



Transverse Torque

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March - April 2014



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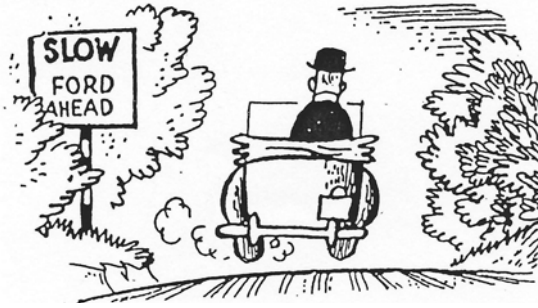
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 replace first 0 in UK number with +44

Editorial.



After all the rain and flooding we have suffered in the UK over this last period, it seems appropriate to head this issue with the above cartoon. Of course, this isn't the first year of floods as the photograph from the 1930s shows.

Bill Ballard has been diligently searching through period newspapers 'Down Under' and has discovered a number of advertisements for our cars in various New Zealand newspapers using the website, <http://paperspast.natlib.govt.nz>. There were two that caught his eye; one in the 'Auckland Star' and another in the Wellington 'Evening Post'. Yvon Precieux will agree that, unusually, these are two of the rare occasions on which the Ford 8 h.p. was referred to as the Model "Y" in the public domain.

I regret to report that Mavis, the devoted and always present wife of Ron Kendall, passed away on New Year's Day. They were regularly seen with their Model "Y", picnic hamper and,

until recently, with their Westie terrier at the All Ford and Old Ford Rallies. They were always present at our A.G.M.s. Ron has said that he will be attending the A.G.M. on 13th April, but Mavis will be missed. Our thoughts and prayers are with you Ron.



The River Ouse flows across the A10 to the north of Cambridge, near Strettham. From 'The Weekly Illustrated' dated 27 March 1937. EW 9641 is a 1936 Huntingdon registered car.

www.youtube.com/embed/IKIt6rNciTo?rel=0.

Further to my query on the possibility of a further part 4 of the 'Get the Best from your Car' series, Tony Etheridge has found a copy of issue 267 of the Practical Motorist and confirms that there were only 3 parts to the series. Thanks Tony. The 'tail-ender' in this issue is an excellent article by the late Jeff Cole, who was our first Technical Advisor. The article appeared in issue 62 of Transverse Torque (24 years ago!) and describes how to remove the clutch. For those who are just coming to grips with the mechanics of our cars, it is as good as a workshop manual for removing engine, gearbox and the rear axle and is well worth a read just to familiarise budding mechanics with the simplicity of the car. The meticulous instructions given by Jeff, are a credit to his expertise and experience with the Model "Y" in particular; although the procedures apply equally to the Model "C".

I do have some sympathy with Ian Wright (now a Friend of the Register), representing the Georgie members, whose comments on Jeff's article demonstrate that there is more than one way to skin a cat! He commented (in issue 65), " 'Rebore Ronnie' [a.k.a. Ron Topping - see Useful Contacts. - Ed.] and I were quite fascinated by Jeff Cole's ascent of the North Face of the Eiger to replace the clutch, because we have our own method as follows:-

Disconnect battery, remove bonnet, grille (complete with Y&C Club badge) and radiator. Remove all relevant cables, tubes, pipes and bolts. Heave engine onto floor, remove clutch. Assemble in reverse order. Then have 2 hours sleep and drive to Pollington [Bob Wilkinson's old house in Yorkshire. - Ed.] or at least 120 miles to make sure it works. This method

takes you about two and a half hours, but you have to be annoyed and you are only allowed one cup of tea and two fags. This time can be improved on by doing it several times in succession and only having one fag, but it is 'good fun' though."

Mike Hines in Washington State alerted me to the incorrect detail in the Wade Springs entry under Useful Contacts. Please note the change to their address and the correction to their email address. Wade Springs Ltd. construct seat springs for our cars.

1934 Model "Y", LV 9258, (Y67621) described as an 'oily rag Ford Y saloon' was sold at the DVCA Auction in Templecombe, Somerset, on 14th June 2012. It went for £2500. It needs a total restoration, but the owner has not stuck his head above the parapet to join the Club - as yet - which he will need to do to carry out a proper restoration. If any of our West Country members know of this vehicle, please let us know and we will put our Membership Officer onto the owner.

Friend of the Register, Robin McCullagh, of the Irish Veteran & Vintage Car Club sent in an article from a recent copy of 'The Irish Times' telling us that "You can now buy an entirely new body for your 1932 Ford." The article goes on to tell how the bodies "are being made under licence by United Pacific Industries and each one is made to current Ford production standards and officially certified as a Ford product." Before we get too excited, the article is referring to Ford U.S.A. and not Ford Europe, so the 1932 Ford being referred to is the Model B, which is in great demand from "hot rod makers and owners and car customisers." As far as we are concerned with our 1932 Model "Y"s, dream on, as the saying goes!

In this issue, we give a nod in the direction of the centenary of the outbreak of World War 1 with a the review, by Michael Ware, of the book 'Light Car Patrols', which records

Contents	
Editorial.....	3
Chairman's Chatter.....	4
Photographs on covers.....	4
Secretary's ramblings.....	5
What goes round, comes round.....	6
Committee meeting.....	6
News of new members.....	7
For sale.....	8
Letter Finds.....	9
NOTICE OF 2014 A G M.....	10
H.D. Packham.....	11
Photographic finds.....	11
Events 2014.....	13
Ford in World War 1.....	14
Spares Report.....	15
Members' correspondence.....	15
Roadworthiness check list. 5	
Engine.....	18
25 Years ago;.....	18
Forum Banter.....	20
International correspondence.....	21
Henry Ford's soya research.....	22
Status of my Junior de Luxe/Eifel.....	23
Members Cars.....	24
Technical advice for the Model "Y" ..	26

one of the many parts played by Ford vehicles in that conflict.

Chairman's Chatter.

At the February Committee meeting, there was more than a whiff of succession fever in the air, with four members standing down at the A.G.M. in April; namely, our Chairman, Brian Godfrey, at the end of his three year tenure; Bruce Allan, our Treasurer, John Argent our Regalia Officer and Chairman-elect and me, your Editor. I am standing down after, on and off, 22 years producing 'Transverse Torque' every two months. It's time for a change in approach and style to the magazine. I will stay on as the Club Archivist and continue to contribute what will hopefully be erudite, interesting and amusing articles for the consideration of my successor for publication. We dinosaurs need to be replaced by younger members to see the Club continue its successful progress (which was another topic of discussion at the meeting and which you will hear more of at the A.G.M.).

On that note, I will close this Editorial. The next one will probably be a joint effort by my successor and me. In the meantime, enjoy your read of this edition.

Sam Roberts.

When you receive this issue of Transverse Torque, the A.G.M. will not be far away and I encourage you to attend. The date is Sunday, 13th April at Willoughby. Besides the actual formal meeting at 2.00 pm, we are on site from 12.00 midday to meet old friends, view our vehicles, purchase regalia, discuss our cars and take lunch with like-minded members. If you have not previously attended, or missed us more recently, please make the effort, you will find it rewarding.

The Committee will report to you formally at the A.G.M., but I can confidently say that we have had another successful year with high membership numbers. The future looks healthy on all fronts.

There will be changes to holders of Officers' and Committee Members' positions this year and you are encouraged, if you have the inclination, to volunteer your services. You would be most welcome and the tasks are not too onerous (see Bob Wilkinson's A.G.M. call to arms). There is an unwritten rule, so I am told, that the Chairman can only hold that position for three years, so I am standing down.

I would like to thank you all, especially the Officers and Committee Members, for their support and friendship during my tenure. It has been an honour and privilege to serve such a successful and progressive group.

I wish you all a great "Classic Car Season"

Brian Godfrey, Chairman.

8 h.p. English Light Car
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35-40 Miles per Gallon

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of 1935 MODELS

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Photographs on covers.

Front:- Built in 1966 as the Ponte Salazar, the name was changed in 1974 to the 25 de Abril Bridge, following the 'Carnation' military coup in Lisbon, Portugal that year, which ousted the regime of the Estado Novo (on 25th April). It was called the Carnation Revolution as not a shot was fired and red carnations were placed down the muzzles of the soldiers' rifles. The suspension bridge connects the city of Lisbon, capital of Portugal, to the municipality of Almada on the left (south) bank of the Tejo river. As many of you will know from our Forum, over the past two years Rogério Machado has been restoring a 1935 Model "Y" ex-Fordor pick-up. Despite a dearth of information and parts in Portugal and a scant knowledge of English, he is to be congratulated on the final result, sitting here in front of the bridge."

Rear:- This is the early Model "Y" Abbey tourer referred to in this issue under "What goes round, comes round." It shows the beautiful car shortly after its superb restoration by Keith Copp and Bert Thomas in the late 1970s."

"The Auckland Star, 15th December 1934, advertisement in which the term Model "Y" is used - note also the inverted commas."

Secretary's ramblings.

Personally, I've had a mixed start to my year with the delight of the arrival of a new granddaughter, quickly followed by three weeks of being laid low by a killer man flu' you know, the one which our ladies do not understand. Mine was sufficiently aggressive to cause me to miss the February Committee meeting... my third absence in 30 years!

As though my missing the meeting was not sufficiently painful, I was hurt by the reference in the Minutes, which declared that my submitted written report was "the shortest of my reports on record!" More on the outcomes of the meeting anon, but suffice to note here the dedication and enthusiasm of your Committee members in delivering services to members – they are a great group to work with.....despite their lack of respect towards their long-serving Secretary!

Succession: At the above meeting, and during others over the past year or so, we have focussed on the important matter of succession within the Committee and Club posts. Most clubs struggle with getting the next generation involved and, on our part, we have been looking at ways of encouraging others to take on the running of the Club in future years. We are looking at;

- (i) splitting / sharing jobs to make them less onerous,
- (ii) increasing the numbers involved in committee, e.g. new posts.

If you feel you would like to know more about some of these initiatives, please give me a call to discuss. We recognise that everyone is busy these days, hence the move to reduce the workload of a specific role. We may be able to tailor make a task to suit your time, interests, or areas of interest. Don't be hesitant to find out more.

Y&C Workshops: Your Committee has approved the running of workshop sessions covering the basics of Models "Y" and "C" maintenance. The aims are to support the less experienced members in routine maintenance and to recognise road safety maintenance issues; the latter being linked to the exemption from the annual MoT for our cars. Many younger members (and some older, newer members) do not have the background of older car maintenance nor, with modern cars requiring less frequent servicing, having only a scant knowledge of the practicalities required. Older cars do need more frequent service – the good news is that it is easier than with most modern cars. Being a responsible Club, we feel it necessary to offer this kind of workshop experience. Pete Ketchell includes details of the first planned workshop day in October in this issue.

Membership: Elsewhere in this issue, Mike Malyon will welcome new members. I am delighted that, during these difficult years, we have managed to holdand indeed reach again our highest point in membership numbers. We must be doing something right to attract and retain members. Thanks go to Mike Malyon for his efficient and friendly service.

DVLA and Authentication: I have recently drafted our Club "User Guide to Vehicle Authentication". This was necessary due to various changes in DVLA regulations – some as a result of the closure of local offices. If you need any guidance on getting your car registered, look on our Club website. I will be amending the website information for members, but it is also available from me by snail mail (s.a.e. please) for those not on line. Suffice here to remind members that we are able to offer a UK-wide registration service at low cost. In collaboration with other pre-1940 car clubs, we are able to inspect vehicles far and wide. The vehicle authentication role may be an area of interest to you, through which you can give some help to the Club. The job is detailed, but not onerous, as we process only about 6 to 10 applications per year. Give me a call if you would like to find out more.

FBHVC NEWS: Over the next few years, EU decisions and directive on Roadworthiness and Testing will be considered by the UK government and implemented to suit our needs. The EU has reached a conclusion on what constitutes a vehicle "of historic interest". I quote from the latest FBHVC newsletter:

"The other thing we know is the terms of the definition of a 'vehicle of historic interest'. We understand the definition to be 'any vehicle which is considered to be historic by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:

1. It was manufactured or registered for the first time at least 30 years ago;
2. Its specific type, as defined in national or EU law, is no longer in production;
3. It is historically preserved and maintained in its original state and has not sustained substantial changes in the technical characteristics of its main components."

The UK government, Department for Transport (DfT), has the view that some periodic safety testing may be required for historic vehicles, but there are no plans, at present, to change the status quo. The main issue is how the DfT interprets the third definition.... "is historically preserved and maintained in its original state and has not sustained substantial changes in the technical characteristics of its main components'

There are those of a puritanical nature who feel that changing from a 8hp to a 10hp engine may rule against a Model "Y" carrying historic vehicle status. This is probably wide of the mark, but there may be many cars which have been "street-rodded" which may well fall foul of this interpretation. There will be more on this topic, no doubt, over the coming months.

VED on Historic Vehicles: From April 2014, the exemption from "road tax" will move up a year to include vehicles manufactured before 1 January 1974. No change for us, unless your other classic car is somewhat younger. I wonder if this will increase the value of 1973 cars?

Proof of Insurance: To reduce the amounts of paperwork required by motorists, etc., as of December 2013, proof of insurance is not required when renewing road tax. Proof will still be required when taxing for the first time. Of course, the penalties for being uninsured are still in force, so be careful to renew on time.

