileen (because she does). Easily visible in Hall 17 with our Club flag flying on high, we were located, as usual, alongside our friends, the Model A Ford Club of Great Britain (MAFCGB) and the Early Ford V8 Club. The stand was kept busy throughout the three days with visiting members and acquaintances, casual punters and prospective new members and Friends. From a Club point of view, our attendance is a must; keeping us in the public eye and attracting new members and hitherto unknown cars into our ranks.

Positioned on the stand, we had two newcomers to the show, my old 1936 Tudor Model "Y" "Popular", CNN, now owned by Robert Jarvis, and the Model "Y" Bradshaw tourer, recently restored by Clive Harrison and which I had the privilege to drive round North Wales on the Club tour last summer. The "De Luxe" marque was represented once again by the superb Model "C" owned by Neil Bray. The Two Geoff's were ably assisted throughout with volunteers. Once again, the stalwart, Ian Hawley, gave unstinting support throughout the three days, as did Robert Jarvis and Colin French (the 'Banbury Boys'). On Friday, the additional volunteers were tripping over themselves, with Bob Wilkinson, Peter Purdy and Roger

Corti, each giving the public the benefit of their knowledge of our cars and the Club. I gave a helping hand on the Saturday and was delighted to sell four of the Y&C books and meet Graham Cribb, from Romford, who has joined us as a member with the Model "Y" Cairn coupé that, in the 1980s, I was told existed 'somewhere in Essex'. It had to come out of the woodwork one day and, great, it has appeared with Graham, who had no idea of the treasure he had bought. There were no additional volunteers on the Sunday, the stand being ably staffed by the five weekend fixtures.

The halls were all heaving with punters, eyeing the amazing tinware on show. I might add that, as ever, we were one of the relatively few pre-war stands. If you are able, I would recommend that you try to make the show next year. The dates are already fixed on the show calendar, 14-16 November. Now, all it needs, is for you to put it on your new 2014 calendars.

Sam Roberts.

Eileen, whilst leaning against Clive Harrison's Model "Y" Bradshaw tourer, accepts cuddles from Robert Jarvis."



Whilst setting up the stand, an embarrassed Geoff struggles with Eileen's lingerie. The lady in the background on the neighbouring stand came to his rescue. Perhaps Eileen (because she does) should be called Nicholas (because she is)

for Italian sausage, would you ask me if I was Italian?

Or if I had asked for German Bratwurst, would you ask me if I was German?

Or if I asked for a kosher hot dog would you ask me if I was Jewish?

Or if I had asked for a Taco, would you ask if I was Mexican?

Or if I asked for Polish sausage, would you ask if I was Polish?"

The assistant says, "No, I probably wouldn't."

The guy says, "Well then, just because I asked for Yorkshire sausage, why did you ask me if I'm from Yorkshire?"

The assistant replied, "Because you're in Halfords."

Why not send me your favourite funny. Give us all a laugh..... we don't get many



The Ford Y & C Model Register

News of new members

Prepared by Mike Malyon, 28th December 2013

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 6 new and 2 re-joining members.

Michael Cammack	C1401	Woolton, Liverpool
Graham Cribb	C1002	Stapleford Abbots, Essex
Stuart Green	G1620	Northowram, Yorkshire
Andrew Grose	G0101	Bodmin, Cornwall
John Pearce	P0102	Liskeard, Cornwall
Steve Renwick	R1501	Ilkeston, Derbyshire
Henry Thorne	T1301	Bessingham, Norfolk
Tony Wood	W1501	Wainfleet St. Mary, Lincolnshire

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

Michael Cammack – we would like to extend a warm welcome to Michael, who joined the Club at the NEC. He has bought ex-member, Henry Bodsworth's, Model "Y", BRK 336; a Croydon registration with chassis number Y138968 and Briggs body number 165/40140. It is a Black Tudor, first registered on 2nd May 1936. As the car is on the road, we hope to see you at one of the events in 2014.

Graham Cribb also joined the Club at the NEC. Unfortunately, at present, we haven't any details other than he has a maroon, 2-door Model "Y" Cairn coupe. The car was found in a barn, in Essex. We are pleased to welcome you to the Club.

STOP PRESS: 1 January 2014. Graham and friend Dave have been working on the car. It has been cleaned up and photographs have been sent. What a find! It is in excellent condition and they hope to have it on the road for the summer. They literally stumbled across the car when they went to buy some scaffolding boards. The car was parked in the corner of the barn covered in dust.

Stuart Green rejoined the Club at the NEC, after a brief absence of membership. Stuart has a 1936 pick-up, chassis number Y137897. We haven't any other details at the moment. We look forward to receiving the pick-up's details. Welcome back to the fold and thanks for re-joining.

Andrew Grose has a maroon, 1934 Fordor

Model "Y", first registered on the 29th March of that year. It is unusual as the body-colour maroon was only produced up until March 1935. It carries the registration BEV 132, chassis number Y55372 and Briggs 166/2380. The car is being restored, but, it is complete and in good condition. This is the second of the two Model "Y"s auctioned by John Mould – Julian Ward's being the other, which was shown in the last issue. We hope BEV 132 is on the road soon.

John Pearce is the owner of YAF 699A (previously JT 2576) a black Fordor. The chassis number is Y86667 and Briggs 166/5848. It was first registered in 1934 and was, hence, a De Luxe model. When John acquired the car it was in bits, having been stored in a garage in Plymouth for 12 years. He has now started the re-build. We wish you well with the venture and a very warm welcome to the Club.

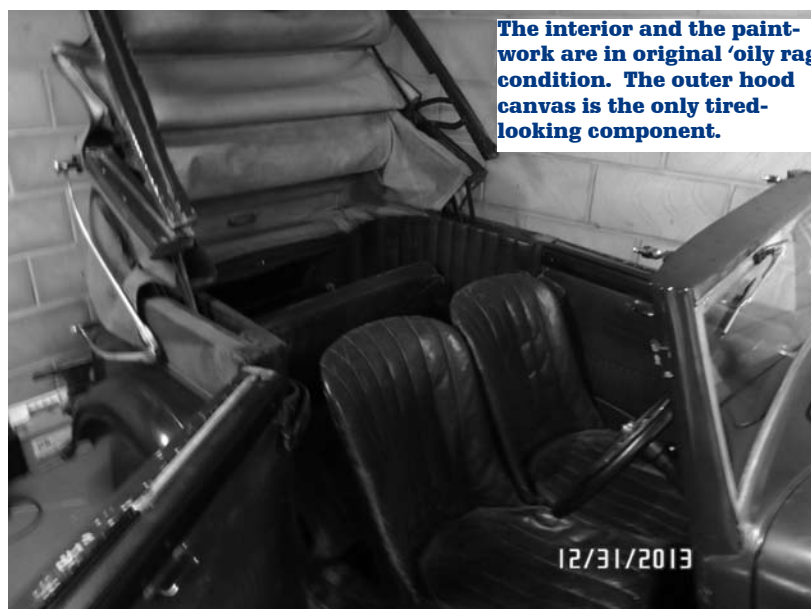
Steve Renwick - we are pleased to welcome you back on board after re-joining at the NEC. Steve has two Model "Y"s; both being restored. He has a 1933, blue Fordor, AMA 424, chassis number Y24502. The other "Y" was also first registered in 1933. The registration is VO 9659, chassis number Y15450. Unusually, this car is non-original two shades of green and white. Both cars used to belong to ex-member, John Cross. Good luck with the restorations.

Henry Thorne – we are pleased to welcome Henry, who is another member recruited at the Ford Y & C stand at the recent classic car show at the NEC. He is the owner of NFO 570 previously JL 3358, a black Fordor Model "Y". The chassis number is Y139358 and the Briggs body number 164/4258. The car, which is under restoration, was first registered on 21st July 1936. It has been in Henry's possession since 10th April 1997 and hasn't been on the road for many years. We hope all goes well with the restoration.

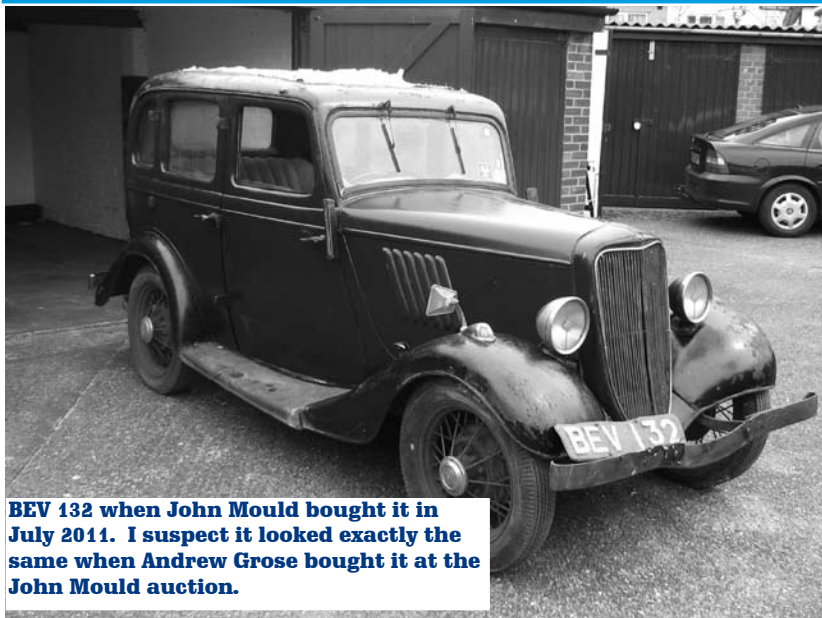
Tony Wood has upgraded from a Friend of the Register to a full member, having acquired FMV 183 from member Jim Jebb. The chassis number is Y174531 and Briggs 165/60284; a black Tudor. It was first registered on 21st April 1937. A warm welcome to the Club and as the car is on the road we hope you enjoy many happy hours of motoring in your "Y."



What a find! The Cairn having been cleaned up after its discovery in an Essex barn.



The interior and the paint-work are in original 'oily rag' condition. The outer hood canvas is the only tired-looking component.



BEV 132 when John Mould bought it in July 2011. I suspect it looked exactly the same when Andrew Grose bought it at the John Mould auction.

For Sale.

1935 Model "Y" 2-door saloon. Y106868. In on road condition, taxed. Mechanically good with sound bodywork. Interior needs renovation. Will MoT for sale. Selling due to health reasons. £2,000.

John Haynes Tel: 01604 722202 (Northampton)

1936 Tudor Model "Y". Black. Y142670. Needs complete restoration. Complete, but has wrong wings. Give-away price. Sale due to old age.

John Cross Tel: 01298 872746 (Buxton, Derbyshire)

Retirement Sale: Large stock of Ford, plus other makes, from 1930s to 1970s. Brake, clutch, steering parts. Gaskets. Much more, but many parts not identified (i.e. send/bring pattern). Everything must go after years of trading. Tel: 01354 610225 (Cambridgeshire).

Ten-page colour sales brochure for the Model "C" (1 April 1935), excellent condition - £35 plus p&p. New Pitmans Ford Eight Handbook covering Model Y and later models to 1953 and Ford Ten Handbook covering Model C and later models to 1953: £8 each plus p&p.

Tony Etheridge. Tel: 01923 231699 – 24hr Ansafone.

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)

New wiring loom, complete with flasher extensions, ordered for a 1936 Model "Y" - £110;

4 x chrome flasher lamps for fitting on bumper bars, flasher switch and warning light, 8-gang fuse box - £50; 2 x small square chromed lamps suitable for screwing to rear number plate - £10; Length of vinyl roof material for "Y" - £20, plus various mechanical parts, including brake parts, windscreen wiper motor, door furniture, etc. – just ask.

Merlyn Rees, Tel. 01269 850461 email: jocoat888@yahoo.co.uk (Carmarthen, South Wales)

Wanted.

Chassis for Model "Y". Details of condition and asking price to Graham Cook. Tel. 02476 392681 (Nuneaton).

Tudor Model "Y" long rad headlamp stalk, two inner door handles and sun visor. Some or all to complete restoration. Ian Scobie (New Zealand).

Through Sam Roberts 01264 365662 or sam@samroberts.plus.com

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

As this is the first magazine of 2014, I would like to wish everyone a Happy New Year.

Mike Malyon. Membership Officer.

Basil's pride and joy.

In the days, some 33 years ago, when Colin French was the proud owner of an MG TD, the following was submitted to his local MG Club magazine. It has been suitably doctored to provide a smidgen of humour in 'Transverse Torque' – thanks Colin.

A day in the life of a Model "CX" tourer.

8.00 a.m. I wake to the sound of chains clanking against the garage door as the double-barrel security padlocks guarding me from the unthinkable are pulled feverishly apart and the up-and-over goes up and over to reveal the adorer, Basil, bathed in a shaft of heavenly sunlight. He stares at me in wonder as if he still can't believe I am his. Trembling, he gently tugs at my dust sheet. Then a caressing hand wanders from bumper to bumper and a sigh escapes from a happy man.