With all these changes around it is good to know that the one unchanged experience will be the enjoyment of getting out and about again in the old Ford this coming season. I look forward to seeing you at our AGM (see notice) and, indeed, at other events this year. Drive carefully.

Bob Wilkinson.
Secretary.

Secretary.

Secretary.

Bob's joke corner.

This one (slightly amended) was sent in by Bill Ballard, our man in Australia:-

Three dead bodies turn up at the Leeds mortuary all with very big smiles on their faces. The coroner calls the police to tell them what has happened.

"First body: Pierre Dubois, Frenchman, 60, died of heart failure while making love to his 20-year old mistress. Hence the enormous smile, Inspector", says the Coroner.

"Second body: Hamish Campbell, Scotsman, 25, won £50,000 on the lottery. Spent it all on whisky. Died of alcohol poisoning, hence the smile".

The Inspector asked, 'What about the third body?'

"Ah", says the coroner, "this is the most unusual one. Fred Higginbottom, Yorkshire bloke aged 53, struck by lightning".

"Why is he smiling then?" inquires the Police Inspector.

"He thought he was having his picture taken".

Why not send me your favourite chuckle?

What goes round, comes round.

I thought I had the history of the oldest known Model "Y" tourer well documented in its folio in the archive. The car in question is the September 1932 Abbey tourer, YY 7475, which appeared on calendars and in classic car magazines in the late 1980s. I have reproduced the professional photograph of it on the rear cover of this issue. I also have some spare copies of the photograph if any member should want one.

The folio in the archive states that the car was restored by Keith Copp in the 1970s and 80s on Canvey Island, Essex. Mike Chapman bought it in 1987 and presented it to his wife Eve, who was regularly seen driving it at shows around London and Hertfordshire. It was subsequently sold on to Michael Bell in 1989. Michael worked in the Civil Aviation industry and was based in Farnborough, Hampshire, before being posted, in 1991, to Fairfax, Virginia in the US of A: however, not before marrying his Dutch girlfriend, Sonja. The wedding took place in Sonja's home town of Ijmuiden, in Holland and, you've guessed it, the Abbey tourer stole the show. Longer serving members will recall photographs of their wedding round the car in Transverse Torque, issue 68 (December 1990/January 1991). Whilst in the States, the car was put up on blocks in storage in Ijmuiden. And then, in 2002, the car was sold to Sonja's brother, Egbert Wilmink, who runs a Nissan agency in Ijmuiden. The Abbey has since been on display on the first floor of Egbert's dealership in full view of ships entering Amsterdam harbour from the North Sea.

Fast forward to this January, when I received a cutting from Tony Etheridge, our tyre supplier, who had been looking through his collection of 'Thoroughbred and Classic Cars'. In the January 1977 issue, he came across a photograph of a Model "Y" tourer and a write-up on it. He asked me if it was of any interest!

Here is the write-up:- "Keith Copp of 25 Aalten Avenue, Canvey Island, Essex would be grateful for any information about his 1932 Abbey-bodied Y model Ford.

I understand from Keith that although the car appeared to be in good condition, at closer inspection it was found to have woodworm and dry rot. The car has now been completely stripped.

"A lot of the car was not original. That included such vital parts as the wheels, lights, dashboard, engine and bumpers but most of these have now been found. However I am still short of a clock and some early shock absorbers."

Keith tells me that the right engine was unearthed "in someone's back garden" where it had stood in the open for 15 years. The engine and gearbox have now been completely reconditioned and are now ready to be dropped into the chassis.

The chassis is number Y-1316, which Keith says is very early "as there were only 8000 Y models made in 1932. The registration number is YY 7475, though I do not have the original log book."

"I have been told that there were only five principal coachbuilders who specialised in convertible bodies for Fords: Kerry, Mistral, Arrow, Tickford and Abbey, though I understand that the other four were more associated with the long radiator era."

"I have got to find a photograph of my Y with the hood up, so I get a good idea of its height and shape."

If anyone can help out, perhaps they would write to Mr. Copp direct."

The next phase of the story came from the late, great, Bert Thomas. In issue 154 of 'Transverse Torque', he was moved to comment:- "After receiving your Nov/Dec 2004 magazine, I just had to sit down and put a few well chosen words on paper re. Chapman's (ex Copp) Model Y tourer. Now, except for Keith Copp (who provided all the money!) I have had more to do with this car than anyone else and that includes all the "EXPERTS". I have worked on the woodwork in the initial stages of restoration; helped to set up the scuttle, wings, etc. and also skinned the whole car with new aluminium panels. I can categorically state that the car body was built by Abbey Coachworks Ltd. of Minerva Road, Acton. The body plates were firmly fixed to the sills before the car was stripped. Furthermore, it is nothing like an Alpine, nor a Mistral nor the Dagenham Motors tourer of the same era. The car's registration is YY which was only issued in London between Sept and Nov 32. Its chassis number is Y-1316 and it is the only Y around at present with the original epicyclic steering box which was obsoleted at the beginning of Nov 32 in favour of the worm and nut. The car had a write-up in "The Light Car" of Nov 18, 32."

And so the story of this car develops. It is all recorded in the YY 7475 electronic file in the archive for posterity! Do we have the full known history of your car recorded?

"

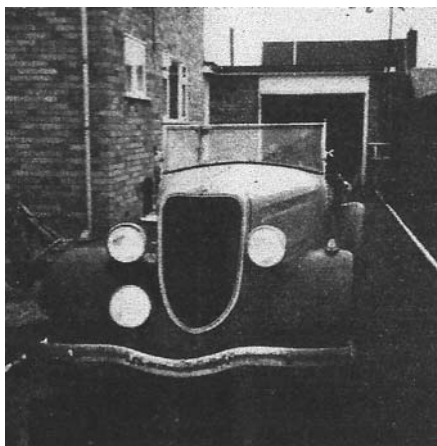
"Crumble takes at Committee

I have to report to members that in addition to the sparkling conversation, wit and technical knowledge on display at the Register's Committee Meeting on 9th February, there was a wonderful lunch provided by Joan and Jim Sharpe. I'm sure most of the credit must go to Joan, but a little must go to Jim for at least volunteering to do it at a previous meeting. On a cold February day the hot apple crumble and custard went down extremely well and my only concern was then as to how many members would doze off after lunch. However, my fears were unfounded as they were on their best behaviour as we had two guest members of the Register present - Colin French and Andrew Bailey. Colin and Andrew were present to gain an insight into the work of the Committee. It is hoped more members will avail themselves of this opportunity to sit in on the Committee and see what we get up to and how the affairs of the Register are run. If anyone would like to attend, please let Bob or me know and we will make the necessary arrangements. This invitation does come with a warning; if anyone attends who has not yet bought the book "Henry's Car for Europe" please remember Sam Roberts attends every meeting!

The meeting covered the usual officers' reports and it was heartening to hear from our Treasurer, Bruce Allan, that the Register continues to be in a good financial position with a balance of £19,902. For members who don't know, the two credit card terminals are now held by Mike Malyon and Colin Rowe. In addition to members' subscriptions, Mike can now take payments for Sam's book and Colin, in addition to Spares income, can take payments for Regalia.

The Committee are aware that the availability of spares and the commissioning of spares are fundamental to our cars' long term survival. Recognising this, the Committee agreed to transfer £5,000 from the General Fund to the Spares Account in order for further development work to be commissioned.

Unfortunately, our hard working Secretary, Bob Wilkinson, had been struck down with a severe case of "man flu" and was unable to attend the meeting. He did send a written report, included in which was a reminder that members should be aware that, when the tax disc is phased out in the near future, it will mean that when a car is sold, a refund of the balance of the tax from the sale date to the tax expiry date will be given back to the vendor. The new owner will then pay tax on the car from the date of purchase. How this will be applied to owners such as us, of cars with a nil band tax levy is yet to



The photograph sent in by Tony Etheridge of the Abbey tourer just after Keith Copp bought it in 1975, which sparked this article!

the biscuit meeting

News of new members.

Prepared by Mike Malyon 26th February 2014

be decided. In order to demonstrate how caring and compassionate they are as a Committee, Bob was sent their best wishes for a speedy recovery. They then congratulated the Minutes Secretary on the unusual brevity of the Secretary's report!

Looking forward, there are numerous forthcoming events in the year ahead for members to enjoy; not the least is the A.G.M. in April which is always a good opportunity to get together and have your spares delivered without having to pay the carriage. Following on is the Enfield Show, the Tour of the East Midlands, The Old Ford Rally, The North Norfolk Weekend, The Classic Car Show at the NEC, as well as a proposed Y&C Workshop in the Autumn, and another Classic Virgins event in the Spring. So we have a full programme of activities with, hopefully, something for everyone. If you haven't yet sampled one of these events, we would recommend that you try as, in the past, they have proved not only pleasurable, but have provided good opportunities to network with other members and find a solution to some niggling issue you may have with the car.

If anyone would like a copy of the minutes please email me at the usual address inside the front cover of the Magazine and head your email request "Y&C Register Committee Minutes" otherwise it might end up as spam.

It would be wrong to say Joan's apple crumble was the highlight of the day – but it came pretty close.

Peter Purdy, Assistant Secretary.



Chris Green's Model "C" pick-up, shortly after its conversion from a Fordor saloon by Eddie Parkin in 2004.

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

Colin Claydon	C1502	Birdwell, South Yorkshire
David Fitton	F1801	Moffat Dumfries & Galloway
David French	F1401	Heald Green, Cheshire
Chris Green	G1601	Carlinghow, West Yorkshire
Dan Judge	J1601	Hillam, West Yorkshire
Larry Menedoht	O-M113	Chelsea, Vermont, USA
Roy Moore	M1904	Newtownards, County Down
Allen Strong	S0801	Wallingford, Oxfordshire

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

Colin Claydon is our new member from South Yorkshire. He bought his car from the classic car dealer, D T Mathewsons. He is the seventh member to own this car, which is now registered BER 502; its fourth registration. It is a maroon and black Tudor, first registered JB 9989 in Berkshire in May 1936. Since 1978, it has been residing in the Midlands and the north of England. Welcome to the Club, Colin. As the car is on the road, we hope you enjoy many hours of motoring.

David Fitton - we are pleased to welcome David to the Club. He is looking for a Model "Y", "C" or "CX" in an original condition. Good luck with the search and we hope that you are soon successful. I am sure that the car you are seeking is out there somewhere.

David French – we extend a warm welcome to David, who is another member seeking a Model "Y". David was introduced to the Club by Peter Ketchell, our Spares Officer. We hope you soon find the car of your dreams.

Chris Green- has a maroon and black, 1935 Model "C" pick-up, first registered on the 3rd of May of that year. It carries the registration CLG 693, chassis number C14848 and Briggs 364/3138. The car is on the road with just the trim needing attention. The previous owner was Eddie Parkin, who expertly converted the Fordor saloon to a pick-up. This car has been in the Batley Motor Museum for many years. We hope you enjoy motoring in your pick-up and a very warm welcome to the Club.

Dan Judge – we are pleased to welcome Dan, who has purchased our old favourite, VY 8085, the grey 2 door Model "CX", previously owned by our Secretary, Bob Wilkinson, then our Regional Contact in Yorkshire, Ken Sleight and, latterly, Stuart Davies. With chassis number C37463 and Briggs body number, 465/3384, it was first registered on 6th June 1936. As the car is on the road, we hope you enjoy many happy hours of motoring.

Larry Menedoht is our new member from the USA. Larry's wife, Ruth, was born in Cork, Eire where her father had a Ford dealership. Larry and Ruth acquired the car whilst on vacation in Eire approximately fifteen years ago. It was shipped home, where it has been parked up until now. The car is new to the Club and still carries its Cork registration, PI 7181. Once the car is on the road it will be issued with a Vermont registration. The chassis number is Y106272. Larry and Ruth are hoping to have the car cleaned up and running in time for their local parade in May. We hope you enjoy the parade and a very warm welcome to the Club.

Roy Moore- we extend a warm welcome to Roy, who has a black, 1934 Tudor Model "Y", which was registered on the 13th July of that year. Having been imported from the UK, via a spell in Jersey, to Co. Leitrim in Eire, the car was issued with an Irish age-related registration number, ZV 1677. Roy, in Ulster, has bought the car, importing it back into the UK, so we expect a further change of registration! It was first registered in Hampshire with the registration CG 8491. The chassis number is Y71672 and Briggs body number, 165/13007. We hope the restoration goes well and that you are soon out and about.

Allen Strong- is the owner of V5U 168 a 1936, black Tudor Model "Y" (Y123993). Here is a car with a history. Originally purchased in Derbyshire, the car found its way via Canada to a museum in Arizona, U.S.A. It was sold at auction and bought by Charles Wickens, who brought the car back to Jersey in 1986, since when it has

passed through five owners on the mainland, including four members. We wish you a warm welcome to the Club, Allen, and as the car is on the road, we hope you enjoy many happy hours of motoring in your "Y".

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

Mike Malyon, Membership Officer



Ken and Ruth Sleight on one of their many outings in VY 8085. We wish Dan Judge as much pleasure as the Sleights had with the "CX"

Allen Strong's well travelled Tudor Model "Y", back in this country after two crossings of the Atlantic.

For sale.