But then horror of horrors! He notices a greasy smudge on my off-side wing and a splatter of mud on my near-side front tyre! Hell, I know what this means – I'll be dragged out into the chilly morning air, doused with bubbles that get absolutely everywhere, sluiced with icy cold water, rubbed with Turtle Wax (what does he think I am?), and if I'm very unlucky I'll get the boot-polish treatment too. Oh well, I may as well resign myself to it

11.00 a.m. I have to admit that I do feel better now and I do so like it when all the neighbours come and tell Basil how beautiful I am. Basil calls me nice names too, sometimes. I could happily stand here all day, basking in the sunshine, but any minute Basil will want to check my tick-over and things. I do hope he is wearing his Hush Puppies today.

11.15 a.m. Sometimes I just don't understand humans! I'm purring away quite happily (a bit sluggish to start with it's true), just longing for him to slip me into gear and then 'Bingo!' He thinks he can hear A NOISE. Could it be the carburettor, the clutch, the gearbox, the engine? I can tell you, he'll know when my big end's gone and no mistake.

Never mind, I suppose it's all part of the ritual so I'll wait patiently while he reverently tickles my tappets and gropes my grommets. I do so like to see the self-satisfied smile that just crinkles the corners of Basil's mouth when he's got me right again.

1.00 p.m. I'm just about to doze off when Basil's lady positively throws in a picnic hamper. A picnic hamper! That can mean only one thing – a Club meet! Now I regard myself as a fairly easy-going, sweet-tempered, reliable machine, but if I have one more badge screwed onto my dashboard I shall SEIZE

Y & C Christmas Dinner, Adderbury, Near Banbury, Oxfordshire.

It all started at the Club's, North Norfolk Railway weekend in September. We all had such a good time that Roger thought it would be nice if a Christmas meal could be arranged for those who wished to partake. Colin French said that it ought to be in the middle of the country to make it available to as many members as possible. Roger thought it was fantastic of Colin to volunteer! From then on, it was unstoppable. Within a fortnight, he had booked nearly all the rooms in the Red Lion at Adderbury, sent out menus and we ended up with 31 of us sitting down to a Christmas meal with the usual camaraderie for which the Club is becoming well known.

Jean and I presented Colin with a reindeer Onesie, which we insisted he put on. It actually fitted him, so perhaps he will wear it at the AGM. Geoff Salminen entertained us and the other occupants of the bar on both his accordion and ukulele. Peter and Jean Purdy managed to persuade us all to sing the '12 Days of Christmas' with a different slant.

Peter and Jean Ketchell and we Hanslips decided to make the occasion a mini break and arrived on the Thursday. Adderbury is a beautiful village and we spent an hour or two walking round it before our evening meal. The Banbury Four joined us (for those who don't know, they are Colin French, Penny Stevens, Robert and Lorraine Jarvis). After dragging the chaps around Oxford on Friday, we again met up in the evening for a game of Bananagrams. Colin and I whopped the others, but Pete won't admit it!

It looks as though Colin has a regular

2.00 p.m. I think Basil (and even his lady if she'll admit it) is justly proud of me, and I think he was quite right to park me at the top of the line-up, nearest to the Judges' tent. One has to feel sorry for some of these other cars with their tell-tale brown-edged running boards and tartan rugs nonchalantly sprawled over the upholstery. It's at times like this that I really appreciate having Basil as an owner.

3.00 p.m. This is wonderful – I can't get a tyre-tread wrong. In and out of the cones, homing to the white lines, racing to the finish to the cheers from the members' enclosure. Basil is flushed with elation, and even his lady manages a coy smile as she shyly strokes my bonnet. Just think, if I were Red Rum I'd be asked to open supermarkets ...

5.00 p.m. Not even Basil notices my involuntary tiny splutter as he throws me into the 1 in 6 and we speed on oil-scented zephyrs to the haven of my garage, tired but happy, to be put away safe and warm until the next outing. Maybe someday Basil will settle down with a nice, sensible lady and a nice sensible saloon, but for now he gently puts my dust sheet and murmurs, "Goodnight". Sweet dreams Basil.

assignment, so here's to Christmas 2014! We had an absolutely brilliant time. I am sure I speak for all who attended when I say thank you so much for your organisation Colin and for the Banbury Four's hospitality.

Jo Hanslip.

Those attending were: Jo and Roger Hanslip, Vicky Edwards and Gary Whittle, Peter and Jean Ketchell, Owen and Chris Baldock, Mike and Elsie Malyon, Peter and Jean Purdy, Bob and Pat Wilkinson, Sam and Paula Roberts, Geoff and Jenny Dee, Noel and Terri Page, Colin and Chris Rowe, Geoff Salminen, Colin French and Penny Stevens, Robert and Lorraine Jarvis, John and Shirley Bennett and Roger and Judy Corti.



The girls take great delight in zipping Colin French into his reindeer 'onesie'. From left; Jo Hanslip, Vicky Edwards and Jean Ketchell. Chris Baldock, in the foreground, joins the rest of us having a good laugh.

We filled the hotel restaurant. Colin Rowe (centre) bends Bob Wilkinson's ear with some esoteric topic! – photograph courtesy Jean Ketchell.



The dynamo

by Michael Deichmann in Copenhagen

The original generator is a so called 3-brush dynamo. Two of the brushes are the ones delivering the current to the battery and various consumers and the third brush regulates the voltage to the field coils. In theory, you can vary the field voltage between 0 V and the output voltage of the dynamo; if loaded, that would be up to 7.5 V. The higher the voltage in the field, the higher the potential voltage of the output and the higher the voltage of the current through the load.

Of course, the brushes must be in good condition as must the commutator, which is the cylindrical element the brushes run on, made up of a number of copper sticks. The surface of the commutator must be clean and smooth.

The way to test the dynamo is to put it in a vice and apply 6V from either a battery or a good charger (>8 Amps). Once you do that, it should immediately start revolving as an electric motor. Try to put a mechanical load to the pulley with your hand and feel if the torque is even. Be careful not to get burned, so best wear gloves. If there are weak spots, that indicates that one or more of the circuits in the armature is gone. This can happen if it, at some point in its life, it has been charged way too much (>20 Amps) or has experienced a runaway. If this has happened, you will have to take it apart (again) and measure each of the circuits in the armature. This can be done with an ohmmeter, where you put the one pin at one copper strip and the other on the opposite side to see if there is a 100% connection through. Once you have found the angle between the two points (it may not necessarily be by 180 degrees), check how the output brushes sit. Take the adjacent copper sticks and check them and move on all the way around. If one of the circuits does not have connection, or if they are all connected, one or all circuits are fried.

If the dynamo has reasonable and even torque, it is time to mount it in the car. Now we need to adjust the 3rd brush. Start the engine and let it run with a high idle or more. Loosen the screws that hold the 3rd brush and move it back and forth until you see a charging of 6 - 8 Amps on the ammeter on the dashboard. Tighten the screws. You now have set the charging to keep the voltage at around 7.0 - 7.5V driving and both battery and dynamo are not overloaded. You may even drive an hour or two with lights on, but then you should recharge the battery when you return home as it is not fully charged (see later). If you often drive with lights on - either because you drive "Scandinavian" with headlights on during daytime or driving in winter, you may have to set the charging much higher. The dynamo is rated to 100W (I think) which at 6V = 16,5 Amps. If you go beyond that, you may risk frying the dynamo in the longer term. With intensive use of LED bulbs in all the lamps possible (rear light, instrument, etc.) and with 35W headlights, you may be able to fit just within the 100W and even have a small surplus for charging.

Regarding charging when at home - consider one of those conditioner chargers like C-TEK XC800, which can recharge the battery overnight and then keep it in shape by just trickle charging it until the car is used again. (There are other makes but I have one of these and they work well).

Photographic finds.

Once again, we thank Jim Miles for three from his collection of period Eifel photographs.



A German couple stand by their Eifel Cabrio-limousine (with hood back) probably in 1937 - a bonnet handle is just visible behind and to the right of the gentleman, denoting the earlier V-bonnetted Eifels. Note the lack of a boot.



A similar Eifel cabrio-limousine, but with a boot ('mit koffer')



A happy couple in their 1936 Eifel Roadster bodied by Hebmüller, in Wuppertal. The Hebmüller logo can be seen to the rear of the front wing.

The logo of the Hebmüller Karosserie (Coachbuilder)



Events 2014

9 February	Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
29 March	Classic Virgins Day Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
13 April	35th Annual General Meeting Village Hall, Willoughby, 2 pm.	Bob Wilkinson 01832 734463
24/26 May	Enfield Pageant of Motoring	Jim Miles 07901 561866
30 May – 2 Jun	Gordon Bennett Irish Classic Car Run Centred on Portlaoise, Co.Laois	00 353 87 2528229 www. gordonbennettclassic.ie
8/13 June	Y&C Midlands tour (see below) Notts, Derby, Vale of Belvoir	Peter & Jean Purdy 01949 851293
28/29 June	Blue Force 1000. Newark Showground Lincs. Mainly Ford agricultural products. info@blueforce1000.co.uk	Peter D. Simpson 07711 137194
27 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
19/ 21 Sept	North Norfolk Railway '40s weekend. Based on Links Hotel, nr.Sheringham.	Jo & Roger Hanslip 01945 430325
2 November	Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
14/16 Nov	Lancaster Insurance Classic Motor Show NEC Birmingham	Geoff Salminen 0121 427 2189

Events 2015

8 February	Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
12 April	36th Annual General Meeting Village Hall, Willoughby, 2 pm.	Bob Wilkinson 01832 734463

Y&C Register Midlands Tour 2014

The bookings for the 2014 Tour of the East Midlands have exceeded all expectations. All the rooms at the Saracen's Head Hotel in Southwell have now been taken. Some 28 cars will be on the tour and flying the flag for the Club in various parts of Nottinghamshire, Derbyshire, Leicestershire and Lincolnshire during the second week of June. There are no more residential places available. However, should any members wish to join the Tour on a daily basis they are more than welcome. They should contact Peter and Jean Purdy at least two weeks in advance so that some of the venues we are visiting can be notified of the final numbers. Peter and Jean Purdy are on 01949 851293 or email them on allpurdys@hotmail.com

All members who have booked will receive a detailed itinerary together with options and routes well in advance. Included in the week will be visits to Sherwood Forest and the Major Oak, the "Best kept secret of World War II" at Eakring, the Southwell Workhouse, the British Horological Institute at Upton, Southwell Minster, Crich Tramway Museum, The Battle of Britain Memorial Flight at RAF Coningsby and a Melton Mowbray Pork Pie Maker. Arkwright's Mills at Cromford, Haddon Hall, Chatsworth House, The Bakewell Pie Shop and Hardwick Hall are among other bolt on options. There will still be plenty of time to eat drink and relax.

Let us hope that the weather is kind to us and the gremlins have a stay at home week!

Detroit bankrupt.

Steve Waldenberg sent me an article from the 4th December 2013's **Washington Post**, which reports on the plight of the city of Detroit, with its \$18 billion debt and which is being forced to consider filing for bankruptcy. Having already cut the salaries of the 9,500 city employees, including the police and fire-fighters, their future pensions and retiree health benefits are the next to be reduced. The city assets are also likely to be sold off, such as its water and sewer authorities and some of its priceless art collection.

When I visited Detroit in the late 1990s, whilst researching the files in the Henry Ford Museum for the Ford Y&C book, I was appalled at the run-down state of the once bustling Motor City; the headquarters of Chrysler, General Motors and Ford, with its mighty Rouge River plant on the outskirts.

As stated in the Washington Post, "The Motor City's descent into bankruptcy has been long and painful. Just over half a century ago, the city had more than 1 million residents and represented the hub of blue-collar prosperity. That was the time when the auto plants were humming, hiring virtually all-comers to jobs with good pay and benefits. Now jobs are few, the population is in decline and Detroit has the highest rate of violent crime among the nation's big cities. Nearly 80,000 buildings are abandoned or seriously blighted and 40 percent of the city's street lights do not work.

The shoddy services accelerated a population decline that began in the 1950s and the city lost more than a quarter of its residents between 2000 and 2012. Tax revenue and state aid have plummeted as the auto industry hit hard times, hurting Michigan's finances. The only way for Detroit to recover, many argued, was to shed its debts in bankruptcy and start over financially."

As Steve Waldenberg commented, "I bet ol' Henry would have bought the city!"

Sam Roberts.



Parts Report.

I am writing this report on Christmas Eve; it seems ironic that you will be reading it next year. What is more ironic is that I have just completed the stock-taking blank forms to be filled in by the stock holders in January, to be collated in February and included in the Club's accounts in April. No wonder the years seem to fly by.

Whilst talking about stock holders, we are always on the lookout for additional members to volunteer to hold a few items of stock. The duties are fairly straight forward: each spares holder is responsible for a small range of different parts, which are itemised in the Y&C Register Parts for Sale List in the centre pages of Transverse Torque. The order form on the back of the Parts for Sale list is what the member completes when ordering parts. The Spares Administrator (Colin Rowe) receives and processes the orders raised by members and processes the payment details. A Parts Order/Advice Note is raised, which contains the initials of the holder who stocks the part and who should post them to the member. All communications regarding orders are done by email.

If any of you have ordered parts from the Register, you will know how the system works. So, if you would like to be a stock holder and put something back into the Club, please contact me.

I am in the process of obtaining additional parts, but I have not been able to complete them for this issue.

We have received a number of very complimentary comments from members using the spares ordering system, which is very gratifying. It makes the whole thing worthwhile.

I would like to wish you all a Happy and Prosperous New Year.

Peter Ketchell
Spares Officer.

Members' letters.

Model "Y" timbers.

Graham Miles, with others, is restoring the oldest known surviving Model "Y" (Y249), belonging to Roger Moore in Wimbledon, London. We know that Briggs Bodies Ltd. built the bodies for our cars and that the specification for the wood used was "any hard wood". However, the measurements and quality control of the products seems to have been less than thorough.

Graham Miles reports, "An interesting little note on fitting the rear off-side window trim back, prior to trim. I found the original milling on the off-side timber door post B did not match the near-side. It was higher on the shoulder. Once again indicating, as with my van, that the supply of machined timber for Briggs was contracted out and that the man making the off-side timbers was given incorrect measurements or was just getting it wrong. It is easily put right with a chisel, but clearly the man on the assembly line didn't have a chisel, so he just left the screw out!"

..... and seat springs.

Graham subsequently wrote, "I've found on the rear base and back springs labels that read, "The Large Web Spring Co. Sandiacre, Nottingham". Obviously they made them. I've not yet taken the front seats apart so will look there too."

Roadworthiness Check List 4.

Rear Axle - Nigel Stennett-Cox, Technical Adviser
The continuing coverage of key points necessary to keep our vehicles roadworthy.

Since, for no particular reason, we seem to have fallen into the habit of working from front to back of our Model "Y"s and "C"s, we will endeavour to cover the back axle here. The Ford rear axle in the transverse-sprung days was very much the Company's own pet design and contained much which owed its origins to the Model T. In fact, the basic features of the assembly continued right up to the end of 100E production in 1962.

The Model "Y"'s great rival, the Morris Eight, used a more user-friendly design, where the whole differential assembly could be removed in about half an hour with the axle remaining on the car. Likewise, half-shafts could be changed in even less time and brake drums removed without resort to a puller, and, well, perhaps that's enough for now!

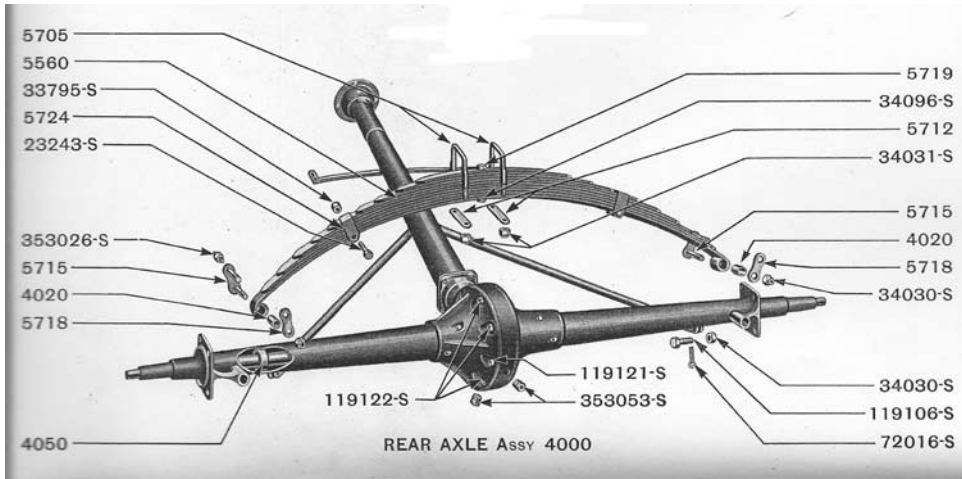
Points to watch for on our Fords are broken spring leaves [rare], worn spring-shackle pins, oil seeping from the hubs and getting on to the brake linings, worn bushes and pins in the brake mechanism, where actuating arms go through the back-plates, oil leaks from the axle itself and noisiness. The latter, as with any car, can take the form of whining [gear problems] or harshness and rumbling; usually bearings.

To start from the outside, after removing the wheel and the split pin, the brake drums are removed by partially loosening the large central nut. It is recommended that you leave this nut's outer face flush with the end of the male thread to avoid thread damage when extracting the drum, and also to restrain said drum from flying clean off when the taper "gives". An extractor can be obtained, which slots into the groove on the drum's centre hub, and which has a large bolt which is tightened. This presses the extractor upon the shaft-end and pulls the drum off its shallow taper. Legged-type universal pullers can also be obtained, which have three or more legs bolting on to the wheel studs using the wheel nuts. However, the type which fits on the hub is the one used by Ford and is the most efficient. Perhaps needless to say, the brake must be free and the drum able to be rotated before pulling.

When the drum is off, we will see a large felt seal in its hub, which bears upon the stationary end of the axle with the drum fitted. Behind it and in the drum is a bearing with long rollers, which is the wheel bearing. This bears on the smaller and extreme outer surface of the axle housing, which forms the inner bearing surface. This area is prone to wear and "flaking" of its under-surface, where the weight is continually concentrated. In the early years, the only official Ford repair was replacement of the entire axle half-housing. Specialists sprang up who would, and still will, machine down the diameter and press a semi-hardened ring on to provide a new bearing inner surface. The Y&C Register spares include a 'Hub bearing/sleeve kit' (AR1) which achieves the same repair. The felt seal referred to is to retain grease which is pumped in through the nipple, placed to allow periodic greasing of the wheel bearing, and not allow it onto the brake linings.

There shouldn't be any appreciable, e.g. dripping, quantities of actual axle oil around here, because the seal which keeps that in, and the wheel bearing grease out of the axle innards, is right inside the housing (see part 4050 on the rear axle diagram). This is a small garter-type seal, invisible on the outside but with its lip loosely gripping the rotating half-shaft. That's the bit with the taper on the end to which the brake drum fits. If this seal, of which there is one on each side, needs replacement, the entire half axle housing must be removed, the seal pressed out to the inside, and a new one pressed in, again from the inside. As this procedure involves "spreading" the road spring and removing the shackle pins on that side, I'll cover it next time.

As a final caution, I'll mention that the reader may notice that if the large castellated nut retaining the brake drum should come off in use, the entire drum, complete with the wheel, will leave the car. So, make sure the split pin is securely located. Fords were, however, not the only vehicles to incorporate this feature. Many Vauxhalls and Bedfords, also Volkswagen Beetles, used the same design.



have said that to Edmund Hillary or Neil Armstrong? Of course not. The answer is "Because it is there!"

To this particular pair of lunatics (sorry - enthusiasts!) it was "Y not". It has a few minor problems, admittedly. The chassis has faded into history, the doors are a shadow of their former self, the white ants have carefully removed all the woodwork from the nails, the headlights are missing and the tyres are flat! Nothing we can't handle in the next 20 years or so!

The only vehicle capable of getting through the bush and trees to the copse was a dear old '63 Kombi [this is a panel van with a side-loading door - Ed.]. Since there was no chassis to speak of, this would assist our labours. How do you get a "Y" into a Kombi? Simple; two loads. Back end first and then the front end. Great fun was had sifting through 30 years detritus where the floor used to be. Two door handles were discovered, "Oh joy!" The ex-owner came up with a pristine wheel to replace one that had succumbed to the dreaded ferrous oxide. "Oh bliss!"

A short discussion was held on whether we should dig up the iron-rich compost where our pride and joy was sitting. If we planted it, could we re-grow the chassis? Sanity prevailed. A day's work to tear it apart, four strong blokes to lift the front end and we had it. Now for a few minor details. Anyone out there got a chassis? How about a window frame!?

Minute investigation revealed yet another puzzle. The one that creates correspondence with the wise men in the East (we hope!). The body number is 19 PD 46 (now known to be 19 PD42 - see photograph - Ed.). According to the records from the library of the palace of Ford, this indicates a Panel Delivery chariot (van - Ed.). Either a serf in the court of the great king Ford has been playing silly buggers with the numbers again, or this is an example of good

4050 is the inner seal referred to by Nigel in his description."

The Club-supplied sleeved rear hub bearings (AR1 on spares list) in situ."



20 Years Ago.

Issue 86. December 1993/January 1994.

There is little to report from this issue. The Editor, Ken Devine, was keen to promote 1994 as the 60th anniversary of the launch of the Model "C" - which makes 2014 the 80th anniversary! However, the launch was not until the September of 1934, so we are a tad early in our celebrations this year.

I was amused by a letter received from Chris Newman in Western Australia, titled 'Y' Bother and which reads, "The latest acquisition of ours is all Giulio's fault (Giulio Tagliaferri, at the time, was the President of the Classic English Ford Club of Western Australia). He found it where it lay patiently rusting for 30 years under Red Gum trees waiting to be restored by its previous owner. You know, one of those 'roundtoit' jobs! A phone call to the owner set the pulses racing. "Yair, all you need to do is blow up the tyres and push it out of the firebreak", came the laconic response. Methinks he was living in an earlier timeframe as the account of the rescue mission will relate!

A common reaction among non-believers when confronted with a restoration project of this magnitude is "Y bother?" Would they
The Ford Y & C Model Register



Having transported the two halves home, Chris' son, Mike re-creates the complete vehicle (a van converted into a phaeton) by clutching a door between the two halves!



The rusty outline of the body number (19 PD42) can just be made out on the nearside top edge of the tool box. This would have been the last Panel Van to come off the assembly line at Geelong; records showing only 42 having been produced.



This is Chris Newman's on-going project, and has been for a goodly number of years, a mid-1933 Model "Y" roadster, Geelong body number 19 R4

old Aussie ingenuity! Maybe, there was a surplus of PD chariots and it was whipped off the production line and converted into a four stool chariot for the merchants of this fair city.

All correspondence will be entered into.

Mykl and Crys

In my Chairman's News in issue 86, I reported, not only on the 60th anniversary of the launch of the Model "C", but the 60th anniversary of the opening of the Mersey Tunnel. As we shall hear in a later issue, Peter Ketchell organised an enjoyable long weekend around this event. I also reported on the end of an era; Bert Thomas, who was famous throughout the classic Ford world for his intimate knowledge and experience with old Fords, regrettably had to hang up his boots and sell his famous stock of spares

due to ill health. Bert's bungalow in Mytchett, Surrey was renowned world-wide as an Aladdin's cave of Ford parts, all labelled with their Ford part number and occupying every room and the loft. I remember purchasing a spring-spreader one day, which was one of four which he stored under his bed! He retired to live with his estranged wife near Crewe, where he died not too long afterwards.

In this issue, nine new members were recorded as joining our ranks, of which only one is still with us – namely Jim Forbes from Inverness with his 1936 Tudor Model "Y", which still displays its Army markings. Regrettably, I do not have a photograph to show you. Perhaps Jim can send me one for the archive.

Equally frustrating is the 1936 Tudor "Y" which belonged to the then new member, Ian Cooper from London. At that point, it was registered JT 5950, but has lost its birthright and is now registered RAS 649 – but where is it? It was last known, in 2003, to be in the hands of J&P Archer, second hand car dealers.

The next car listed is still with us in the hands of Irish member Joe Duigan, in Co. Leitrim. Then it was registered AVF 162, but has now been re-registered with the recently introduced Irish historic car registration, 36 LM 20 (i.e. the 20th 1936 car registered in Leitrim [LM]). Bob Wilkinson, in issue 86, recalled looking at the car with the then member, Alan Ogden, in a Leeds snooker table manufacturer's workshop 'many years ago'. It looked very sad then – he hoped Jack would make good progress with its resto-



Joe Duigan's award winning Tudor "Y" at the 2007 Powerscourt Picnic Run and Rally, just outside Dublin, at which the UK Y&C Register members attended in some force to surprise John Fitzgerald (initiated by Robin McCullagh, the then President of the Irish Veteran and Vintage Car Club)."

ration. Regrettably, Jack Ord did not make much progress, but the next owner, member Mark Crabtree, in Cheshire, certainly did; to the extent that the member-owner after him, Emlyn Smith, in Bristol, won the best in show competition on Convoy 2002, the Register's tour of Ireland.

Ian Macdonald, in Stornaway, on the Isle of Lewis, is the third member-owner on the island to have owned the next car, which in 1993 was owned by Jim North in Hemel Hempstead, down south in Hertfordshire. It is the 1937 vineyard green Tudor Model "Y", CBJ 576. Jim owned the car until December 2002, when it became the most northern Model "Y" in the UK.

CBJ 576 parked alongside Stornaway harbour on the Isle of Lewis in 2004; then owned by Rod Murray.

David Hopwood joined the Club with the re-registered Fordor Model "Y", LSU 810. He kept it until 2002, sold it to non-member, Tolley, who subsequently sold it on ebay in 2006 to the now-lapsed member, Chris Kealy, in Co. Carlow in the south of Ireland. It is presumed that it now carries a historic 36 CW registration.

Tudor Model "Y", AV 9278, has been owned by Club members from the early 1980s. In 1993, Randal Brown bought it from Dennis Smith and used it on a regular basis – "shopping

Forum Conversations.

By now, I believe you will all be seeing the new improved format issued by Yahoo for our Group Forum. Posting messages are now called "Conversations". The most obvious improvement is in our photo feature, with much enlarged thumbnails shown. In the corner of each photo is a "cloud" icon, which, if clicked, allows comments. Also a downward arrow that allows downloads of that picture.