One of only three known surviving all-cream Model "Y"s from the 200 produced in September 1934, specifically for dealers to drive to the Ford Dealers' Convention in Blackpool (see page 76 in the Y&C book). Superbly restored with many of the De Luxe features, incl. 'rustless' steel headlamps, chromed windscreen surround with twin wipers, trafficators, spare wheel cover, red leather upholstery. Retains original vermilion wheels, radiator grille and coach-line. Rebuilt original engine. Asking price £7000.

Colin Brading. Tel. 01243 375374 (Emsworth, Hampshire)

Colin Brading's cream Model "Y" – one of the 200 x September 1934 special edition cream cars destined for the Ford Dealers' Convention in Blackpool."

The Ford Times (British Edition)

December 1932 to November 1933, Volume 10, 12 issues mostly good condition,

some with marks to covers and foxing, £200.

December 1934 to December 1935, Volume 12, 13 issues in original bound

volume, excellent condition. There are 13 issues as in future, Ford made

each year a calendar year. £250

January 1936 to November 1936. Volume 13, 11 issues, loose magazines £175

January 1937 to December 1937, Volume 14, 12 issues in original bound

volume, excellent condition. £250

These tell the everyday story for the Ford Motor company in the UK and are fascinating social documents of the period. I will exchange any for complete runs or bound volumes for 1928-1931.

Colin Spong. Tel. 01708-765239 (Romford, Essex)

Wanted.

Enthusiastic new member seeks "C"/ "CX" Fordor saloon. Is looking for a ready for the road car. Minor work not objected to.

David Fitton. Tel. 01683 221510 (Dumfries & Galloway)



Letters Find

Feedback on Ford 5 cwt van letter (Letter find. No. 1.) published in the last issue.

Member, Geoff Dee, reports, "My grandfather started the family bakery business in the early 1930s. The business used Ford Model "Y" vans through to the 1970s. Unfortunately, the heat and condensation from the bread, etc. soon rotted them from the inside out. The vans, being 8 hp and commercial, needed to be weighed to confirm their hp/tax bracket. On one occasion, trying to take delivery of a new van, it was overweight. The spare wheel, wheel brace, jack and handle were removed and, leaving just enough fuel to get it onto the weighbridge, it was still overweight; so back to the main dealer. All they could think of doing was to remove the shock absorbers, links and brackets. After a re-weigh it was just in!

With the build/design weight being so close, could it be that the wood being used varied in weight? We know that the specification for the wood said only "any heavy wood". Is oak heavier than beech or ash? If all the woodwork was of the heavier wood could this be why we struggled?

Incidentally, when the engine got past it - a telephone call to the dealer and a new engine would be fitted midday ready for work in the afternoon. (Not bad service!)"

Letters find. Nos. 2 & 3.

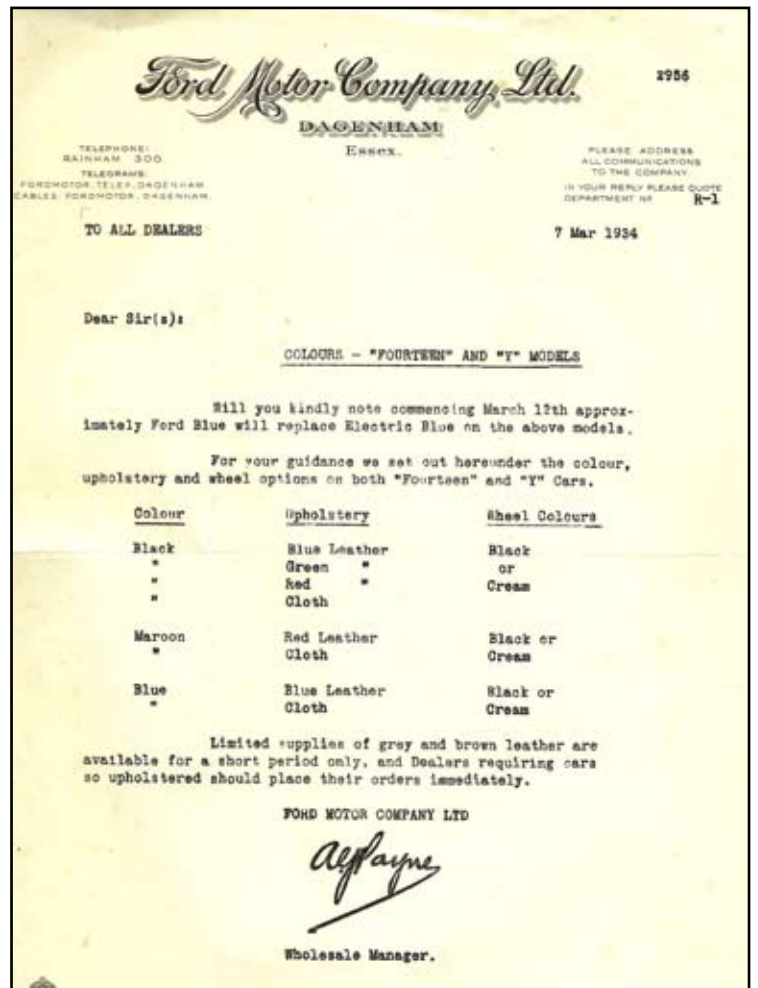
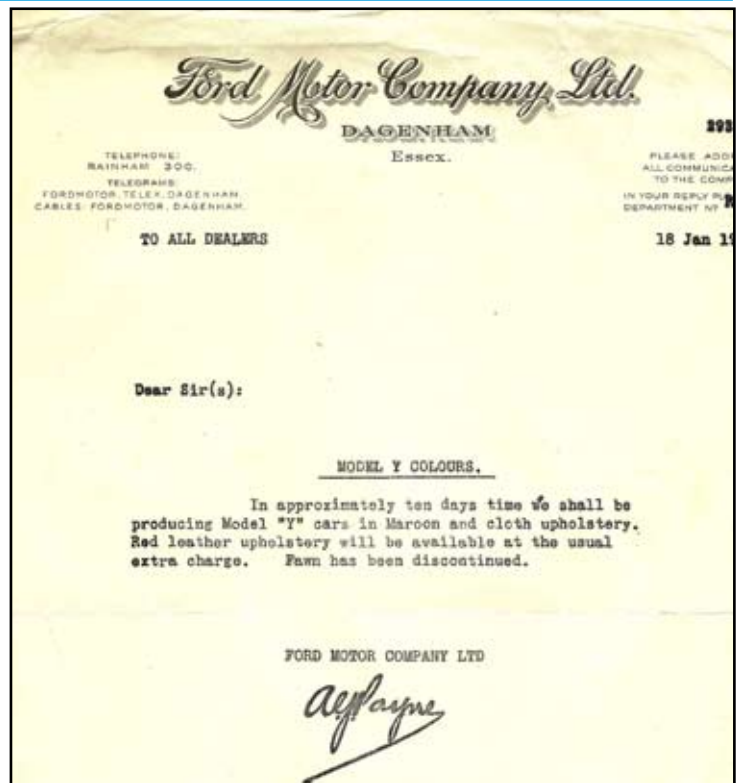
In the last issue, I expanded on the contents of one of the letters from the Ford Motor Company to its dealers, which were given to Geoff Salminen by a classic Rover enthusiast, Roy Humpherson, who found them under the seat of a derelict Rover he bought from an ex-Ford dealer. The two letters explained here are concerned with the body colours available on the Model "Y". The fourth and final letter concerns only the Model B and will not be covered.

Whereas I was excited to report on the first letter, I am less so on these two letters as they throw Appendix F of the Ford Models Y&C book into question. The first of the letters, dated 18 January 1934, tells dealers that in 10 days time the colour, Maroon, is to be introduced and the colour, Fawn, will be discontinued. I always understood that Maroon replaced Thorn Brown, the latter being very dark and, I assumed, not popular with the public. Fawn (surely a light brown colour) has never appeared on my radar as a Model "Y" colour!

The second letter, dated 7 March 1934, reports that the Electric Blue colour is being replaced by Ford Blue on both the Model "Y" and the Model "B". It also infers that the only colours available on these models are Black, Maroon and Blue. Again, my understanding is at odds with the letter. Electric Blue was introduced for the production year 1934, i.e. from October 1933 to September 1934. This letter tells dealers that this colour was to be withdrawn mid-year in March 1934. Member, Tony Brasher, has an Electric Blue car manufactured towards the end of April 1934 (Y59988). This is also the first time I have seen what we know as Orient Blue referred to as Ford Blue. I'm almost certain that we also have Vineyard Green cars dating from October 1933, i.e. the launch of the long rad.

It all becomes 'curiouser and curiouser', to quote Alice in Wonderland!

The question of automobile colours in the late 1920s and early 1930s is fascinating. Here we were at the height of the jazz age; Tutankhamon's tomb had been discovered in 1922, launching gold and bright blue on to the world of fashion and design (Henry Ford responded - or probably Edsel - by introducing the blue into the Ford oval logo); the 'Exposition des Arts Décoratifs et Industriels Modernes' opened in Paris in 1925 (abbreviated in the 1960s to 'Art Deco'). This had a tremendous influence on design, shape and colour of most material objects (embodied by Eugene 'Bob' Gregorie in the 'airflow' styling of the Model "Y" - the first 'streamlined' mass-produced car).



However, the British public appears not to have been impressed by gaudy, bright coloured cars and did not appreciate the Electric Blue, nor, apparently Fawn (if there was such a body colour!) Hence the withdrawal of those colours after only a short period: much rather stick to Black and dull Maroon, Green and Blue!

NOTICE OF 2014 ANNUAL GENERAL MEETING.

SUNDAY, APRIL 13th.

WILLOUGHBY VILLAGE HALL, FROM 12.00 NOON.



The 2012 A.G.M. will be held in the village hall at Willoughby, which is just off the A45 between Daventry and Rugby in Warwickshire (CV23 8BH for your Sat-Nav). Members are invited to attend from 12.00 noon to exchange parts/books, etc., and to meet friends, old and new and Club officers. Light refreshments will be available at the hall from noon and the pub next door serves lunches, or you may wish to bring a picnic to enjoy at the tables on the lawn if the weather is fine. The formal Meeting will commence at 2.00pm.

The A.G.M. is your particular opportunity to direct the Club management and, if happy to do so, to be elected to the Committee. You may wish to join initially purely on a watching basis, with a view to taking on more responsibilities at a future date. Our A.G.M. conducts necessary Club business but, in addition, is an excellent social gathering for members - you may bring family and friends too. We generally have about a dozen of our old Fords present, displayed securely on the hall lawn for the pleasure of all attending. Why not bring yours?

If you haven't attended an A.G.M. previously, I am sure you will find that your journey will be worthwhile and good fun! Just be there!

More details from the Secretary, Bob Wilkinson.

You are invited to make nominations (including yourself) for Committee posts by copying the reply slip below or emailing it. Nominations and items for Agenda must be sent to the Secretary no later than Friday 4th April 2014.

At the A.G.M., all Committee members officially stand down, but this year some are not seeking re-election:-namely – Chairman, Treasurer, Editor, and Regalia..

COMMITTEE POST MEMBER NOMINATION SLIP:

(Please copy & send).

NOMINATED :-

Name

Nominated by.....

Signed:.....

Please note that additional proposed agenda items must be received by the Secretary no later than Friday 28th. March 2014.

A.G.M. Draft Agenda:-

Welcome by Chairman;

Apologies:

1. Previous Minutes of AGM, April 2013.
 - (i) Move as true record. (ii) Matters arising.
2. Committee Officers' Reports.
3. Awards: Annual Presentation of the Maurice Billing Trophy by the Chairman.
- 4 Election of Officers and Committee Members.
- 5.Events 2014.
6. A.O.B.
7. Date of next A.G.M.

Annual general meeting spares discount.

Once again, as in previous years, members can enjoy a discount of 10% and a waiver of the normal handling charge on all listed spares items (subject to availability) pre-ordered by no later than Friday April 4th 2012. You will be able to pay for them and collect on the day. Just indicate your wish to collect your parts at the A.G.M. on the Parts Order Form.

Ford Models Y&C
HENRY'S CARS FOR EUROPE
1932 Ford 1937
Sam Roberts

Regalia.

Message from John Argent, our Regalia Officer, "We will be there with some special offers! A good reason to come to the AGM."

"Ford Models Y& C. Henry's Cars for Europe."

Buy your copy at the A.G.M. and save £6.00 postage charge.

H.D. Packham automobile engineer.

In the late 1940s, Sidney Packham owned a small property on the south side of the London Road, opposite Waverley Road in Benfleet, near Southend, in Essex. Sidney's brother, Harold, rented the property from him and set up shop as a 'car sales showroom'. The available space for displaying vehicles was tiny and, if the garage doors were left open for access, there was only space to park three cars. Nevertheless, with more and more people using the London Road, the showroom was in the right place for the passing trade.

Over the years this small building has been used for various different business ventures. Before the war it housed a business where the rewinding of dynamos was carried out. The onset of World War II saw the premises utilised for the manufacture of sphygmomanometers (blood pressure monitors).



It was after the war, in the late 1940s, that Harold Packham took over with his car sales business. Harold also had his own paraffin delivery round. In the late 1950s, a new venture saw a change to an electroplating business.

Power Autos, a car repair and maintenance business now occupies the building.

(Sent in by Jo Hanslip)

The garage and 'showroom' of H.D. Packham, automobile engineer, in the late 1940s. Being south Essex based, family Fords were quite plentiful. Regrettably none of those in the photograph survives.

Photographic finds.

Extract from the 'Braintree and Witham Times, 2 May 1985, "All through the last year the bakery of G.H. Sibley made sure that no-one in the Braintree area went without bread. There were up to 1,000 customers, including the personnel of the aerodromes at Rivenhall and Earls Colne and the staff and patients at Black Notley Hospital.

When Mr. George Sibley eventually decided in 1946 to go out of baking and into farming he had ten men working for him and six vans on the road. Three of them can be seen in this photograph supplied by the man in the centre....."

Note:- My apologies for the poor quality of the photograph. The two long rad vans are AVW Essex registrations dating from early 1934."



The Ford Y & C Model Register

A likely bunch of lads, who beg the question, why aren't they at the front? The London registered short rad van, with long rad bumper, has black-out headlamps and white hi-vis outlines painted round the body. What are they doing?"



The boss remonstrating with the driver of this April 1937 London registered Danish Bacon van. From October 1936, the spare wheel was carried on the near-side door as the drivers preferred to dismount through their door, rather than squeezing across to dismount from the near-side door. Note: there were no passenger seats fitted in production for ease of access to the loading platform

Her Majesty Queen Elizabeth, the Queen's Mum, talks to a six footer, who is either a N.A.A.F.I. or WVS lady. The senior lady appears to be wearing a Mechanised Transport Corps badge. The N.A.A.F.I. van, in wartime livery, has a canvas canopy roof extension rolled up on top and press-stud anchors for side-screens. The van looks to be standard except for the rear door handle and the 'gizmo' in front of the word VAN - I'm not sure what that is



Events 2014

29 March	Classic Virgins Day Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
12/13 April	New event: Practical Classics Restoration Show at the NEC	See advertisement on next page.
13 April	35th Annual General Meeting Village Hall, Willoughby, 2 pm.	Bob Wilkinson 01832 734463
27 April	National Drive-it Day	
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
5/6 July	Dig for Victory (1940s) Show North Somerset Showground, Wroxhall See www.digforvictoryshow.com	Ivor Bryant 01454 411028
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
13 Dec	Y&C Register Christmas dinner Red Lion, Adderbury, Nr. Banbury	Colin French 01295 262707

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



Noel Page and Roger Hanslip are desperately trying to have Roger's January 1937 van ready for the Midlands Tour in June. Here it is in January! If they can do it, other restorers should take heart.

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.

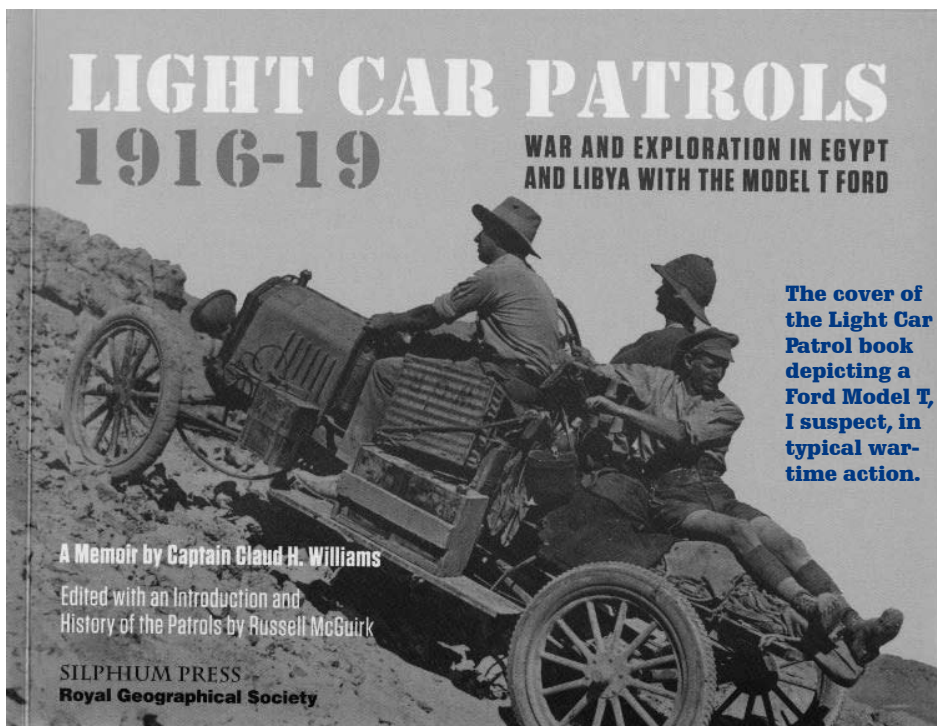
Let us hope that the weather is kind to us and the gremlins have a stay at home week!

Ford in World War 1

. Book review by Michael Ware

"Light Car Patrols 1916 – 19 – war and exploration in Egypt and Libya with the Model T Ford." A memoir by Captain Claud H. Williams. Edited with an introduction and history of the patrols by Russell Mc Guirk. Published by Silphium Press for the Royal Geographical Society. 276 pages . many black and white photographs. Soft cover. Available from bookshops price £24.99 ISBN 978-1-900971-15-7

This is a book I would never have heard of if the manuscript had not come my way in connection with the Michael Sedgwick Memorial



The cover of the Light Car Patrol book depicting a Ford Model T, I suspect, in typical war-time action.

Trust. It features the previously unpublished account by Captain Williams of his service with the light car patrols in Egypt and Libya during the latter part of World War 1. It is a chronicle of desert exploration carried out by a very small British force using Model T Fords. In his introduction the Editor tells how over 19,000 Model T Fords were used during the war with some 1,000 ending

in Egypt. He says "...the Rolls-Royce [armoured cars] were unbeatable where the ground was flat and hard, but where the surface conditions were bad due to mud, sand or rock- and even swamp...the Fords were more reliable." Its high ground clearance helped as well. It was the simplicity of the Ford which caused it to be chosen for these desert patrols – where maintenance was likely to be minimal. Apparently spare parts were at a premium as, after the sinking of two ships, HMT Titian and HMT Waterfels, nearly 500 cases of spares were lost.

This is a wonderful account of running such cars in terrible conditions and on awful road surfaces and hill side escarpments.

What makes this so interesting and the main part of the book is Claud Williams' memoirs, which were written immediately after the war, but have lain unpublished until now. You are getting the story from some one who was there. It's a fascinating account of using cars in the most terrible of conditions; some of the repairs they had to carry out were amazing. Besides the cars, the book is a descriptive account of the places, the people and the very varied climate. With WW1 being commemorated this year, this book has come to remind us of a part of the war that I suspect, many of us had never heard. There are a surprising number of very good period photographs of the cars, people and landscapes, some reproduced in a sort of

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Spares Report.

Members' correspondence.

The last few weeks have been spent completing the stock-take for the Register accounts. I am amazed at the range of items on the list. I am sure Henry Ford never envisaged that his creations would still be around after eighty years.

In total, we have now completed over 20 steering boxes, both right-hand-drive (RHD) and left-hand-drive (LHD). The new batch of steering nuts has been delivered and our intention is to have both Model "Y" and Model "C" steering boxes on the shelf, as it were, for both RHD and LHD cars. The stumbling block is obtaining a LHD Model "Y" steering box. If anyone knows the whereabouts of one please let me know.

A second batch of brake rods has been manufactured and a test piece load tested. The results were again better than the originals that were load tested, including sets of long rad, short rad and Model "C".

Thank you very much for the enthusiastic comments you have sent about the spares section. It is very encouraging to all the volunteers who give up their spare time to keep your cars on the road. I would like to thank Colin Rowe for the excellent work he does, organising all the orders and dealing with enquiries, and the stock holders for the prompt way in which they all deal with orders.

Whilst talking about stock holders, we did not get any additional members to volunteer to hold a few items of stock as requested in the last issue of 'Transverse Torque'. All communications regarding orders are done by email. So if you would like to be a stock holder and put something back into the Club, please contact me.

I have purchased some items on a trials basis, so they are not readily available as yet. I also restocked some of the 'out of stock' items and intend purchasing other items to add to the list.

BF27a. Door Handle Escutcheon (Inner) SR £6.70p

BF27b. Door Handle Escutcheon (Inner) LR £11.35p

Over this past year, there have been several large items of expenditure on exhaust systems, steering nuts and brake rods, which will be covered under my Spares Officer report at the A.G.M.

Peter Ketchell
Spares Officer.

Feedback.

In the last issue I asked for your thoughts on the technical articles, such as the three 'Get the Best from Your Car' tail-enders in the last three issues. Bill Ballard, who edits 'Wire Wheels' and 'F.O.R.D. INK' for small Ford enthusiasts in Australia, was quite prolific in his response, an extract from which was, "Where I think we can score is telling people of your (or other people's) breakdown experiences - what happened, what caused it and what did you do to fix it. That sort of article is usually written in layman's terms, and is easily understood and can be quite readable. I'm sure you know what I'm getting at! Brian Godfrey's piece on the Model "Y" jack in "Chairman's Chatter" could be considered such an article. I also like the way Nigel Stennett-Cox puts his articles over.

The historical research is also enlightening. I know you've featured many of the Ford plants involved in assembling or building Models "Y", "C" and "CX" over the years and I was just wondering if anyone has ever put a book together on the subject - perhaps expanded to cover all the Small Fords? I'm sure a potted history of the works and the cars they produced would be a welcome addition to everyone's shelves! Anyway, I've just found an article about building the New Zealand Ford plant at Lower Hutt and am adapting it for you! You can expect it soon!

Going back to the subject of the content of our newsletters/magazines, I get a lot of positive feedback from women - believe it or not! - which I find comforting, but you will not find me sinking to including food recipes or crossword puzzles in my publications! Surprisingly, people like the old adverts, road tests, comparisons with other makes, etc and of course, for a club like ours which organizes its own runs and social events, members like to read about themselves in the reports of recent events!

So there you have it! Make of it what you like! But please keep up the good work!"

And more

This time from Nigel Stennett-Cox, "One shares your entertainment, and even amusement at the "Aircraft and Motor Cars" Ford advertisement of 1937. This example is certainly one of the worst offenders for sheer snobbery and bullshit, but I've long been intrigued by how much thirties Ford publicity was aimed at the "educated" middle and upper classes of the period, and/or their pretenders.

V8s with quaffing Huntsmen and country houses in the background appear with text which, in one case, urged the reader to "pense arriere" as part of his/her thought processes leading to buying a Ford instead of one of those shoddy Daimlers, Sunbeams or Alvises.

Hilarious really, along with the use of the word "unwisdom" in your example, suggesting even that an American hand may have been at work here, perhaps even a little out of his/her comfort zone? Or could it have been something for which Malcolm Campbell was responsible, in addition to his voice-overs on Ford films of the period, and to justify the string of new cars with which Ford were wont to present him in that time-scale? An ex-him 1938 Model 81A "Woody" survives."

Somehow, I have this image of the contemporary American Ford managers huddling around tables with their British counterparts, desperately trying to "figguurr" how to shake off the absolute bottom of the market boneshaker connotations which had been the price of the Model T's phenomenal sales success.

And did it work; in the absence of social and income profiling data for thirties Ford buyers, I don't know, but seriously doubt it?

Bingham's success down to Model "Y" vans?

Member, Robert Marshall, alerted me to the Bingham's Potted Meat advertisement, which depicts a Model "Y" delivery van. Having contacted Peter and Stella Moon, the joint directors of Bingham's, Peter sent me a photograph of the company's three vans awaiting delivery from Autoways (1931) Ltd., which was one of the two main Ford Dealers in Sheffield, in Hereford Street (now part of the Kennings Group). Interestingly, the vans (numbered 1, 2 and 3 on their nearside doors) have their Bingham's livery, yet they are still on trade plates. I always thought that the vans, which were painted grey on delivery from Dagenham, were registered before they went off to have their livery painted. You learn something every day! My thanks to member Robert Marshall and to Peter Moon of Bingham's.

Afternote:- Three weeks after typing the above, Peter Purdy, our Assistant Secretary, emailed, "Having yesterday enjoyed some potted meat on a piece of toast, I took a closer look at the packaging. The product - Bingham's Potted Beef - uses a Model Y van on the packaging. On looking at their website in the history section there is a 1930's photograph of what looks



The Bingham's Potted Beef label, which caught Robert Marshall's eye.

like 3 Model Y vans outside a shop." There's nothing like keeping one step ahead of the pack!

We forgive you Roy Brown.

Roy Brown was the designer of the Edsel car, having been told to design a car that will stand out. It sure did with its 'horses collar' radiator grille, which was ridiculed throughout America.

Jim Miles submitted a Daily Mail newspaper clipping as follows, "Another designer whose jottings achieved genuine 'icon' status was Roy Brown.

Having risen up the ranks in the Ford Motor Company in the United States, he designed a new chrome-covered model which was supposed to capture the dreams and aspirations of the new motoring classes in the late Fifties.

Soon it became clear that the Ford Edsel was one of the greatest turkeys in the company's history. When Richard Nixon, then America's Vice-President, was pelted with eggs in Peru while riding in a convertible Edsel, he remarked, "They were throwing eggs at the car not me."

The Edsel team was duly exiled to various outposts of the Ford empire. Brown ended up in Britain at the Dagenham works where he designed the Ford Cortina. More than three million models were sold and Brown's honour was restored."