Clicking "more" on the menu gets you to events, polls and links. Other aspects of the menu may be restricted to management!

There have, as usual, been a comprehensive number of messages both requesting help and assisting members, a selection of which is shown below.

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

A. I know it is stating the obvious, but I hope you unscrewed the brake adjuster fully before attempting the pull. Also, don't forget to whack the end of the puller with a hammer when it sticks on withdrawal.

Q. I need your help. Does anyone know the original colour of the engines?

A. The original colour was a dark green. Reconditioned, factory overhauled engines were grey.

Q. A member requests the size and thread of the screw that holds the internal door handles on as he needs to get a replacement.

A. 3/16" British Standard Whitworth or 1/2" UNC would fit.

Q. So the car starts relatively easily, but won't tick over. It runs for a bit then blows back through the carburettor and stops. I can start it again, but have the same problem. Seems to run better with the choke out, which suggests to me a mixture problem. I have tried adjusting the idle screw but can't seem to be able to cure it. Any suggestions on roughly how far out

and afternoon outings, etc. It raises a lot of interest wherever I drive." After a couple of changes of ownership, in 2004, member Rob Ford, in Northwick, Worcester, took ownership and is hopefully continuing to enjoy the pleasure of Model "Y" driving.

To end on a sad note, the only Model "CX" joining our ranks was George Jarman's unregistered 1936 Fordor, which he bought partly dismantled with many bits. It was obviously too much for him as he sold it the following year to member Brian Boden, who broke it up for parts. R.I.P.



The Ford Y & C Model Register

the screw should be.

A. Are you sure it's mixture? First, make sure no additional air enters the manifold and carburettor. All seals must be tight - the vacuum pipe on the manifold should be either connected to a tight vacuum wiper or completely shut off. Is there any excessive play in the throttle axle in the carburettor? Replace if so.

If no air leaks, unscrew the float housing - it is the 2 large screws on top of the carburettor. Take out float and check for sediments in the bottom. Remove any. Unscrew the two main jets in the bottom of the float house. Check if the calibrated holes are clean by holding them up against the light. Also unscrew, check and clean the jets in the sidewalls. Clean with air - not mechanical as that may widen the hole. Assemble and hopefully your car hums like a kitten

Blowing back through the carburettor could also indicate poor timing.

Q. As some of you know, my Model "Y" is on the road and doing its first miles. The engine seems OK and I believe that the gearbox is too, BUT, when in 3rd gear, driving at 30mph, I start feeling a vibration. This vibration has always the same duration. The rhythm is not the rhythm of the wheels at that speed, it's longer. That's why I guess it's nothing internal. Can it be any problem with rubber supports or something? Can anyone advise on where to start searching for problems?

By the way, what's the top speed that you drive your cars comfortably?

A. My guess is that the universal joint (behind the gearbox) is worn or somehow off balance. After your engine is "run in", you can cruise at about 45mph. though 40 is kinder to the car. Unfortunately, to access the universal joint, you will need to remove the rear axle and torque tube. It is likely to be worn. That is unless there is another reason for the vibration. Before you start taking the car apart, you could try adjusting the bars from the engine to the cross member. I restored a V8 Pilot some time ago and had a similar problem; prop not in alignment with engine. I'm not saying it will cure your problem but it's worth a try.

[Please don't crawl along at 40 mph. Nothing is more infuriating for cars following you. The cars were designed to travel at up to 60 mph on 1930's roads, so 45 to 50 mph should be more than a comfortable speed, bearing in mind the age of the old ladies. Ed.]

Q. I have no spark at the points. I did have one, but it disappeared. I have tried all the obvious things. I have fitted a new coil, condenser and points. I have power as the engine spins. I have an insulation washer between the two parts of the points. I'm now starting to question if I have every thing connected up correctly. The ignition is connected to the positive side of the coil. The negative side is connected to the brass screw on the distributor that holds the spring on one side of the points. The condenser also connects to the same screw, is that correct. Has anyone got any ideas or pictures of the distributor with the cap off?

A. Various answers given: The main culprit was the post that the feed from the coil attaches to was shorting on to the distributor body. I then had a problem with the starter not spinning. I think a dirty clip that attached onto the battery caused this. Bottom line is clean everything and keep it clean with a bit of Vaseline.

Many other questions were raised and help given, including types of rubber around windscreen and rear windows, and where to obtain them. Also how to split the steering linkages (use a splitter), adjustments on steering box, wiring looms, brake rods supports and their rattling, availability of various parts and films seen on TV, the NEC and much more.

Members were also reminded that spares are available through our own facilities - see centre section in Transverse Torque magazine for current prices. Several notes were made of both cars and parts found or seen on Ebay. There were over 600 messages posted this year! Please keep them coming in.

There may be problems in the current changeover to the new format. Please be patient and email me direct if you need help, email rogercorti@aol.com

**Roger Corti.,
Forum Moderator.**

International correspondence.

Australia.

Bill Hamade and Bucephalus have been active again. He emails, "On 10th Nov 2013 at 5:30am, it looked the most overcast day of the year. However, I decided to attend the Small Ford Club concours and display day. I got up into the cold and began polishing at 5:45am. At 7:30, my son, Rami, and I left home and headed for Haigh Park, Moorebank, here in New South Wales.

We arrived at 8:00 to a park, which was nearly full of mainly Escorts and Cortinas. It bucketed down at about 10:00am and just kept going. It was the wettest Bucephalus has ever been, but all worth it. Bucephalus was crowned Best Classic Car. I swear I thought I noticed a smile on the bumper of Bucephalus; it was just the reflection of Rami and I. It brought sunshine to our day.

We were very fortunate to have Leo Geogehan hand out the awards [Leo Geogehan was a leading Australian racing driver in the 1960s. - Ed.]

Spain.

Congratulations are in order for Family Cascante. Luis and Tatat have become proud grandparents for the first time. On 4th August, daughter Ana gave birth to Sonia, who has ideas above her station! Rather than being photographed in the family Model "Y" 'Forito' (see cover photograph), she chose Luis' latest acquisition, a beautiful, royal blue Matford coupé. In July, a six-year restoration of the Matford was completed and Luis took possession.



Sonia looking very comfortable and happy in Luis' Matford coupe.



The delighted Bill and Rami Hamade with Bucephalus (Y186654) and the New South Wales, Small Ford Classic Car Club 'Best Classic Car' award. Regrettably, because of the high cost of full registration, Bill has had to give up his VN 74GE plate and drive on an historic Car Club plate, 46285H, for 2014.

Matford.

Luis has kindly sent in the following:-

This is what I wrote on the Matford's history, translated into English from Catalan. It's the introduction to an article about a 1939 Matford F92A sales brochure that I wrote for Infoclassic, some years ago. I enclose also another couple of photographs of my F82A Matford. Forgive me but I'm still very excited with my new car. F relates to France, 8 to 1938 and 2 means the small engine (13 CV) [CV = Cheval Vapour = Fiscal Horse Power - Ed].

"The first Ford - a Model 'N' - arrived in France in 1907, imported by a Paris dealer. Two years later, the inimitable Model 'T' began to be assembled in a factory in Bordeaux. In 1929 Ford built a new plant in Asnières, near Paris. The Model 'A' and also the Model "Y" were assembled there. By 1930, as a consequence of the global economic crisis that followed the Great Depression, the French government increased significantly import duties on cars. As a means of protection for local production, these taxes continued to be raised over the following years. These measures hurt Ford sales, as Ford prices on imports from Dagenham could not compete with those of local cars. To solve the problem, Ford reached an agreement with French manufacturer Emile Mathis, who was in a delicate fi-

financial situation. Mathis in those years was Frances's fourth largest manufacturer behind Renault, Citroën and Peugeot. He had built a big new factory in Strasbourg which became operational in 1930, just after the start of the depression. Mathis' economic situation in 1934 was close to bankruptcy, due to lack of sales and the huge financial costs of the new facility. A company was formed, Matford S.A., with 60 % of the shares held by Ford and 40% by Mathis. The company began the manufacture of the Ford V8 in the Strasbourg factory, with most parts made locally. Body components were pressed in France by Chausson, with small changes to the original styling to enhance the French origin. Avoiding import duties, Matford's prices were then competitive in France.

The first Matford, named Alsace V8, was launched in 1935. Actually, it was the 3.6 litre, 85 HP Ford V8-48 with small differences in body's design. In 1936, the same car, somewhat re-styled, was re-named Alsace V8-66. A second model was introduced that year, powered by the 'small' 2.2 l litre, 60 HP V8 (only 13 CV fiscal HP), christened Alsace V8-62. 1937 saw the two series slightly modified, and named V8-76 and V8-72, respectively. For the 1938 season, again with different appearance to that of the previous year, they were called, F81A the 85 HP and F82A, the 60 HP. In July 1938 Ford took 100% control of Matford S.A., having bought out Mathis. In 1939 the big engined car became the F91A and the 2.2 l litre the F92A. The Second World War halted production, it being resumed in 1946, with the 60 HP model named Ford 472 A. In 1948 the Ford Vedette was introduced; a completely new car, but still with the ageing V8 engine. In 1955 the Versailles series succeeded the Vedette. Following the sale of Ford France S.A.F. to SIMCA, these models were re-badged SIMCA.



Luis Cascante (on right) meets up with our Norwegian contact, Terje Særth (centre) and Jan Erik Osferaa in Oslo.

Norway.

Luis and Tatat have recently visited Bergen in Norway (where daughter Ana and now Sonia live). Whilst in Norway, Luis recounts, "In Oslo, I met Terje Sæthre and Jan Erik Osferaa, another member of the Ford V8 Club. We were talking Fords all morning. Terje gave me a copy of the book to commemorate the 50 years of Ford in Norway, which he had presented to Ford Motor Norge A.S. in 2010. A few days after our meeting, I bought the June's issue of the Norsk Motor Veteran magazine and was pleasantly surprised to find three articles written by Terje! I didn't know that he is a contributor to this magazine, as well as Transverse Torque."



The beautiful lines of Luis' royal blue Matford V8 F82A, built in the Mathis plant near Strasbourg."

Letters find. No. 1.

Geoff Salminen was paid a visit by one Roy Humpherson, who was keen to look over his collection of classic cars, especially his lovely open-topped Rover. Whilst with Geoff, Roy showed him four letters written in 1933/34, sent to "All Dealers" by the Ford Motor Company Ltd., Dagenham. Roy had obtained them when he bought a derelict Rover from an ex-Ford garage owner, some 30 years ago. Geoff emailed them to me. To say I was excited is an understatement.

As I subsequently wrote to Roy, "As Geoff may have explained to you, I have written what is generally regarded as the definitive book on the Ford 8 h.p. Model "Y" and the 10 h.p. Model "C". In fact, it is the only book written specifically on these marques. The reason for this is that neither Dagenham nor Ford Motor Company Ltd. has any production or other records relating to the Ford Motor Company pre-war - unbelievable!

As a result, in order to write the full history of the need for the cars, their design, development and production, I had to spend two full, separate weeks in Dearborn, Michigan, going through the files held in the Henry Ford Museum archive.

It was a fascinating exercise and I was able to photocopy many of the original letters, telegrams and returns sent by Ford (England) and Dagenham to Ford HQ in Dearborn and the carbon copies of their letters back.

From these and material from other sources, I was able to build up a comprehensive history of the cars and their variants world-wide.

Inevitably, having published the book, other information comes to light, which supports or adds to the information already documented. Your four letters fall into this category."

As each letter covers a different aspect of the history of the Model "Y", I will expand on each one in successive issues of Transverse Torque.

Letter No.1, dated 22 November 1933 from A. Hall, Sales Manager.

Dear Sir(s): 5-CWT VAN
The 5-cwt Van has been found to have so little margin in respect of its weight for taxation purposes that we are forthwith removing the front Bumper and, therefore, this Van will be standard without Bumper.

Will you please note, therefore, that as from today all 5-cwt Vans will be delivered less front Bumpers and we would ask you to advise any Customers who have placed orders with you of this change.