An Irish problem.

Matt Coleman sent in a newspaper advertisement from the 'Irish Press' dated 6th January 1936 announcing a £10 reduction in the price of Model "Y"s; the Tudor from £150 to £140, etc. In 1932, the government of the Irish Free State had imposed a 70% 'emergency duty' on imports from Britain. Yet, just over the border in Ulster, the same car could be purchased for £100. One can imagine the corruption and illegal goings on across the border.

A virtual reunion.

I am having a clear out of my 'study' as we have had new carpets laid and discovered this story from 2000. Although it was covered briefly in issue 130 in 2001, it is worth a second airing. Trevor Walker had sent in the following newspaper cutting from the December 2000 'Classic Motor Monthly'; "FORD HELP. Dear CMM, I wonder whether you can help. A number of years ago, my father sold a 1935 Ford 10 Deluxe convertible (registration ST 8776) to a Ford collector in London. Do you have any advice as to how we could trace this car? Yours, Katrina Beaton." Note; ST is a Scottish Highlands (Inverness) registration.

The car was then thought to be owned by member, Roger Booth, but he had sold it



Three Model "Y" vans, on trade plates, waiting delivery from Autoways in Sheffield. Note that the long rad vans do not have bumpers and have their spare wheels on the drivers' doors, i.e., manufactured before October 1936.

on to Eamon O'Donnell in Newmarket, Co. Cork. Having emailed the news to Katrina Beaton, she replied, on 14th January 2001, "I checked with my father and he now remembers he sold the car not to a dealer in London, but to someone in this area who planned to sell it on. We think that possibly

this simply did not happen and so the car was in the Highlands for much longer than we thought. Memories include using the doors (opened) as a snow plough when they were driving in heavy snow; stopping at lights in Inverness and a gentleman jumping out of his car, rushing towards them and hugging the 'fordie' as he exclaimed "this was my lovely car!" My father recalls that it was bought from a William Rose in Moy by his father-in-law, Hugh Macdonald, Old Manse, Moy in the early '80s and then passed to my father, Charles Cameron, of 2 Moy Hall, Moy. Unfortunately, we are unable to find anyone who remembers the car previous to Hugh MacDonald buying it from William Rose. William Rose is long deceased and his wife has little memory of the car, although it was used as a school taxi for a short time in the early '50s she thinks. My father did sell the car in 1985."

Katrina and Eamon were put in touch with each other, telephone-wise. This is the stuff that the archive is made of. We now have recorded a reasonable knowledge of the history of ST 8776, the Inverness registered Model "CX" tourer.

Ford accessories.

Maurice White wrote in, "At Christmas, my daughter Amy presented me with your excellent book "Ford Models Y&C. Henry's Cars for Europe", the reading of which will be without doubt an enjoyable and informative experience. Looking at page 183, I see that Ford Ibérica, for an extra 300 pesetas would supply and fit a sturdy black boot prior to delivery, which then set me thinking about other accessories that Ford had to offer

£10 PRICE REDUCTION
on all
Popular Ford 8 h.p. cars
now effective

We announce with pleasure a large price reduction now effective for all Popular 8 h.p. Ford cars. Already the least costly car sold in Ireland, the reduction of £10 widens the margin still further, while the wonderful quality and performance remain unchanged.

Ford's long-standing policy of passing on to the public every benefit of production-economy is once more demonstrated, and every Irish motorist shares in the success of Ford cars.

Let your first New Year Resolution be more economical and more enjoyable motoring. Put it into practical effect by asking your Dealer for a trial run in the Popular Ford!

POPULAR 8 H.P. FORD			
		OLD PRICE	NEW PRICE
*	Single Entrance Saloon	£150	£140
*	Double Entrance Saloon	£160	£150
*	Double Entrance de Luxe	£170	£160

AT WORKS

Irish Press, 6th January 1934



"A display of Ford accessories at Dagenham Motors Ltd., the main Ford dealer off Oxford Street in London. Note the additional accessories on the car in front of the stand. It is a two-door (Tudor) with sliding roof, probably from 1935/36. Its additions include trafficators, a second (slaved) windscreen wiper, a racing greyhound bonnet mascot (probably from a Model 40 V8 Greyhound), an abbreviated radiator muff, which covers only the radiator grille, a badge bar and headlamps with unusual rims!"

Original registration.

Just to remind you of one of the Club services:-

From Bob Wilkinson:- email rec'd 21.01.14. "Just sent off paperwork to DVLA to reclaim original registration on Richard Bingham's "CX" Tourer." Email received 22.02.14, "Richard Bingham's application to retain original number - ED 9680 - has been successful."

owners of Models Y&C.

On that note, enclosed please find a photocopy of a page from Aldon P. Ferguson's "Burtonwood" The Eighth Air Force Base Air Depot" here at Warrington. Over Sgt MacElpony's left shoulder is a Model "Y" sporting rear wheel 'spats'. Would these have been official Ford Accessories like the 'Spanish' boot?

Keep up the good work. Transverse Torque is eagerly awaited and devoured."

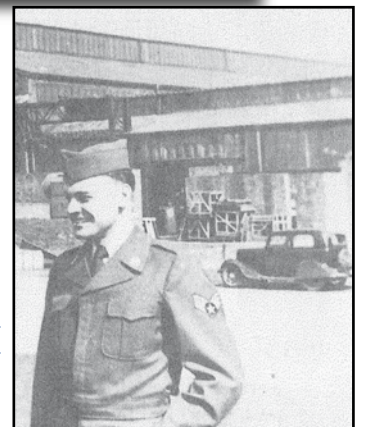
The Spanish boot accessory was peculiar to Ford Ibérica and I regret to disappoint you; Ford never made 'spats' for our cars. I do not really see the need, but thanks Maurice for writing.

Incidentally Maurice is looking for a Somerset registered Model "Y" or "C"/"CX" to keep his Somerset registered Austin 7 Box Saloon company. Can anyone help?

The Ford Y & C Model Register



Katrina Beaton's brother, aged 2, sitting on the wing of their father's Model "CX" tourer in 1967. Note the fire beaters in the background.



The Model "Y" with 'spats' referred to in Maurice White's letter.

Roadworthiness check list. 5 Engine.

Spring-Time fettling

Since our working from front to back of our Model "Y"s and "C"s has already taken us to the back axle in the "Roadworthiness" series of articles, it seems appropriate to change tack a little. That, and the time of year, would suggest us covering the cheerful subject of unwrapping our trusty Fords and getting them fettled up for the driving season. You will, I trust, have kept the tyres inflated during the winter, the batteries disconnected and periodically trickle-charged, and have drained the cooling water at the end of last season.

If not the latter, then perhaps you run the car with an anti-freeze mixture in the radiator, rather than plain water. Your Technical Advisor would recommend this course of action, since the regular blue ethylene-glycol anti-freeze solution one buys at any car accessory shop is very effective at inhibiting, even totally eliminating, rust formation in the cooling system. This problem was rife in the old days, and many of our engines have accumulated rust flakes and sludge in their coolant. This forms in the inside of the cast-iron cylinder head and block and, when it becomes mobile, it then proceeds to travel up the top hose, into the radiator header tank and then gradually block up the tiny coolant tubes which form the radiator matrix. When about 10% - 20% of these, or even more, are blocked, the radiator efficiency will become compromised. It may not leak and look alright, but will do one or both of two things. For one, the car will overheat as evidenced by the water boiling and steam emitting from the radiator overflow pipe and/or the filler cap. This will first happen when outside factors combine to make it more likely, e.g. hot weather, hilly country, heavily laden car, heavy traffic, and sustained high speeds. Secondly, even in the absence of overheating with a full system, the process described below may occur.

In this latter condition, even though our cars are not fitted with water pumps, the coolant will be forced to circulate more quickly, this corresponding to a higher volume per unit of time having to travel down the radiator tubes. The alert reader will have realised by now that our 10% - 20% blocked radiator will have had its flow rate impaired by a corresponding amount. Where then, does the water go that is still being sent up the top hose by the hot engine, and not all of which can go down our blocked radiator fast enough? Answer; wherever else it can escape from the header tank and that's down the overflow pipe and to waste. Then, when we have a less than full system, the car will be further prone to overheat in the vicious cycle which we are now in.

You must have a good, leak-free and clean radiator in your car if you have any ambitions to use it for any more than short and local trips. So, always flush out your system well and use a good-quality anti-freeze all the year around. If you change the engine for another that's been standing for years, then flush and mechanically remove, i.e. poke around in the water jacket, to shift rust and scale as much as possible before fitting the engine. When it's in and running, flush further with flushing compound and add your anti-freeze when the water's staying clean.

And finally, if you want to use your car on some of our excellent Club runs and the radiator is suspect, bite the bullet and get it professionally cleaned by dismantling or, ideally, re-cored [new matrix] by one of the many specialists around who deal with "classic" stuff. Our cars have a very simple [read "cheap"] type of radiator so we are very lucky compared to those who run "exotica".

Nigel Stennett-Cox
Technical Advisor.

25 Years ago; issue 87 February/March 1994

The lead article in this issue was the fascinating description of the Model "Y" Jennings conversion to a load-carrying car from a true craftsman, Frank Hilditch, who worked on these cars at Jennings.

THE LAST WORD ON THE JENNINGS CONVERSION – OR IS IT?

Following the article by Jon Pressnell on John Follon's Jennings Model "Y" in July's 'Classic & Sports Car' magazine, John was surprised to receive a letter from Mr. Frank Hilditch, who said that he had worked on the conversions whilst employed at Jennings at Sandbach in Cheshire. I wrote to Frank Hilditch, who sent me a full explanation of the conversion process, a couple of photographs and a booklet, which was published by Jennings on their bicentenary in 1964. The latter is a fascinating history of this family of coachbuilders, who made carts, drays and traps in the early days and who progressed with the advance of technology into making specialist bodies for motor vehicles of all sizes, particularly specialist bodies for E.R.F. lorries as they shared premises.

The following is the text of Frank Hilditch's letter (demonstrating a crystal-clear memory in what must be an octogenarian body!):-

Dear Mr. Roberts,

Thank you for your letter of October 18th. In reply – I think the number of Y car conversions to what, amongst Jennings work people, were called Broughams, probably numbered 6 or 7. Some were converted for garment manufacturers, fish-mongers, tool salesmen, etc. The orders for these were sent to Jennings by Ford agents in different parts of the United Kingdom.

When one of the cars was brought into the body shop, the trimmer took down the rear part of the head lining, side and corner panels. A body builder (myself for one) removed the spare wheel and rear glass and then the job was nearly ready for cutting. We would then find the centre of the rear window and lined it up with the spare wheel bolt holes, marked the top and bottom with pointed soft chalk, then marked off each of the side corners, checking across each corner to make sure that the door aperture was square, then joining each corner by using a straight edge (a piece of wood planed straight). After drilling three or four small holes at the corners with a hand drill, then, with a machine hacksaw blade (which I still have in my tool box) cut out the panel. By using this type of blade its length and thickness saved any breakage of blade or scratching across the outside panelling.



The restored Model "Y" Jennings showing the rear door."

During restoration. The loading platform was placed on top of the spare wheel. Note, the spare wheel was not bolted onto the door as described in Frank Hilditch's letter.



Then we made patterns to the shape at the end of the cut (we kept these). We cut out the pillars and cross-pieces in ash or beech wood. We fitted the frame to the car first (jointing each corner) with 1/2" 4 screws and filed the edges smooth all round. The door panel was framed the same way, hinged with 4" x 2" brass coach hinges on the off side and Budget locks with Tee keys, or slam locks and locking handles as required by the customer. Also on the slam side, dovetail buffers were fitted. The rear glass was fitted, the spare wheel fitted to the door by two bolts.

Alum door lapping (tee moulding) was fitted all round the door and gutter moulding above the top of the door. Inside, the headlining was refitted. The outside moulds and wooden pillars were then painted. All this work was done on a contract price to the employees of seventeen shillings and sixpence, out of which I paid my boy apprentice.

About 30 years ago, J.H. Jennings & Son was bought out by the firm of E.R.F. Ltd. Then after about ten years, they closed the body shop, so the two grandsons of Jennings started their own business in Crewe. They did the same sort of work (motor body building). Regrettably, this business closed down a few weeks ago. I was apprenticed to Jennings at the age of 15 and worked for them until they were taken over completely by E.R.F. Ltd. For a number of years, I was Works Manager over the Body Section for E.R.F. Ltd. until I retired in 1974.

Yours sincerely,
Frank Hilditch.

There were nine new members reported in this issue, of whom three and the son of another are still with us. Jim Boland in Co. Wexford in the south-east of Ireland, joined with an imported 1937 Tudor Model "Y" which originally had a sliding roof (JG 9576). This appears to be the start of a collection of small Fords, as he went on to own another imported Model "Y", a Fordor this time, a January 1936 Tudor Model "CX" – also imported – and the car, which hit the headlines in March 1994, an Eifel cabrio-limousine, which he imported from the Isle of Man, where it had been owned by a Teddy Barrow. Teddy Barrow had been working at the Ford Cologne factory in Germany at the outbreak of war in 1939. He and his family made their escape in the car, dodging arrest

Daily Mail, Tuesday, March 1, 1994

PAGE 17

Escape to bygone days

Ford that carried family to safety from Nazis goes under the hammer

By PAUL HARRIS
IT wasn't much to look at alongside the sleek old Jaguars and classic Cadillacs.

The green paint had faded long ago and the engine had seen prouder days.

But it had been the perfect getaway car when Teddy Barrow made his Great Escape from Nazi Germany – dodging arrest by the Gestapo by a matter of hours.

The four-seater Ford Eifel – top speed 50mph – carried him, his wife and two young children through border gunfire, across France and on to the last pre-war Channel ferry to Britain with minutes to spare.

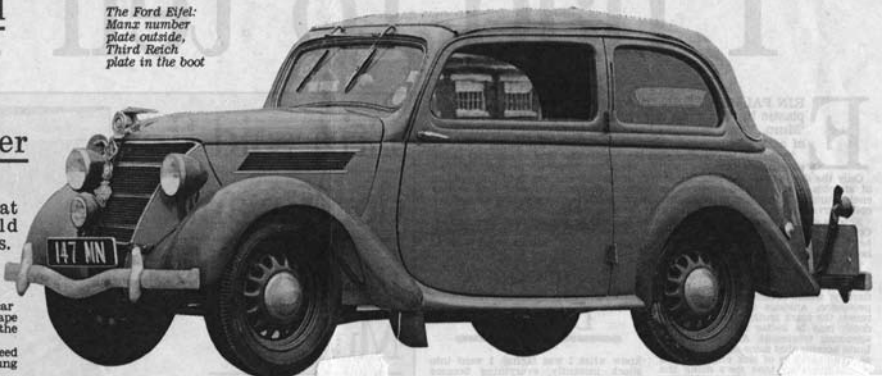
That was why the humble little car still carrying its Third Reich numberplate in the boot – was given pride of place at a Sotheby's auction at the RAF Museum in Hendon, North West London, yesterday.

That and the fact that of nearly 62,000 Eifels – the German equivalent of a C-type Ford 10 – it is believed to be one of last left-hand-drive convertibles.

When it came under the hammer, it was sold to a Ford dealer in 40 seconds – roughly the time it would have taken to go from 0 to 50mph in its heyday.

The price was £3,980, some 40 times

The Ford Eifel: Manx number plate outside, Third Reich plate in the boot



The Daily Mail report on Jim Boland's Eifel Cabrio-limousine, with its Isle of Man registration, as it was when auctioned at Southerby's in 1994.

by the Gestapo by a matter of hours. They caught the last Channel ferry to Britain with minutes to spare.

John Gardham is still with us in West Yorkshire. He had discovered a 1936 Fordor Model "CX" saloon, which had been off the road for 20 years, but was complete. He set about restoring it, but sold it to a J. Turner, whose aim, it would seem, was to sell its original registration and sell it on (shame). He sold it to member Gavin Lough in Morpeth, Northumberland, who is still struggling with the restoration – or is he? Please let us know Gavin.

Nigel Stroud joined the Club in 1986, left for a spell and rejoined in 1984 to complete the work on his 1936 Tudor Model "Y". He made an excellent job of the restoration, which he wrote up in issues 155 and 156 of Transverse Torque. In October 1999, he sold the car on to George Lowe in Stoke-

on-Trent, who has recently dropped out of membership!

Dorothy Stradling-Smith from Brightlingsea in Essex also joined us, reporting that, "My Model "Y" has gone to be restored. Luckily the engine and chassis are very good, but the body needs some work." I'm not sure whether that one (Y130065) ever was restored as she bought another 1936 Model "Y" (Y141104), which is on the road. Regrettably Dorothy died in 2003, Y141104 now being owned by her son, Jeff Stradling.

Other Model "Y"s swelling our ranks in 1994 were ADR 202, still shown today as being owned by Mike Gent in Sheffield; AFH 45 was being restored by Ronald Grant – regrettably, having used the club to retain its original registration, he then customised it (shame again!); JF 5360, an early long rad, had been owned by Dave Kelly of Grimsby for many years and is now owned by member,



Nigel Stroud's beautifully restored Model "Y" attending the 2008 A.G.M. at Willoughby village hall; unusually the body from the coach-line up, is painted black

Paul Beckett, over the Humber estuary in Hull; ARL162 was bought by Rod Roadnight from member Mark Keast in Penzance. He didn't have it for long as, by 1997, it had passed through a dealer to southern Ireland, where it still resides with an unknown owner; CBJ 576 was owned by Jim North in Hemel Hempstead, since when it has moved far north to Stornoway on the Isle of Lewis with

cont'd pon page 20

member, Rod Murray— coincidentally, this car was pictured by Stornoway harbour in the last issue of Transverse Torque; KFF 127, ex-CHT 766, a March 1936 green and black Tudor was owned by Michael Floyd in Tring, Hertfordshire, whose membership lapsed in 2000. Neither hide nor hair of Michael or KFF has been seen since.

On a different note, it was reported that Bert Thomas had passed on all his stock of spares, parts, special Ford tools and machinery to Belcher Engineering Ltd. on the Shepherds Grove Industrial Estate at Stanton in Suffolk. What a fantastic hoard for Gary Miller, who then ran the company. In my Chairman's News, I reported that Graham Miles, Jeff Cole, our very learned Technical Adviser, and I went up to see Gary to see what sort of service Belcher Engineering was able to give to our members. We really drew a blank as Gary had not had time to sort through the parts and carry out a stock-take. He didn't seem to keen to get directly involved with the Ford clubs, but would carry out any repairs we needed.

Otherwise, this issue was warming up the membership to the year's events. The annual rally was moving away from Stanford Hall and was to be held at Wellingborough, near Northampton. Peter Ketchell was liaising with the Mersey Tunnels and Mersey Travel company to organise a classic car rally through the Queensway Tunnel, which, along with the Model "C" was celebrating its 60th anniversary in 1994. More on these anon.

Although the new Yahoo layout has finally arrived, Yahoo are regularly making changes (improvements?), so Members may still need patience to find their way about. "Polls" have been re-introduced, "Events" improved, and annoying headings removed from the lower part of photo thumbnails – except the one you look at! I expect more small changes to follow soon. These changes may be due in part to a new re-structuring of Yahoo to servers in Ireland and a new company formation.

Members had slightly less to say since the previous edition; possibly they were out in their workshops preparing for the new season? Amongst the conversations posted were, as always, references to new cars found on eBay and debates on what models they were. Help was offered though, as can be seen in these snippets, all of which came from our overseas members with Eifels (Spain, Denmark and Holland):

Q. (Spain). I need to restore the speedometer. Do you know how to get the needle off? My car is a Ford 10, "CX".

A. I followed the instructions and I could remove the speedometer needle. It was only pressure.

Thank you very much everyone for your

help. This forum is very useful.

Q (Denmark). My financial situation may now allow me to invest a little further in my Model C/Eifel long running project. The crankshaft is the next step in my engine overhaul. It will be reground down to next undersize and then I need to do something about all the bearings.

I can see that, originally, both the mains and big-end conrod bearings have been Babbitted, but today you can obtain shells for the mains. For the conrods you can choose either to stay on Babitted bearings or have shells as well. The prices are virtually the same.

I've heard that impurities that accumulate in the oil may sit in the thick Babbitt and do no harm, whereas, with the thin layer of Babbitt on the shells, harm will be done. Now, as the mains have shells already, then I guess it might as well be shells for the conrods, but will I then have to add an oil filter?

I think it can be done at the small screw on the side of the engine right under the cover for the valve spring compartment. I think the oil coming out here is the surplus oil from the oil pressure regulator. Return oil from the filter can just be fed to the sump through a brazed fitting. OK, it isn't original but, with the shell bearings, I may not have much choice (and it may make the oil last a little longer.)

Q. (Spain). I have read on the Forum about the problem of engine lubrication. I'm repairing the engine of my Ford "CX". My question is, if you believe there is a need to attach the oil filter, what happens if you do not fit an oil filter?

Q. (Spain). Another issue; I learned that the body on my Ford Eifel is the first version. I am informed that it was called the MK 1. Does anyone know the Mk 1 or meaning of MK1?

A. (from Denmark). Mark 1 is the designation for the first version of a car, or aeroplane or any construction. I, for one, sometimes use the term "Mk. 1" for the first version of the Eifel, which looks almost completely like the UK built Model "C"/"CX". In October 1936 came the "Mk. 2" Eifel, with the "Alligator bonnet". The "Mk.2" Eifels are the ones that most people (at least in Denmark/Scandinavia) know as Eifel. There was also a "Mk 3" Eifel, although I am not sure exactly when that came in - maybe October 1937 - when the bonnet was changed a little once more. Then, in 1939, came then the "Bügel" Ford Taunus. I hope this has helped.

I appreciate the information. It is very accurate and satisfactory for me. The front of my Eifel is the same as the English "CX". Thank you very much,

Q. (Spain). I was reading our cars' history on the Register's website and noted that there were well over 3 times more Model "Y"s were produced than Model "C"/"CX" and yet so relatively few "C"/"CX" have survived. Is there a good explanation for that?

A (Archivist). A couple of suggestions:-
1. The "C"/"CX" was prone to rusting due to rain getting in over the rear wheel arches (no roof guttering as on the Model "Y"). Many chassis rotted at that point.
2. The Model "Y" was more rugged and versatile and was enjoyed more by the equivalent of today's 'boy-racers'. The De Luxe, although having a higher top speed, was more refined and did not appeal to the sportier set.

Hence, more Model "Y"s were kept on after the war and subsequently restored (assuming they were not destined for the Stock Car Racing circuits!)

A. (Holland) It's a very interesting discussion, I think. Sam's conclusion is correct; it fits with my experience. Just about two years ago, I was in tears, facing the rust damage on our "CX" chassis. It took a lot of effort to continue and make my own new chassis from scratch. In the meantime, I drove it on our drive way. You'll find it on YouTube: The Gercama 'first drive' <http://youtube/82cqDHIPsx4>

For anyone faced with the same problem, I am able to help with affordable parts to weld your own suitable chassis framework.

Q. (Spain). We are now starting to consider the new colour scheme for our Ford "CX" 1937. You'll find our car in the albums of the Y&C forum. Its original colour, we think, was something like 'sandy beach beige' but we're not sure. Does anyone have any idea about the possibility of translating the original colour to something in a colour according to the Ral-scheme

What is your overall opinion about black fenders or should we paint the fenders in the same paint as the body?

A. (Forum Moderator). The paint colours list is on the Forum and was emailed.

Response. Friends, we've tried Ral 1011 – as the present modern day colour is 'beige' - by painting the right front door in such paint. But, as RAL 1011 was the official colour of Erwin Rommel's 'Afrikakorps', we'll definitely prefer another colour. We'll choose another paint!

NOTICES ISSUED:

Photo albums.
For those who wish an easier way to create their own photo album, Yahoo has provided a simple method thus: Just email your photos to fordyandcmodelregister@yahoo-groups.co.uk. The subject header becomes the name of the album. [Don't put any text

Forum Banter.

International correspondence.

in the message!]. You can add further photos to that album by using exactly the same header in the subject line. Anyone else can also add photos to that album. Only the person that created the album can delete their own photos (and the Forum Moderator of course). It is hoped that all members will submit photos of their cars - whether finished or still a project!

Your new Photo album appears in the "photomatic" tab or via the "photostream" - that shows ALL photos either by "latest" or "alphabetical". Thanks to Johnny Yendall for being the first to try this new method. However, like everything new, lessons are being learnt. It appears essential not to add any text - even default footers, else it gets put with "conversations".

A.G.M. Poll.

Enteryourvotetoday! Anewpollhasbeencreated for the fordyandcmodelregister group: "Will you be attending the Club's 35th AGM on 13th April at Willoughby Village Hall, 2.00pm?"

- Yes and I'll bring my "Y" or "C"/ "CX"
 - Yes, I wouldn't miss it
 - Maybe.
 - No, I am unable to attend and will send my apologies to the Secretary.
- To vote, please visit the following web page:
<http://uk.groups.yahoo.com/group/fordy-andcmodelregister/surveys?id=2489066>

Events.

New calendar dates were also added to "Events" - our A.G.M., Enfield Pageant, Old Ford Rally, NEC and others. Please submit more of your Local events to share with others.

Photographs.

Photographs of an OHV kit for early Ford sidevalves were posted, as were eBay finds. Please remember, other members are always interested in your projects and progress. Photographs demonstrate clearly that progress, aids in understanding where parts go and how they look. It's good to be able to refer to these when stuck! Please keep the photographs coming in.

As always, help with accessing the Forum is always available. Have you claimed your own Album yet?

Roger Corti.
 Forum Moderator.

Japan.