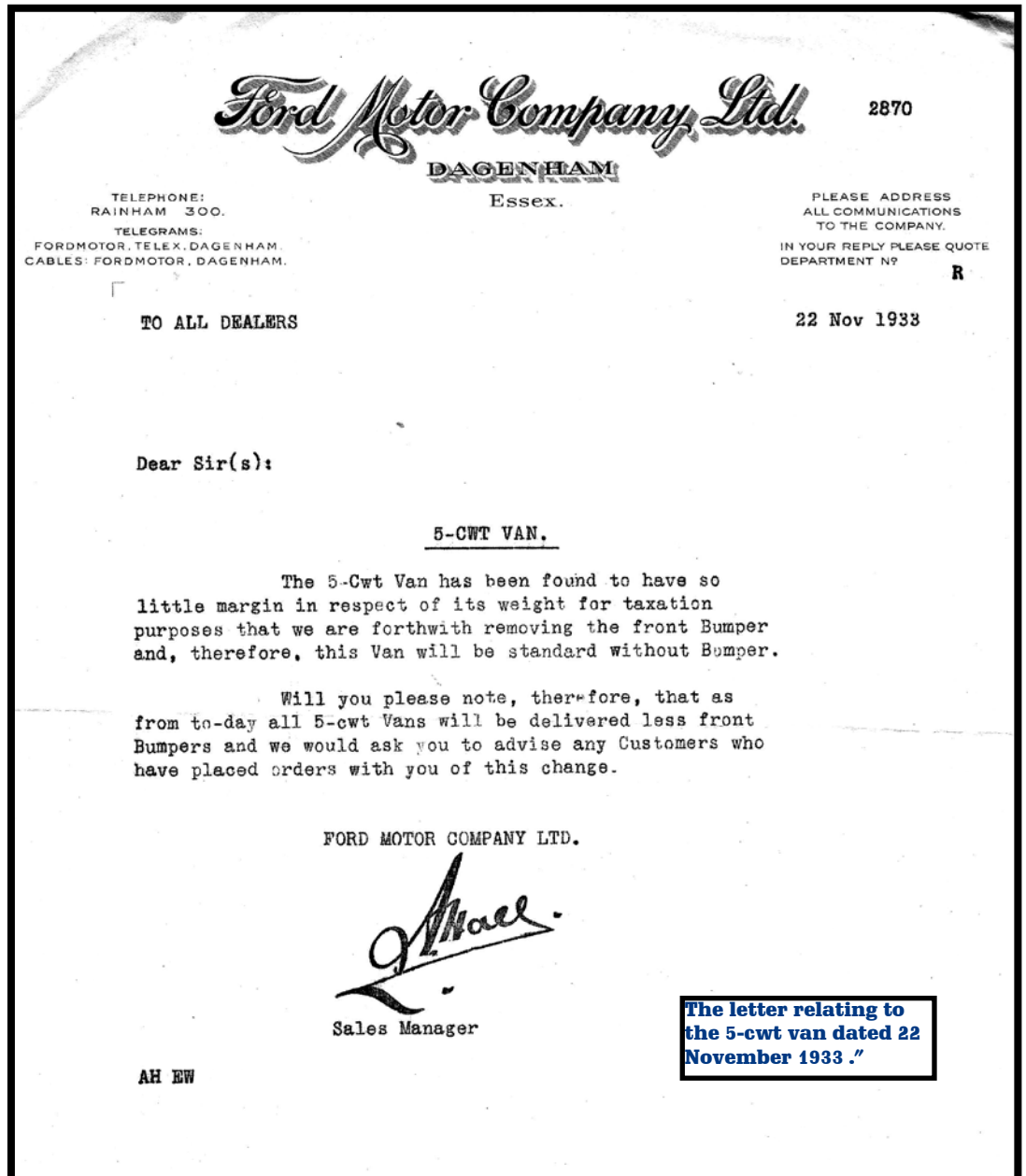
I was under the impression that the reason for the front bumper being discontinued was because of the inherent problem of reversing on a lock and catching the bumper on posts, walls, etc. and snapping of the ends; having done it on both my recent Model "Y"s. Driving a delivery van on business would result in a fair amount of reversing on a daily basis. But no, the reason was fiscal! The Ford Motor Company did not want to cause its customers to pay more road tax than was necessary. Let me explain:

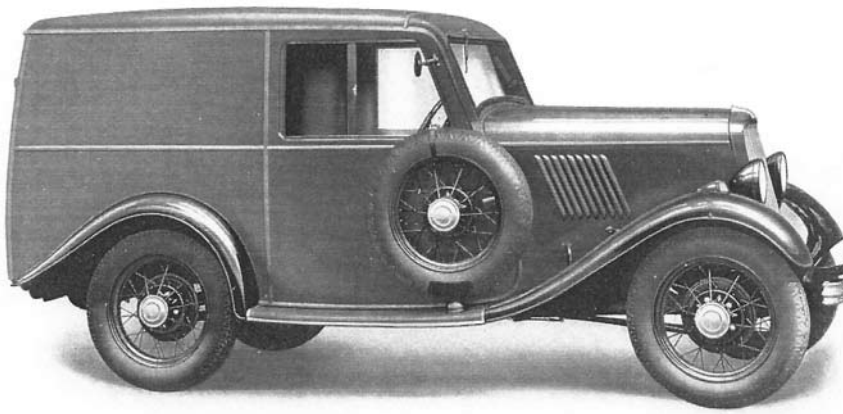
The October 1932 supplement to 'The Ford Times' included data sheets for each of the Ford commercial vehicles. The unladen weight of the 5-cwt van was given as

1310 lbs. However, a note at the base of the data sheet states, "The weights given are approximate, and are taken without petrol, water, spare wheel and tyre, or loose tools, but include spare wheel carrier."

The Finance Act 1933 (the Budget), in Schedule 7, Part III details the Rate of Duty payable on commercial vehicles. It states that vehicles 'Not exceeding 12 cwt. in weight unladen' shall pay a duty of £10. Vehicles 'Exceeding 12 cwt, but not exceeding 1 ton in weight unladen' shall pay £11.

Now, 12 cwt is 1344 lbs, only 34 lbs greater than the stated stripped down, approximate weight of the initial production 5 cwt-van. So, by reducing the weight of the van by a bumper bar, bumper irons and bolts, the Ford Motor Company Ltd. felt they could justifiably declare the van in the £10 Rate of Duty for tax purposes.





The original production 5-cwt van as it appeared in the October 1932 supplement to 'The Ford Times'. Apart from the inclusion of a front bumper, note also the lack of a driver's door behind the spare wheel and its carrier."

150th anniversary of Henry Ford's birth

– Part 2.

Regrettably, only half of the report on the 150th anniversary appeared in issue 204, resulting in an emergency 'to be continued' to be added as a conclusion. You will recall that, instead of summarising his life, I was concentrating on the one acclamation, which sums up his greatness. In November 1999, 'Fortune', the global business magazine published by Time Inc. and founded by Henry Luce in 1930, pronounced Henry Ford as the 'Businessman of the Century' citing the moving assembly line, paying workers a fair wage and introducing vertical integration of management as his great achievements.

Part 1 of the article covered the moving assembly line and part of the fair wage paragraph. In the interest of continuity, I shall now begin with the 'fair wage' comments:-

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

Needless to say, newspapers all over the world reported the story as an extraordinary gesture of goodwill. Some called it plumb craziness. Thousands showed up at the Highland Park employment office; cotton pickers arrived from Alabama, Serbians rushed to apply for American passports and Germans headed for the docks in Hamburg. Ford was unable to hire them all and small riots broke out. At the time, the tempera-

Job applicants outside the Highland Park plant. Not all could be employed, stranding many people in boarding houses and temporarily lowering living standards throughout Detroit.



ture was well below freezing, under 10 degrees Fahrenheit and snow flurries swirled around the multitude, many of whom were without proper shoes and were dressed only in rags.

As expected, employee turnover diminished. Moreover, by creating an eight-hour day, Ford could run three shifts instead of two, increasing productivity. The revolution was complete. Production on a grand scale, performed by highly paid, experienced workers was dubbed 'Fordism', a term that spread throughout the world.

Vertical integration of management. Henry Ford was a master at controlling the three major elements of manufacturing; namely the suppliers, the production and the consumers. He managed this, firstly, by buying out the less efficient suppliers or building his own sub-factories to manufacture components to ensure regular deliveries of quality goods and materials. He then ensured that production was managed with minimum down time and minimum waste and contracted the dealers across the United States to buy Model Ts as they came off the production line and to sell them at stipulated prices.

Supplies of iron ore, timber, rubber, etc. were very much either in his ownership or his control. Using the Ford Motor Company, Ltd., in England as an example of his doctrine, the Company was able to reduce the price of the Model "Y" to £100 in October 1935, primarily due to Patrick Hennessy and the purchasing staff visiting each supplier, checking and, in many cases, improving their design and manufacturing methods and ensuring that the price they were asking for their goods was reasonable. In general, prior to this time, suppliers manufactured to their own specifications and demanded a price from the automobile industry, which was paid without question.

Perhaps Henry Ford's greatest achievements were in the production process itself. The moving assembly line has already been mentioned, but for that to work, all sub-components had to be made identical, so that they could fit any major component or vehicle. Parts for after-sales had also to be standard. As a result, the machining had to be to extremely tight tolerances; normally to one thousandth of an inch and, where necessary, down to ten thousandths of an inch. The famous Johansson gauges, which the Swede, Carl Johansson, devised for the accurate production of rifle parts, were employed throughout the Ford factories. Economic and ergonomic use of manpower was also key in the production process. Employees worked at waist height where possible; tools and parts were readily available at the workplace, so that time spent walking was minimal. Waste was anathema, be it in time or material. In 1988, Henry Ford's 1926 book 'Today and Tomorrow' was re-issued as a major reference work for company Quality Managers striving for ISO 9000 qualification. The book clearly states his methodology at the Highland Park plant, which was carried through and improved upon in the massive Rouge plant.

At the end of 1920, the United States went into economic depression. As with other manufacturers, Ford was forced to close his factories for six weeks while sales reduced his supply of cars and parts in hand. Ford's consumers, the bespoke dealers spread across the United States were totally dependent on the company for their livelihoods and were in serious jeopardy. However, Henry Ford looked after his dealers as he looked after his employees in the factories. In Edward Keller's book, 'Mr. Ford - What Have You Done?', he writes, "As sales increased slightly in January 1921, Ford restarted his factories on February 1, 1921 Automobile production jumped to 35,000 units in February and sales increased greatly. Ford solved his financial problem by sending cars to his over 6,000 dealers and demanded payment from them. That made the dealers, if they had to, borrow from their local banks to pay for the cars. This was normal practice in the industry. Ford simply shipped cars at unusual times. Most Ford dealers had made good profits in previous years and, as sales increased later in 1921, many were able to easily sell the extra cars. While some dealers had difficulty in selling these cars, none were [sic.] in great trouble, or went bankrupt."

Summary. Although he was blessed with a strong, innovative and aggressive management team, Henry Ford, or 'Mr. Ford' as they all called him, was the driving force and the man with the vision to build simple, cheap cars for the masses, which he did. Happy birthday, Mr. Ford.

From Bill Ballard.

Among the many interesting bits and pieces I've found in the Australian press recently is an article published in the "Farmer and Settler", an Australian newspaper published in Sydney on 28th April 1934, written by E. C. Crane, their "motor representative". Mr. Crane drove his grey 1934 'shortrad' Model "Y" sedan (Fordor) on a two-day week-end trip from Sydney to Jervis Bay and back, via different routes, in April 1934. Those who know the area will know that there is the narrow coastal plain south of Sydney with high mountains inland (part of the Southern Highlands). His return journey would have been through very hilly - and very scenic - country.

JERVIS BAY

Successful Trip in a Ford 8-h.p. Sedan Car (April 1934 - Ed.) by E. C. CRANE.

Last week-end, the "Farmer and Settler" motor representative paid a visit to the Federal Naval Area at Jervis Bay. He found it a delightful resort for motorists. There are several places of interest to visit within a few miles and in the area itself there is abundance of interest. The fishing is good, tennis courts are provided, and the nine-hole golf course is still in decent order, especially the greens, which are carefully looked after. Excellent accommodation is available at the hotel and several boarding houses, and the area is one that can be visited with pleasure in either the summer or the winter. To-day he tells the story of his trip as follows:-

We left Ashfield, near Sydney, at 9 a.m. last Saturday in the writer's 8-h.p. Ford Sedan, and arrived at Kiama just two hours later, the speedometer showing that seventy-two miles had been covered. The route taken was by the upper road and down Bulli Pass. Leaving Kiama at 11.15, the remainder of the journey through Berry and Nowra was thoroughly enjoyed, despite the bad road sections beyond Kiama and near Berry. Eight miles from Nowra, the Huskisson turn-off on the left was passed and the journey continued to the Naval House Hotel in the Federal area, which was reached shortly after 1 p.m. The distance from Sydney was approximately 130 miles.

All the way, heavy head and cross winds were met, but the Ford ran perfectly, especially over the rough sections, for it is certainly a good bad-road car. A large number of visitors inspected the car and praised its colour scheme, grey, and general body appearance, and also remarked on its interior roominess.

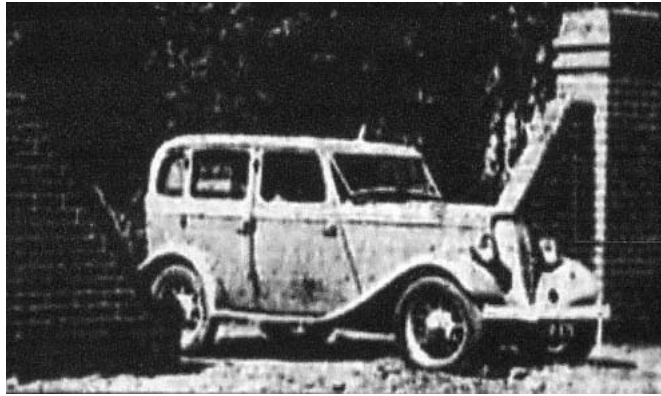
Saturday afternoon was spent inspecting the beautiful grounds and waterside in the area and also some of the residences, tennis and golf grounds. The whole area is like a delightful park. The residences, formerly used by high naval officials, are beautifully furnished and are most comfortable, and it is possible to get a variety of accommodation rates.

Cambewarra and Barrengarry.