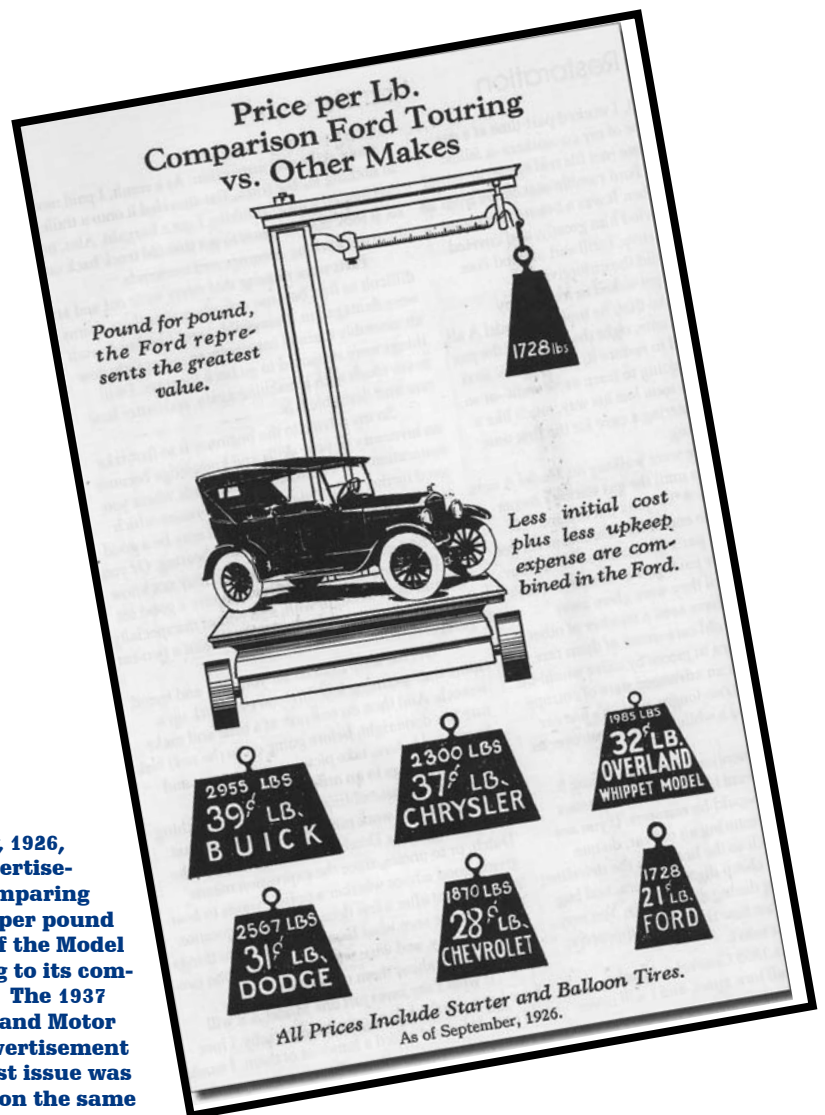
A chance discovery.

Humphrey Smith in Shima Nogita, Japan, contacted Bob Wilkinson by email saying, "I have in my possession a buff logbook (albeit cancelled - it's stamped 'NG') for a 1933 Ford Model 'Y'. The chassis number listed is Y19202 with the same number for the engine and the registration number is listed as 4737. It was originally registered in Norwich and appears to have spent most of its life there. It is quite possible that this vehicle passed through my father's hands as he was a keen vintage enthusiast and in addition bought and sold many cars during his lifetime. Perhaps you can tell me whether the car still exists - if it does then this important document should surely be re-united with the current owner."

Bob was delighted to be able to tell him that the car does exist and belongs to our ex-Chairman, Rod Janes in Dartford.

U.S.A.

Mike Hines in Washington State on the west coast of the U.S.A. sent in the following:- "While reading through Transverse Torque # 206 I saw the article on Aircraft and Motor Cars. Of particular interest was the theme of cost over time. It reminded me of an advertisement I saw in a recent Hemmings Classic Car journal (copy attached) that stressed the same theme. I wonder if the June 1937 advertisement in the Royal Air Force Display guide wasn't somehow based on the 1926 Ford ad!"



An early, 1926, Ford advertisement comparing the cost per pound weight of the Model T touring to its competitors. The 1937 'Aircraft and Motor Cars' advertisement in the last issue was harping on the same theme for the Model "Y".

Henry Ford's soya research.

One of the episodes in his book, "Buses, Bankers & the Beer of Revenge", Justin Pollard tells the story of Henry Ford's experiments with soya beans. We are grateful to the Institute of Engineering Technology, who published the book, and to Justin Pollard for allowing us to reproduce the story.

Episode 13 – Go to work on a bean.

Henry Ford, founder of the Ford Motor Company and father of the modern assembly line, has been called many things but rarely 'green', yet had he had his way and were it not for the outbreak of the Second World War we might all now be driving in cars made partly from beans.

Henry Ford had been brought up on a farm, so agriculture was not alien to him as perhaps we might expect of your average industrialist. As an industrialist however he did believe that agricultural output could, with enough thought, be put to industrial use. In particular his interest was piqued by the humble soya bean which to him appeared to be the solution to many of the problems facing America in the Depression. Firstly, the plant had nitrogen-fixing roots which he believed could help stabilise and improve the ruined agricultural lands of the 'Dust Bowl'. Secondly, the beans themselves were high in oil and oil interests people who make cars. Then there was the fibrous protein left behind after oil extraction and Ford certainly wasn't going to waste that, even if he couldn't initially think what to do with it. Fortunately by the early 1930s he had a research team looking into just that.

The oil proved to be the easiest to utilise. Early Ford motor cars were painted with seven layers of hand-finished lacquer which was both time-consuming and expensive. Research showed that soya oil mixed with enamel paint provided a quicker, harder and shinier finish without the need for polishing. By 1935 some 100,000,000 gallons of soya oil was going into this alone. The oil could also be used to derive glycerine of which 540,000 gallons a year were soon going into his cars' shock absorbers. Even the Ford foundry had a use for the oil, using 200,000 gallons of the stuff as a binder for the sand in casting moulds. By late 1930s Ford required 78,000 acres of soya beans a years to make its cars.

Ford was not a man to tolerate waste, however, and all that oil left behind a mountain of fibrous protein. After much experiment it was discovered that this could be mixed with a formaldehyde and phenol to make a type of plastic that could be dyed in the production process and brought to a high polish, eliminating the need for painting. Thanks to this, Ford cars soon found themselves with soya glove-compartment doors, gear stick knobs and electrical buttons. Ford tractors even got soya seats.

If a tractor seat could be made from beans,

Ford soon realised that perhaps the rest of his car bodies could also be 'grown'. As he commented in 1934, "Someday you and I will see the day when auto bodies will be grown down on the farm." By the late 1930s his soya research team was producing prototype car panels from the material in the hope that plastic panelling would prove more resilient and less likely to dent than sheet steel. It was also noted that cars with plastic panels would be rust-free, a lot lighter and hence far more efficient.

The first soya panel was attached to the boot of one of Ford's own cars in 1940 and in November of that year he arranged one of his famous publicity stunts to announce it to the world. Inviting the press to see his car, the 77 year-old suddenly produced an axe, its blade covered, and proceeded to slam the back of the axehead into the boot. The axe bounced off, the soya bean lid proving its superiority to steel. He then asked the gathered pressmen if any of them would like to see the result of him hitting the boot of their cars with his axe. Not surprisingly no one volunteered.

The first all-plastic panel car made its debut at another of Ford's great public events, the Dearborn Days Community Festival on 13 August 1941. There is some doubt as to the exact composition of the panels in this car, with sources claiming that the research



"Henry Ford dressed in a suit made from soya material.

team used phenol plastic, derived from coal tar, as soya plastic had proved hard to make waterproof. However, plastic of some sort it certainly was. Ford himself maintained it



Henry Ford smashing the soya panel with the back of an axe-head, proving the strength of the material

was a soya car and to prove huge benefits of the bean he championed, he invited the gathered press to share a 14-course meal with him, consisting only of soya derived dishes.

Strangely, it was perhaps that meal that proved Ford's lasting contribution to the soya industry. Ford had asked his chief scientist Robert A. Boyer to experiment with making fabrics from the soya fibre, and could even sport a suit made of 30 per cent soya fibre and 70 per cent wool, to match a tie made of the same. Boyer also made his wife a soya coat, and in the process had the idea for 'knitting' textured soya protein into meat substitutes, a food that is still with us today.

The bean car sadly is no longer with us. With the war taking its toll on bean research, the pilot plant built to make soya protein fibre was converted to producing aircraft engines and by the end of the war petrochemical-derived plastics were proving themselves more versatile and much cheaper than soya ones. At Ford's death in 1947 it is estimated that he had spent over \$4 million (around \$50 million today) on soya research but his 'green' car had never got off the starting line. Instead the result of all that money and work is the humble veggie burger.

Status of my Junior de Luxe/Eifel

by Michael Deichmann in Denmark.

OK – so it’s been a while since I last wrote about my Eifel cabriolet, so here is an update on my early, February 1937, Junior de luxe/Eifel (Model “C” look-alike) project.

Funding has become really scarce these days as banks and credit cards are wanting to get some of their money back (“Friends in need are friends indeed” – these are not friends!), but it will not prevent me from doing some analysis and planning.

Many years ago I bought a Model “C” and have used it for parts - one part being the original engine (all the engines I have had in my Junior/Eifel/C have been E93A replacement engines). It turned out that the engine had 80 thou oversize pistons (!!!) but I found that Small Ford Spares had sleeves so, some time ago, I found someone who could bore the block, press in the sleeves and bore it to the 10 thou oversize pistons I’ve bought.

So far so good. I have two “sons-in-law” (daughters’ serious boyfriends), one of which is a mechanic – well done that girl! We have talked about having weekly or biweekly “knitting nights”, where they come here, together with their girlfriends (my daughters) and have dinner. Then the boys go to the basement to “knit”. However, I have some preparations to do before we can assemble the engine and make up the rolling chassis.

As the cylinders were pretty well bored out, I wondered how bad the crankshaft could be. Was it ground down to last under-size or was there still sufficient material for another life?

Recently I found that a buddy of mine living nearby had a nice set of micrometer gauges, so I asked him if I could borrow it. Of course he said ‘yes’ and so, in the basement, I measured all the journals and made a table:

	Main1	Crank 1	Crank 2	Main2	Crank 3	Crank 4	Main3
Act. Measure (mm)	40.96/95	37.605/58	37.59/58	40.93/89	37.60/55	37.56/55	40.96/96
Deviation (mm)	-0.27	-0.49	-0.49	-0.33	-0.52	-0.52	-0.26
Deviation (inch)	0.0106	0.0205	0.0205	0.0130	0.0205	0.0205	0.0102

Main nominal diameter (STD): 41.22 mm
Crank pin diameter (STD): 38.07 mm

I have slightly varying information about the STD sizes, but the above is taken from Small Ford Spare parts website.

The deviation indicates that the crankshaft may have been ground before – the mains to 0.010 undersize and the crank pins 0.020 under and then some wear, so it will have to be ground to 0.030 and 0.020 respectively.

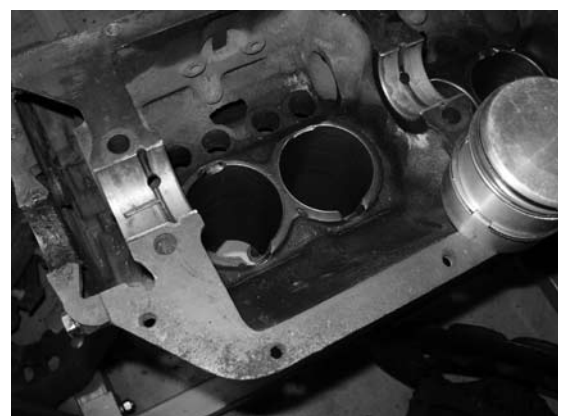
So far, it means a new set of six shells for the mains, but then, what about the connecting rods? They did not have shells originally but poured babbit bearings. However, Small Ford Spares have manufactured new rods that have shells, as well as the separate shells. Comparing the price of my conrods being re-babbitted, on exchange, including shipping both ways, it is £304, with the new rods and shell at £286 plus shipping. So the new conrods are relatively cheap. However, combined with new main shells, the total bill adds up to £413.28 plus shipping. So the engine will have to wait until I can continue the rebuild.



1: Engine stripped and ready for inspection and surgery.



2: Measuring Main 1 journal.



3: Cylinders 3 and 4 before relining.

Members Cars

Dr. John Osley ('John the Bot') renews his king pins

My Model "Y" is a black long rad Tudor with red trim, chassis number Y143040, first registered in June 1936 as BDD 712. I am her twelfth owner. She has done almost 98,500 miles averaging 2,500 miles per year over her first 34 years and 4,000 miles per year in the two years prior to my buying her in October 2005. Since then she has been under restoration because, in particular, the mechanical bits have been much neglected.

She first came to the attention of the Y&C Register in 1990 when the then owner, Nigel Hodson, joined as a new member. A fuller description of her history and progress with restoration was given in 'Transverse Torque' in 2007 with further notes on progress with the brakes in 2008 and steering gear in 2012.