On Sunday, after a round of golf, the area was left at 11 o'clock and the home-ward run began again against strong cross winds. A visit was made to the village of Huskisson, which was found to be another delightful place for a holiday spell. It was decided to make the return run by way of Cambewarra Mountain, Kangaroo Valley, Barrengarry Mountain, Fitzroy Falls and Bowral. It was on this section of the journey that the Ford proved itself a wonderful puller over rough roads for the greater part. The writer does not recommend the route unless good tyres are used, for up and down both mountains, the road is extremely bad,

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with much loose metal, and careful driving is required. There are innumerable hidden bends on most of which the surface is badly in need of immediate attention. This route to Sydney is also much longer – by about thirty-five miles – and takes much longer also to drive over. If it is taken, at the top of Cambewarra, continue straight on if you are a good driver, and visit the Lookout a mile and a quarter on. The view from here is marvellous and awe-inspiring. A good hot dinner was obtained at the Kangaroo Valley Hotel. The proprietor thoughtfully reminded me about water and oil requirements. He said that it was the first 8-h.p. Ford he had seen in the Valley.



A not very good photograph of the Geelong-bodied, grey, short-rad Fordor sedan driven by Mr. Crane to Jervis Bay

650m (2,132ft) high and Barrengarry Mountain is slightly higher at 661m (2,169ft), so that gives you some idea of the terrain

The Ford Sedan's performance in second gear on the two great climbs up Cambewarra and Barrengarry astonished the writer. It was almost remarkable how much this very quiet gear could be used. Of course, first gear had to be used at times, such as when going round the scores of hairpin bends which were unknown to the writer. The road is too narrow to take risks of driving at all fast round many of the bends. But it was a complete surprise to find how comparatively little first gear was necessary. The experience proved that second-gear, and even first, are inexpensive to use, for when the car stopped with an empty tank about fifteen miles from Bowral, despite all the climbing and use of second gear in big descents, the fuel consumption worked out at thirty-two miles to the gallon for the distance covered. Where possible coasting was done, but the strong winds and steep hills were against good fuel consumption. Here two gallons from the spare tank were put in and another at Narellan.

Sixty On Top.

From Bowral to Narellan, on the long descents, coasting was much used but high speed was used on the concrete sections between there and the Cross roads at Liverpool; the speedometer several times registering fifty and fifty-five, and twice the speed exceeded sixty miles an hour. The following day, the car was used in city and suburban running with some coasting until the three gallons was used, when it was found that 109 miles had been covered. The synchromesh gear makes it extremely easy to run in neutral and the carburettor on my car is so fixed that it practically never allows the engine to stall.

Trip Summed Up.

Altogether the trip was a most delightful one, both from a scenic and motoring point of view. Jervis Bay, in the writer's opinion, cannot be too strongly recommended for a quick visit or a long stay. Coast motorists, when journeying to and from Sydney, will find it well worth their while to turn off the Prince's Highway and visit the area. The Ford 8-h.p. Sedan will comfortably carry four adults. In the run referred to there were two

adults in the front seat compartment and some heavy luggage on the rear seat.

AN EXPLANATION OF THE ROUTE.

I believe an explanation is required of the route taken by the writer in the above article for the benefit of those who don't know the area, which I believe Sydneysiders call "The Illawarra".

It would appear that the writer's southward journey followed the Princes Highway along the coast of N.S.W. all the way from Sydney, through Wollongong, Shellharbour, Kiama, Berry and Nowra to Kimpton, where he took the road to Jervis Bay village. Coming home, he detoured via Huskisson, and at Bomaderry, picked up the road to Fitzroy Falls and thence direct to Bowral, passing Cambewarra (located just above the word "Bomaderry" on the map on the right) and Barrengarry (located in the kink of the road above Kangaroo Valley).

Mr. Crane crossed on his trip. And by the way, did you know that, according to Wikipedia, with an area of 67.8 km2 (26 sq miles) of land, Jervis Bay Territory (in which the village of Jervis Bay is located) is the smallest of all the mainland states and territories of Australia? It is too small to have its own parliament and hence tends to get overlooked by the media.



The map of the route taken by E.C.Crane on a modern-day map; Sydney is in the top right of the map.

I know it is a pretty mountainous area, having driven down the Illawarra Highway from Moss Vale through Robertson to Wollongong, via the spectacular Macquarie Pass, in the early 1990s. Cambewarra Mountain is apparently

Aircraft and Motor Cars

Member, Dr. John Osley in Conwy, North Wales emailed, "While looking for something else in the loft, I came across (as one does) a battered copy of a souvenir guide to the 18th Royal Air Force Display at Hendon on 26th June 1937. In this guide, after advertisements for motor car marques such as Rolls Royce, Hillman, Wolseley, Morris and Austin, on page eighty-six (out of 96) appeared what might be described as a "low-profile" advertisement for Ford cars entitled "Aircraft and Motor Cars". You will see that this does give the 'Y' a mention in the context of, "...In cases where the point of initial cost disinclines the purchaser from investment in a Ford V-8... the merit of the cheaper cars being, "...capabilities far beyond those suggested by their R.A.C. ratings." I guess we all agree with these sentiments?

How surprising is it that this Ford advertisement is the most wordy of the lot? When did you last see the word "desiderata" used in a car advert? Clearly prospective Ford buyers were understood to have a long attention span and strong grasp of the English language!"

"The Ford advertisement as it appears in the guide to the 18th Royal Air Force Display at Hendon in 1937.

AIRCRAFT AND MOTOR CARS

ONE would expect officers of the R.A.F., accustomed as they are to efficiency in the craft they handle while on duty, to exercise uncommon discrimination, possibly to the point of fastidiousness, in selecting cars for use in their leisure, or in travelling from aerodrome to aerodrome other than on Service occasions. That being so, one would expect them to buy the costliest cars which they can afford, because efficiency is usually a very costly quantity, in cars as in aircraft. Obviously the airman has a proper respect for a high power-to-weight ratio. His whole training tends to make clear the unwisdom of using, or rather wasting, fuel to transport unnecessary weight. He must have power, strength, endurance; but the article furnishing those desiderata must do so without an unnecessary pound of weight. Either in the air or on the ground, the transport of weight involves expense, and, other things being equal, the best machine, as well as that most economically operated, will be one which, for a given performance, weighs least, always provided, of course, that its construction is so sound and its material so good as to secure dependability in arduous conditions, and over the longest possible periods.

Every month sees additions to the numbers of R.A.F. officers in general, and flying officers

in particular, who have decided that the Ford V-8, whether of the "30" or "22" type, is the ideal compromise of efficiency and economy, the superiority of eight-cylinder torque permitting, as it does, the maximum percentage of running on the higher gears, with a proportionate advantage in the matter of fuel-consumption.

In cases where the point of initial cost disinclines the purchaser from investment in a Ford V-8, there are the Ford "Ten" and the £100 Ford Saloon, which, although they have not the performance of the Ford V-8, have capabilities far beyond those suggested by their R.A.C. ratings.

Air travel is associated with efficiency. That is a cardinal virtue; but in matters concerning his own pocket the car-owner is apt to set economy a good second among merits of clamant appeal; and when once he has had a walk through the Ford Works at Dagenham he understands how and why anything proceeding from the British Ford Company's works on Thames-side, a bare 12 miles from Charing Cross — can be so very good and sound and trustworthy, while costing so very little.

All interested are cordially invited to visit the Ford Works, Dagenham, where they can watch the production of Ford cars, from the arrival of the iron ore to the completion of the finished vehicles.



FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX
LONDON SHOWROOMS: 88 REGENT STREET, W.1.

Safeguarding Original Registrations.

Forum Piece:

Members regularly report on cars which appear for sale on the internet, etc. One appeared in early October which disappointed me, in that a very original 1934 Model "Y" had been recently robbed of its original registration number. This prompted me to put the following onto the Club forum:

"Model Y On Ebay. Oct. 2013. Lost Registration.

The car in question belonged to a former member in Doncaster. I recall seeing this car some years ago - still with original engine - and some known history. What a shame that a so-called classic car enthusiast now has seen fit to rob the car of its identity and history (recently, judging by the registration number). I doubt if the former member has done this. The advertiser does not indicate any recent MoT, which would have been required to effect a "Cherished Registration" transfer. So much for advertisers who buy a car, rob it of its number and then sell it on for spurious reasons ("no longer have space"). Their only reason for purchase in the first place was to rob the car of the number - why not be honest and say so? ! .

Having checked the registration trail, it would appear that the original registration is on a DVLA "Retention Certificate", pending transfer to another car. So, having already got a 4-figure sum for the number, the vendor expects a buyer to bid on a now devalued car. One can see why our Club campaigns for owners to be able to declare (on historic vehicles) that the number should stay with the car for ever. Bob Wilkinson."

The following was a response from member Neil Fletcher:

"Hi Bob,

That truly is a shame. I'm in the fortunate position of having my original number reclaimed (through the Club a few years ago). This means that the number is now non-transferable and will stay with the car forever. I was just wondering if owners of classic cars who want the original number made non-transferable can just ring up the DVLA and insist that it is made non-transferable. It seems pretty simple to me, which I'm sure it won't be for the DVLA! I wonder if anyone has tried it?
Neil."

My response:

"Unfortunately, Neil's idea of asking DVLA to make your registration Fixed For Life will not work! Following our Club's campaign, this topic was raised by FB-HVC with DVLA and is still under discussion. DVLA wanted to include all "interested parties", e.g. number-plate traders! so, do not hold your breath. I am still hopeful and I will keep banging the drum. After all, a vehicle with the status of Historic (check your V5C logbook) must be part of our heritage and, as such, the original registration number must count for something! Try changing the windows and doors of a building classified as "Listed" and see what trouble that brings. Unless the trade in original pre-1974 numbers slows down, we will find that they disappear in a generation. We must all keep this issue alive. Shrug our shoulders and it will not go away.

Don't buy a car where the number has been transferred. If you must buy, then refuse to pay the full price for such a car - (around 25% less would be a guide). Don't advertise your car ... "number available for transfer"..... I could go on, but my soapbox is getting taken away by people in white coats.....!

Bob"

Yes, I do feel strongly about this issue - please join me in raising this whenever anyone will listen! Maybe we should all bombard DVLA by phone and ask for our numbers to be fixed. It might provoke some response up the chain of command.

Bob Wilkinson.

Top Tip of the Month.

For the 1930 Ford Model A, the design team introduced a new type of petrol filler cap. At that time, the Model A and its "AA" commercial variant, using the same engine, were the company's only offering world-wide. The previous screw-on filler cap gave way to a much cheaper to mass-produce, bayonet fitting cap which, although it incorporated 3 components including the seal, involved no casting or machining in its manufacture.

This cap not only carried over to the Model "Y", but immediately became standard fitting on every Ford car or commercial produced in Britain, excluding tractors, until 1963, when certain variations, starting with the Cortina Estate Car and the Corsair, began using alternative caps! Many American and European Fords used this cap too, but your writer's knowledge of these is less comprehensive.

Detail varied; some were stainless steel clad, some painted either in black or the individual vehicle's body colour, some were non-vented against the vented type and some aftermarket equivalents were and are lockable. Some on commercials had the outer cap and surface moulded in a bakelite type of substance, but all were interchangeable in fit. To the best of your writer's knowledge, the last Ford vehicle to use this cap was the Transit in its pre-1986 facelift form.

These caps are still available new. There were some on offer at last year's NEC Classic Car Show and some at Gaydon at The Old Ford Rally for £9.50 in lockable form, with two keys, and made of non-rusting stainless steel. Nowhere have I seen the labelling refer to these caps fitting any other than one or two, usually fifties, Ford models, e.g. Consuls and Zephyrs.

So folks, if you want a new petrol cap for your Model "Y" or "C", you can perhaps just wander to your local accessory shop and ask them if they have one for a pre-1986 Transit, and away you go!

Nigel Stennett-Cox.
Technical Adviser

Further technical tip re. filler caps from your Editor :- Nigel mentioned vented and non-vented petrol caps. Note that the Models "Y" and "C" have a small pin-hole in the cap through which the petrol tank is vented. If this should be blocked for any reason, you may find that your car will stop through fuel starvation after about ten minutes driving, due to the vacuum build up in the petrol tank, preventing the pump from sucking fuel through the feed pipe. Make sure your pin-hole is clear if the car has not been used for some time.

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. This is the third and final part.

FORD "EIGHT" AND "TEN" – PART 3

Attention To The Bearings: Piston Removal: Brake Adjustment And Re-Lining: Steering: Shock Absorbers: Electrical Equipment: Headlamp Adjustment.

Several points should be borne in mind if the engine is dismantled for attention to the pistons or bearings. The earlier models have directly-metalled connecting rod and main bearings, which are provided with shims. Wear can be taken up by removing one or more shims from each side, but scraping-in should not be required. The bearings should be just tight enough to allow the connecting rods, without pistons, to fall from the horizontal. If all the shims have been removed before the wear has been taken up, on no account file the bearing caps. Re-metalled connecting rods are available from the works in exchange for the original connecting rods, provided that these have not been damaged.

Re-metalling Bearings

The main bearings, when of the directly-metalled type, can be taken up in a similar manner. The white metal is cast directly into the bearing caps and the housings in the crankcase; consequently, should a main bearing run, it will be necessary to remove the engine, locate the cause of failure, and re-met the bearing with a special mandrel and pouring jig. The bearings, after re-metalling, must be bored and reamed in line. As the crankshaft may require reconditioning, it may be necessary to return the shaft and cylinder block to Dagenham, so that attention to the main bearings on the earlier models can hardly be considered a job for the average owner.

On the latest cars thin-shell white metal bearings are fitted to both the connecting rod and main bearings, and these can be replaced without scraping or fitting. They should on no account, however, be "let up" or filed.

New Main-Bearing Shells

It is possible to fit new bearing shells to the main bearings without removing the crankshaft. First drop the sump, take off one bearing cap, and slightly loosen the bearing nuts on the other two caps. A specially-shaped copper pin is inserted through the oil hole of the main bearing journal, so that it bears against the end of the bearing shell opposite to the locating tongue. When the crankshaft is rotated the shaped head of the pin will push the half-shell out of the housing, locating tongue first.

Replacement simply means reversing this process, making sure that the locating tongue finally enters the recess provided for it. Make sure that the half-shell with a hole drilled in it, is fitted in the crankcase, as otherwise correct lubrication will not be obtained. Also remember that the crankshaft may have been reconditioned at some time, calling for undersize bearing shells, and obtain the correct length shell for the rear main bearing.

Piston Removal.

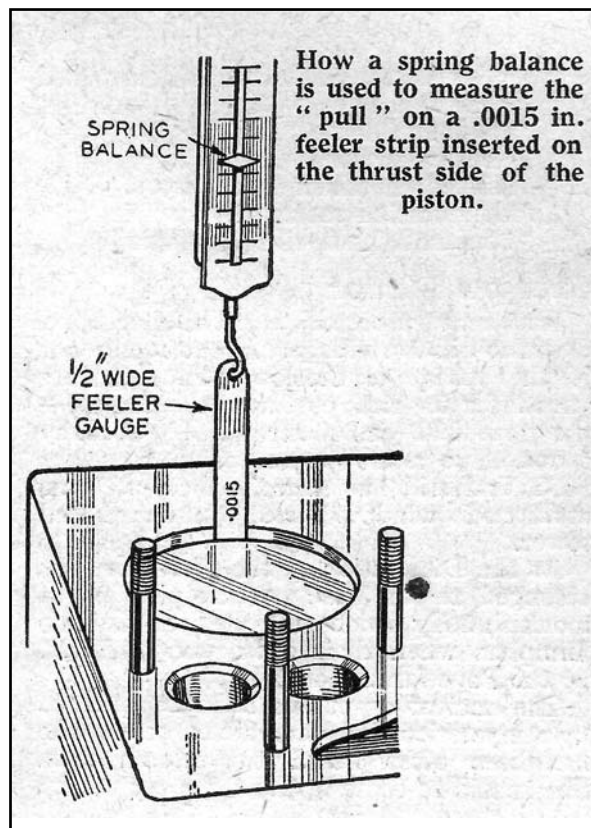
Before the gudgeon pin can be removed in order to detach the connecting rod from the piston, the piston must be heated in boiling water for a minute or so; do not attempt to drive out the pin when the piston is cold. The pin should be an easy push fit in the piston when the assembly is heated, but it will first be necessary to free a groove at the centre of the pin from a spring circlip in the little-end bush, and this will necessitate supporting the piston bosses while the pin is tapped out with a suitable drift. If the pin is loose in the piston bosses when the piston is cold, either the gudgeon pin, the piston, or both, require renewal.

When re-fitting the gudgeon pin, the piston should again be heated in boiling water. In this case a suitable tapered pilot must be tapped in ahead of the gudgeon pin in order to expand the spring clip in the little-end bush, to permit the gudgeon pin to pass through. Tap the gudgeon pin through until the circlip "clicks" into the groove in the pin.

Piston Clearance

The pistons are of the Ford split-skirt type, and have a nominal clearance when cold of .0015 in. In order to measure the clearance accurately, and to allow for the springy skirt, a feeler gauge strip half an inch wide should be inserted between the thrust face of the piston and the cylinder wall, and a spring balance used to record the "pull" necessary to

withdraw it. This should be between 5 and 7 lb. on earlier engines, and 7 to 10 lb. on the latest cars. The piston rings should have a gap clearance of .006 – .009 in., while the vertical clearance of the rings in the grooves should be .0015 in.

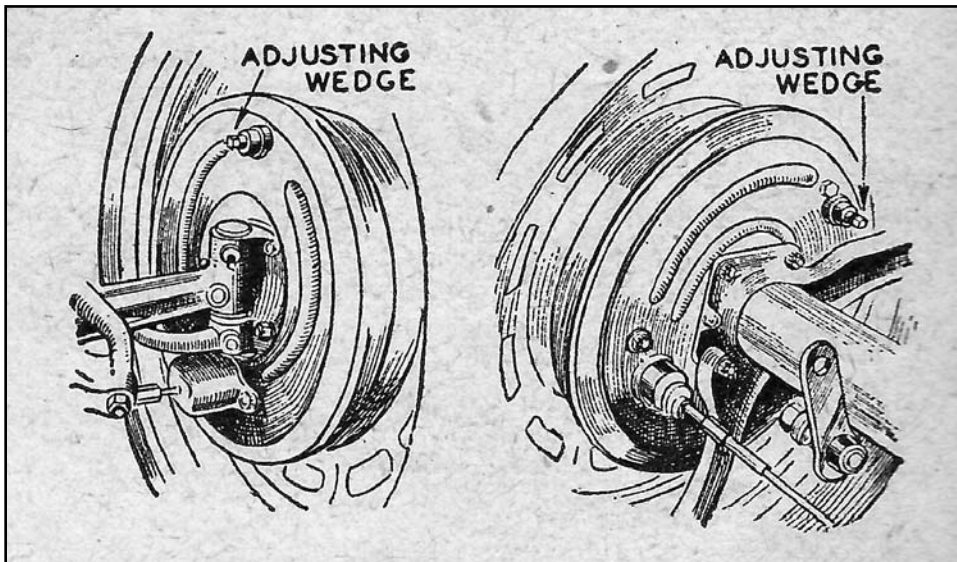


Brake Adjustment

The latest "Eights" and "Tens" are fitted with Girling brakes, the maintenance of which has been covered frequently in PRACTICAL MOTORIST. Adjustment is carried out by means of square spindles on the brake back plates. Screw up the adjusting screws on each back plate as far as they will go, without forcing them, and then slacken back each screw by one "click," which can be both heard and felt. This is the only adjustment necessary to obtain the exact running clearance, without binding. It is particularly important not to interfere with the brake cables or pull rods, as any adjustment at these points will tend to upset the compensation of the brakes. As a check on the adjustment, apply the brakes hard once or twice on the road, in order to make sure that one wheel does not lock before the others.

[Note, these later models were fitted with compensated brake rod mechanisms, so see next paragraph. – Ed.]

Earlier models were fitted with a wedge-operated braking system of different design. In this case the adjustment is somewhat similar to the Girling type, a square spindle projecting through the back plate; screwing



The Girling brakes fitted to recent models are adjusted by means of the squared spindles on the back plates. A similar adjustment is used on the earlier braking system.

it inward decreases the clearance between the brake shoes and the drum. As a preliminary adjustment, screw up the spindle as far as it will go, and slacken it back by three clicks. It is best to jack up the wheel and check that the shoes are not binding after adjustment. The manufacturers find that the best method of ensuring that the brakes are balanced correctly is to make a road test, as actual operating conditions are thus obtained.

Brake Test

Drive the car at about 25 m.p.h. on a dry, uncambered road, and apply the brakes hard. If one wheel locks, and the others do not, slacken off the adjustment on that brake slightly. If the pedal is depressed to within 2 in. of the floorboards before the wheels lock, adjustment is required. When the brakes are correctly adjusted, all four wheels should be braked equally when the brakes are applied violently, and the car should pull up in a straight line.

Re-Lining

In order to re-line the brakes, the hubs must be withdrawn. Remove the wheel, and unscrew the hub nut after extracting the split pin. The brake drum and wheel bearing can then be pulled off with the aid of a hub drawer. Remove the wedge guide from the expander end of the shoes, and pull the ends of the shoes out of the slotted ends of the adjustment shafts.

There is no object in attempting to re-line the shoes with fresh friction material, since the Ford Company operate an exchange scheme, re-lined shoes being available in exchange for the worn ones. Other parts, such as rollers, pin, etc., are also replaced at the same time.

A point which should be borne in mind with the earlier type of braking system is that a

The Ford Y & C Model Register

slightly different design of shoe was fitted in April, 1936. Two diameters of wedge-operation stud have been used: if the radii on the ends of the shoes are not of the same diameter as the studs, the shoes will either drop from a concentric position, or they will not be able to close correctly. This will permit the wedge to drop, and it may score the drum when the brakes are operated, or may prevent the brakes from being fully applied by reaching the end of its travel before the shoes are fully expanded. This trouble should not arise, however, if replacements are ordered through a Ford dealer.

the rear axle-shaft nut as firmly as possible. The front-axle nut should be tightened up hard, and then slackened back by approximately a quarter of a turn until the split pin can be replaced in the nearest slot.

[Moulded, relined brake shoes are available through the Club spares. See B2 on Spares list - Ed.]

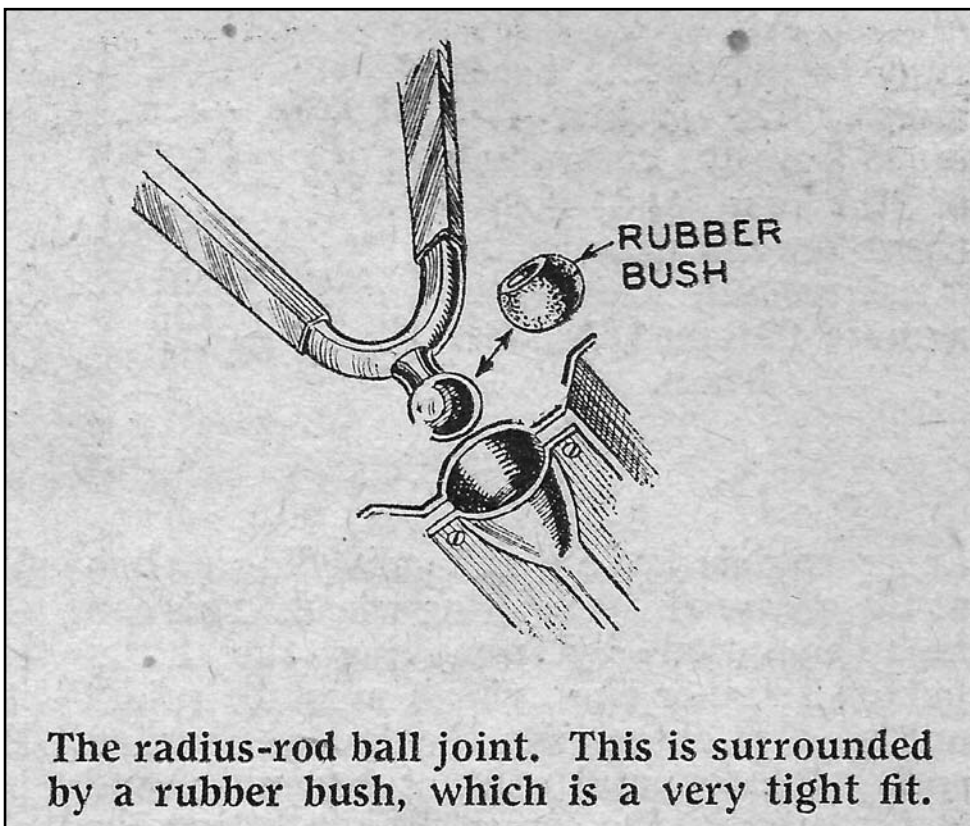
Brake Judder

Provided that the brakes are correctly adjusted and that factory-relined shoes are used, judder or other braking troubles should not be experienced. In nearly every case brake judder can be attributed to other faults, one of the most likely causes being looseness of the front road spring anchorage to the cross-member. The tightness of the two U-clips should be checked from time to time. Another likely cause is worn kingpin bushes. As the bushes require burnishing with a special tool, this work should be left to a Ford dealer.

The ball joint at the point at which the V-shaped radius rod is attached to the chassis may be a cause of judder. This ball is encased in rubber, thus allowing the necessary degree of movement without calling for lubrication. In time, the rubber may become worn or perished, allowing play which will set up brake judder. As the rubber sheath almost completely surrounds the steel ball, it is a difficult matter for the owner to fit it without the correct equipment, and this is another instance in which it is both quicker and cheaper to leave the fitting to a Ford dealer.

Steering

Most of the points just mentioned should be checked if the steering is not up to standard. In particular, make sure that the radius rods



The radius-rod ball joint. This is surrounded by a rubber bush, which is a very tight fit.

On re-assembling the brake drums, tighten

are not bent. If the rods are badly buckled through accidental damage, do not attempt to straighten them, as the metal will probably have been stretched and after straightening the lengths of the two arms may not be equal.

The steering gearbox of all models is of the Burman Douglas worm-and-nut design, with the exception of the very early "Eights," which were fitted with an epicyclic reduction box. The only adjustment required on the worm-and-nut steering box is to the thrust bearing at the top of the column, in order to eliminate end-float which will cause excessive backlash. On early models the adjustment can be carried out by means of a C spanner, or tommy bar, engaged with the holes in a circular ring; a locking ring of similar type is provided.

On later models two hexagonal nuts are used, and a thin spanner will be required. Adjustment can be carried out on most "Eights" without removing the steering wheel, but on the "Tens" it is necessary to remove the wheel in order to reach the nuts, which are hidden by the boss. This also applies to some 8-h-p models, on which the nuts are partly hidden.

Unscrew the nut on the steering box, through which the direction indicator and horn leads pass, and disconnect the leads, which are provided with push-in connections. This will allow the indicator switch and horn-button assembly to be withdrawn from the centre of the steering wheel. The nut on the end of the steering-wheel boss can then be removed, allowing the wheel to be carefully drawn off its taper, when access to the adjusting nut and lock nut is possible.

The steering joints are not adjustable, but the toe-in should be checked periodically. It should be between 1/16 in. and 1/8 in. on all models, and can be adjusted by rotating the central portion of the track rod, after slackening the clamping nuts at each end.

The Shock Absorbers

Naturally, the shock absorbers have a considerable influence on the suspension, very erratic action being experienced if they are

not kept topped up with the special shock absorber fluid. When an adjusting screw is fitted to the shock absorbers, it will be found on the side of the casing at the narrow end. The adjusting screw is surrounded by a lock nut, and after slackening this the screw can be turned slightly clockwise to increase the damping effect, or anti-clockwise to soften the suspension. Needless to say, exactly the same adjustment must be made on each shock absorber of the pair in order to preserve the correct balance, and a road test should be made after each adjustment.

Battery and Charging Circuit

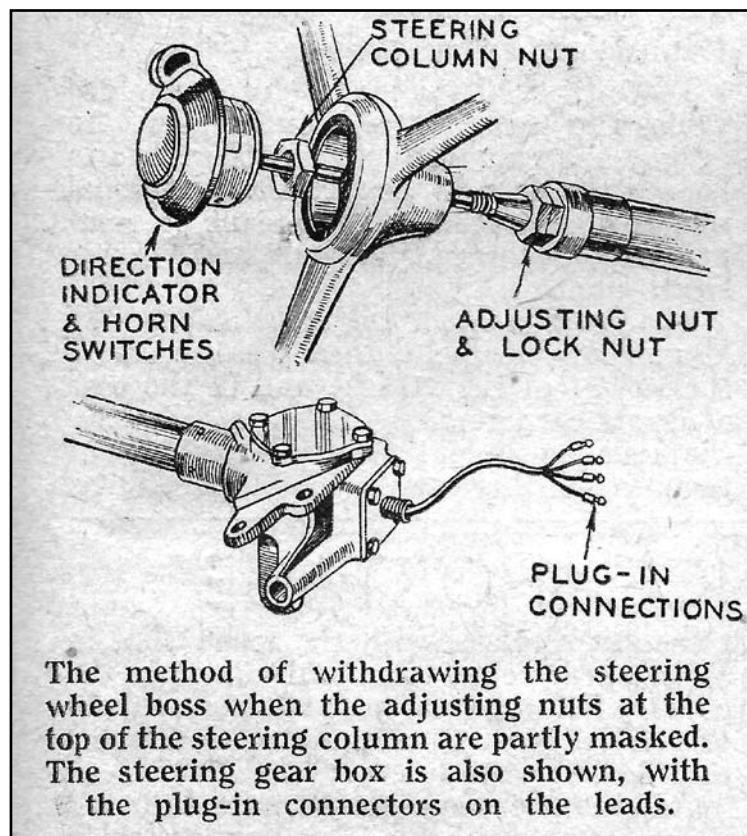
The electrical system will require the usual routine attentions, such as topping-up the battery with distilled water. The electrolyte should be from 3/8 in. to 1/2 in. above the top of the plates, and it is wise to check the level every two weeks. If at any time the battery is removed from the car, make sure when re-fitting it that the positive terminal is earthed. Secure the battery firmly in its support. If the clamps are loose the battery will move about in its compartment, causing such troubles as broken connections and faulty cells.

The dynamo charging rate can be adjusted to suit the requirements of the owner; the manufacturers, in fact, definitely advise individual adjustment by a Ford dealer to suit the running conditions. The ideal charging rate is the lowest which will permit of the battery being kept fully charged, but the charging rate should not be increased beyond 10 amp. To adjust the rate, remove the dust cover from the dynamo and move the third brush, which is the uppermost in the direction of rotation of the armature to increase the rate, and in the opposite direction to decrease it.

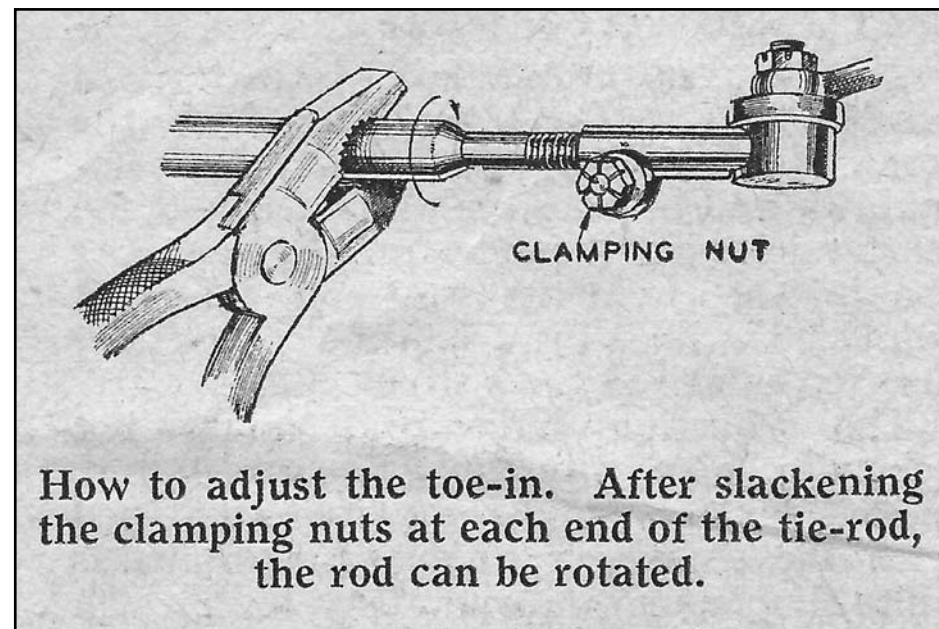
Electrical Accessories

The starter motor will benefit from occasional attention, verifying that the terminals are tight, and that the commutator and brushes are clean. Should the starter drive jam it can be freed by removing the dust cap from the front end-plate, and rotating the shaft by means of a screwdriver inserted in the slot. The direction indicators should not normally give trouble. Early 10 h.p. models had an indicator switch combined with the gear-lever knob. The design is quite simple, and incorporates a bulb which lights up when the indicator is in operation.

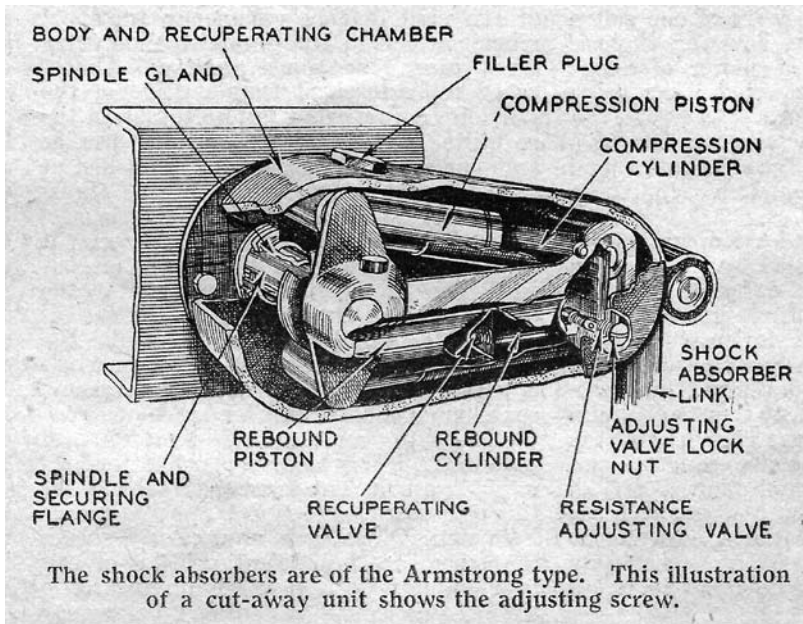
Later models have a self-cancelling switch at the centre of the steering wheel. This can be dismantled by removing the horn-button retainer ring, which must be prised out gently, extracting the button, spring, spring locator, and contact assembly, and the base retaining screw. When lifting the screw, take care that the switch-arm plunger spring and the contact spring do not fly out. It will be seen that the cable loom has soldered connections beneath the switch assembly, plug-in connections being used, as already described, at the base of the steering column.



The method of withdrawing the steering wheel boss when the adjusting nuts at the top of the steering column are partly masked. The steering gear box is also shown, with the plug-in connectors on the leads.



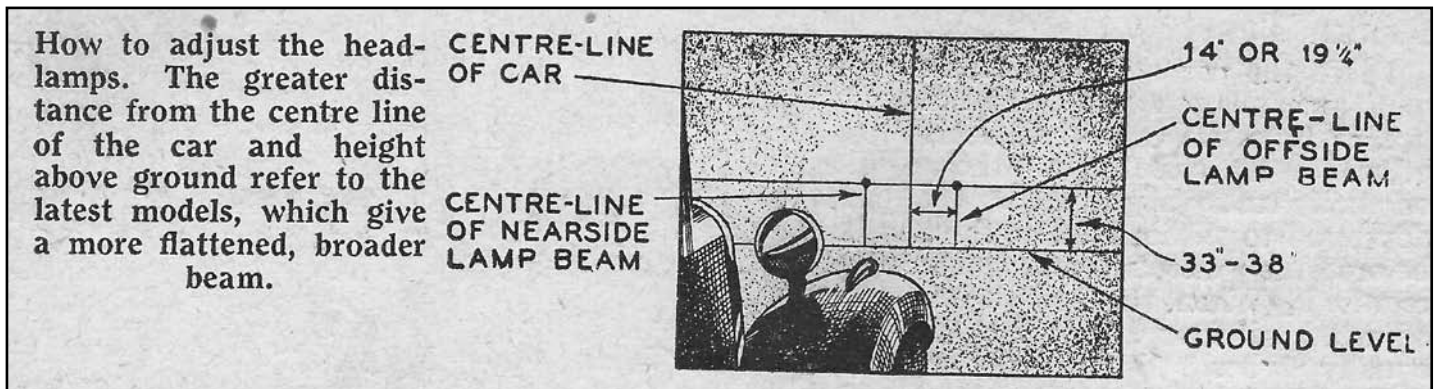
How to adjust the toe-in. After slackening the clamping nuts at each end of the tie-rod, the rod can be rotated.



Lighting

The chief point to bear in mind as regards the headlights and side lights is that no fuses are fitted. Additional care is necessary, therefore, to avoid any short circuits, which may burn out the bulbs. If a short-circuit is suspected, check over the wiring carefully before fitting a fresh bulb. When replacing the bulbs, the Ford type should be used, and the word "top" stamped on the base must be uppermost: it will otherwise be impossible to focus the bulbs properly. Focusing the headlamps can be carried out by means of the screw at the rear of the lamp body. The screw should not need an extreme setting. If it does, the best plan is to dismantle the headlamp for examination, because there is a possibility of a short-circuit occurring if the screw is too far in.

The best method of aligning the lamps is to stand the car 25 ft. away from a wall and to adjust them so that the top of the beam is 33 in. from the ground in the case of earlier models and 38 in. above the ground on current cars. The centre of the beam should be about 14 in. from the centre-line of the car on earlier "Eights" and "Tens," and 19 and a quarter in. from the centre-line on current models. An accompanying sketch makes this clear.



A royal Model "Y".

On the cover of the October 2013 issue of 'The Automobile' was illustrated the rare 1926 C7 Lumineuse Voisin, which belonged to Prince Chula. Prince Chula Chakrabongse was the grandson of King Chulalongkorn of Siam and cousin of Prince Bira, that country's best known racing driver. The article inside the covers of the magazine tells the story of the Voisin up to Prince Chula's death in the 1960s.

Of little interest to Model "Y" owners you may think, until you look at the photograph at the bottom of the first page, which shows a line-up of 10 cars at Brooklands in September 1935. The two gentlemen standing in front of the cars are Princes Chula and Bira and this is their collection. Needless to say, the majority are what I would describe as 'exotica', until you see, at the right-hand end of the line-up a humble 1934 London registered Model "Y" saloon. Presumably this was the run-about of one of the Princes - bravo!

To quote 'The Automobile', "Chula and Bira at Brooklands with their cars in September 1935. From left to right: Aston Martin, ERA, MG Magnette, Riley Imp, Rolls Royce, Bentley, Voisin C7, MG Magna and Midget and Ford."