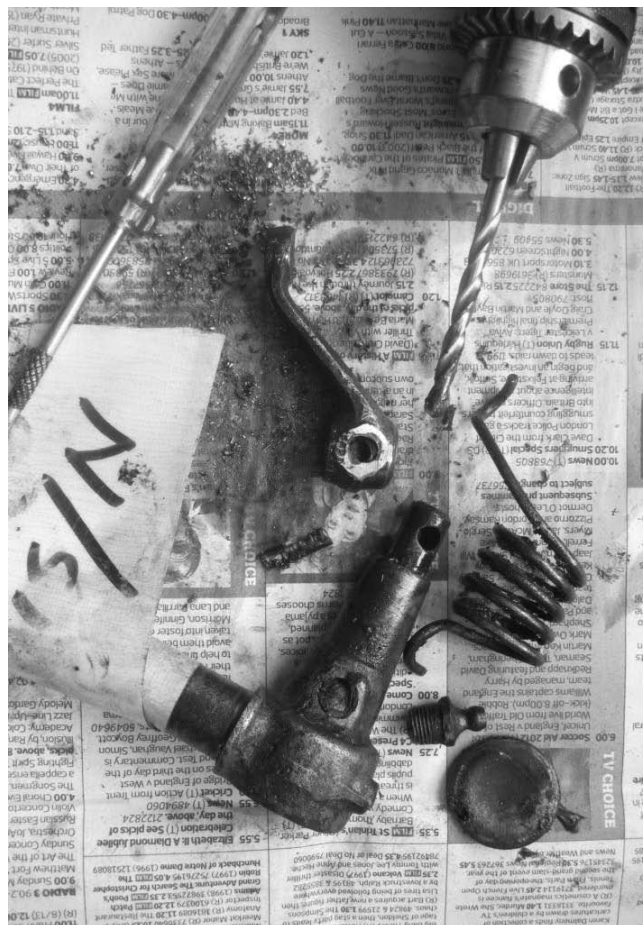
Recent restoration work in September 2013 has been to renew the spindle bolts (kingpins) and bushes. This took a little longer than expected because of a few hold-ups as explained below. Before beginning the work I referred to the Model "Y" Bulletin June 1933 (Vol. 2, No. 5 pages 34-38) 'The Front Axle' and 'Transverse Torque' June/July 1981 (Issue 12 pages 8-9) and June/July 1989 (Issue 59 page 18) both of which give "Fitting Instructions for Kingpins (i.e. spindle bolts)".

It is worth noting that neither the illustration in the Model "Y" bulletin nor the one on page 18 in 'Transverse Torque' September/October 2009 shows the 'head' of the kingpins as found on my car. That is, the spring for the brake operating arm, part Y-2097 is incorrectly drawn, as it should show a loop that locates it over the grease nipple, also not shown, that lubricates the shaft of the brake operating arm. In addition, none of the 'official' Ford illustrations show the core plug that seals the large hole at the end of the kingpin head and furthermore this part is not listed in the parts catalogue. The core plug and the rivet that holds the brake operating arm to its shaft are referenced in the 1989 'Transverse Torque' diagram. Note that the Register does not hold stocks of the rivet (Ford part Y-23766...7/32"x13/16" flat head pin) nor the core plug.

Disassembly of the front brake drum, hubs and brake back plate and removal of the cotter pin was straightforward for both offside and nearside, but releasing the nearside kingpin from the stub axle was extremely difficult despite the glib statement in the Bulletin that, "This will permit the spindle bolt G to be drawn out of the spindle bearing, thus releasing the front spindle assembly." Bob Wilkinson advised the use of a blowtorch, but in the end I took the advice of my old Dad to tap it out from below. To do this I found an 11mm socket and/or a 12mm plug socket and a lump hammer the most useful tools, as the diameter of these sockets happened to fit perfectly with that of the end of kingpin. Nevertheless, considerable hammering was needed to gradually re-

lease the kingpin upwards. On the offside only a few gentle taps were required. It is likely that the difficulty of extraction could be down to the nearside kingpin receiving much more road dirt and water than the offside and so rusting in more. Examination of the kingpins showed considerable wear and pitting where the bushes fitted so it was decided to purchase a set of "new" kingpins. In my opinion, re-use of the worn kingpins is very likely to be a false economy. However, the disadvantage of using new kingpins is that they do not come with the brake operating parts fitted. These parts have to be first removed from the old kingpins. Filing off the head of the old rivet and drilling it out to release the arm and fabrication of a new rivet is not difficult but would have been more satisfactory if Y-223766 had been available. I reused both of the brake operating shafts but the nearside one was rusted and worn giving a looser fit to the arm than ideally I would have liked.

However, before the shaft can be released from the head of the kingpin, the core plug has to be removed. This is easier said than done as it is a seamlessly tight fit within a groove with nothing on the outside on which to gain a purchase. At the time, and in my ignorance, the only way I could see to remove it was to lever it out having first drilled a small hole at the edge. Of course, in so doing this makes it unsatisfactory to reuse unless the hole is then bunged up with filler such as 'JB Weld'. Thinking about it later, it seemed to me that it would have been possible to remove the core plug for reuse by hitting the exposed end of the shaft, which would then push out the flattened dome of the core plug thereby releasing it from its groove. However, having damaged the core plugs and not wishing to reuse them, I then had to source replacements. In the end the best I could do was to find a supplier via the internet of 1 1/4" diameter cup core plugs. I could then hacksaw off the raised rim of the 'cup' and carefully file the edge to the



"Head of kingpin with brake operating arm, spring, rivet, core plug and grease nipple removed.

required diameter (approximately 1 7/32") to make a snug fit into the groove. I was then assured of a tight seal that would retain grease within the head of the kingpin while keeping out water and dirt. Nevertheless, I still felt it necessary to seal with a smear of 'JB Weld'.

I used the new bushes as supplied by the Register. I noted that the old bushes were a combination of steel backing with an inner of phosphor-bronze, whereas the Register bushes were all phosphor-bronze. I am not sure what the comparative merits are? (Perhaps it is just that the ones with steel were cheaper to mass-produce?) I chose to use the Register new bushes, despite having a set of steel-backed bushes. Not having the luxury of a press I was nevertheless able to satisfactorily improvise when it came to fitting the new bushes in the stub axle. I took Peter Ketchell's advice to leave an old bush in place and fitting only one new bush at a time so the old would act as a guide. I found that a 20mm socket fitted neatly over the new bush leaving a few millimetres exposed. This meant that the new bush could

be gently started into the stub axle with some gentle tapping of a hammer on the socket without distorting the new bush. Once the new bush was evenly located in the stub axle, the stub axle could be positioned in the bench vice and a 15mm socket (this had exactly the same diameter as the new bush) applied to the end of the new bush. The vice was then gently closed thereby smoothly pushing the new bush fully into the stub axle. Having fitted the new bush this was then 'reamed' using a 21/32" to 23/32" adjustable reamer so that the new Kingpin was as tight as fit as possible to permit stiff movement of the stub axle but with no slackness. In this instance, I am not sure exactly what the difference is between 'reamed' and 'broached and burnished', the latter being the description in the Model "Y" Bulletin? (I guess that the latter instance is something only the professional car mechanic can achieve and that you can see your tiny little face reflected in the smooth surface of the finished bush.) The process was repeated for the remaining bushes.



New kingpin with old and new core plug (before hack-sawing off the rim)

Reassembly was reasonably straightforward, not forgetting to make sure that on each side the felt pad was installed between the bottom of the stub axle and the brake back plate. I found that it is not necessary to have the kingpin in place (it is indeed much easier without it) to fit the new thrust washer and any shims needed between the stub axle and the front axle. You do have to be very careful not to buckle or tear a shim when you are attempting to make that all important tight fit to take up the so-called 'end-float'. It is also worth not fitting the two grease nipples to the stub axle until you have done up the four nuts and bolts that hold the brake back plate to the stub axle. As I found out, if you do fit them they get in the way of doing up these nuts and bolts so you have to take them off in any case. Some time was spent cursing split pins as four new ones are needed for each brake back plate. The space is very confined and a fair amount of trial and error is required to obtain a satisfactory tightness of nut on bolt that also permits the split pin to both fit in the hole and be in the best position so as to bend back the free ends. This part of the job is also not helped in that each bolt is free to rotate and getting a spanner to grip its head is made difficult by the fact that you cannot see it at the same time as you tighten the nut, and the spanner's grip is compromised by the inner rim of the grease baffle 'M'.



"Stub axle with new bush having been partially inserted using a 20mm socket and hammer, now held in the bench vice with the bush fully inserted using 15mm socket."

No doubt, the expert 'Y-ers' amongst the readers will scoff at my ignorance and incompetence as displayed in the paragraphs above. However, for those like me who have been putting off doing this essential piece of maintenance work because the last time I did it was in 1981, and then on a set of kingpins on a Hillman Imp, it has on the whole been a satisfying job to complete, despite delays in obtaining parts I didn't know I needed when I started the work. My "Y" now has two front wheels that do not 'rock' when off the ground and gripped top and bottom, although I am reminded of the comment of Ron Topping when I told him I was contemplating this job, being words to the effect of "...go ahead but you can expect the kingpins to have as much play after 500 miles as if you had never done the job in the first place...". Fingers crossed that I can prove him wrong!

The current job underway is repairing the rust holes in the rear nearside wheel arch. Having removed the interior trim I have been able to lubricate the mechanism for lowering and raising the rear side window. Having tightened the retaining nuts and bolts the window goes down...the window goes up...the window goes down...the window goes up...ah, the simple pleasures of the "Y" restorer (this, probably, for the first time in forty years and more that they have worked). All being well I would hope to give a report in a not too distant future edition of 'Transverse Torque' on the snags encountered so as to assist the unwary to not make the mistakes I make.

John Osley. Conwy, North Wales.

Completed job - offside.



Technical advice for the Model "Y"

By the late Jeff Cole, original Technical Advisor of the Y&C Register.

Extracted from Issue 62 Transverse Torque" – December/January 1989/90

REPLACING THE MODEL "Y" CLUTCH

Renewing the clutch parts leaving the engine in position and removing the rear axle and gearbox.

Place vehicle on level ground, chock both front wheels fore and aft. Disconnect both cables from the battery. Drain radiator into suitable container – you will not wish to work under the vehicle in a pool of coolant. But, why drain the radiator you are thinking when the engine is not being removed? Well, the gearbox has to be raised some inches to allow it to be removed rearwards, above the chassis cross member. Therefore the engine must be tilted forwards and this will put a very great strain on various hoses and connecting links fitted to the engine. Above all, we do not want the cooling fan or dynamo pulley hub to damage the radiator core.

Firstly, remove top and bottom water hoses; next the dynamo and fan must be removed. To do this, loosen the nut of the cotter pin which retains the dynamo mounting peg in the cylinder head. Now, while holding the dynamo with one hand, carefully tap the cotter pin through to release the dynamo, thereby allowing it to be lowered to the cylinder head. Now the fan belt should be removed from the pulley and allowed to drop on the crankshaft pulley – do not remove completely. The dynamo and fan can now be removed from the cylinder head after removing the output wire from the cut-out which is mounted upon the dynamo. Remove flexible petrol pipe from petrol pump and block end with rubber bung. This will prevent loss of petrol from pipe (depending on level in tank) when rear of vehicle is jacked up. Remove short throttle link and choke wire from carburettor. Remove vacuum pipe feeding windscreen wiper from induction manifold (directly under carburettor).

Next to remove is the exhaust pipe from manifold. Now this is a special clamp, manufactured in two half semicircles, which are held together by two steel bolts and two brass nuts. The two flanges of this clamp are marked on the upper surfaces with the word TOP. It is most important upon replacing the clamp that it is installed the correct way uppermost as you will not achieve a gas-tight joint otherwise. Also pull the nuts up evenly to provide an equal gap between the ends of the two halves. Now, before removing this clamp, I suggest the exhaust is tied up with wire or string to the clip of the tool box. This will prevent putting a strain on the silencer mounting when the pipe is released and, after releasing, make sure some rag is placed into the exhaust pipe to prevent having to remove the whole system

if a nut or something is accidentally dropped therein.

Now we enter the vehicle and remove the two front seats. You will find this gives much easier access to the job being undertaken. Remove throttle pedal pad by loosening lock nut and unscrewing. Remove front nuts, remove the two floorboards either side of the gearbox. The two uppermost boards and the gearbox metal covering have shorter screws along the top edge. Note this carefully when replacing them. If longer screws are used, they will foul the throttle operating rod, which runs along the bulkhead behind these screws. The next operation also requires care; that of removing the gear lever, which is retained in the top of the selector turret by a cap, which is screwed over the ball end of the lever and retained by a locking ring. This ring has to be moved clockwise to unlock the cap, but before doing so, make sure the gear lever is placed in the neutral position. Having satisfied yourself that this is so, remove the cap and withdraw the lever from the turret. Now I suggest you place a plastic bag over the turret top, retaining it with wire under the locking ring – this again will prevent any foreign substance entering the gearbox. Now remove the two screws holding the dipswitch, and the screws holding the cover, and remove the cover.

There is now complete access to the gearbox and connecting torque tube. At this point remove the locking wire from the four bolts holding the torque tube to the gearbox. Remove the three upper bolts and the two lower bolts from the gearbox bell housing attaching it to the engine. Remove the two bolts holding the rear end of the radius rods, which are screwed into the rear face of the cross-member. (Check for thin shims or washers behind rod ends, these being for engine alignment.)

Move on now to jacking up the rear end of the vehicle, firstly making doubly sure that the front wheels are well chocked to prevent any movement while working underneath the vehicle. Do not on any account use bricks or old pieces of wood to support a vehicle while working underneath. Place axle stands each side to support the chassis frame; locate them under the chassis rails just in front of the kick-ups that pass over the rear axle. Adjust the height of these stands so that there is a clearance of 5 – 6 inches between the ground and the rear tyres when the vehicle is firmly on the stands. This will allow the rear road spring centre tie-bolt to clear the rear cross member when the axle is finally lowered and drawn to the rear. Having done this, remove the lower links of the rear shock absorbers where they are attached to the axle housing. Move forward to the

brake shaft bracket, which is mounted on the centre chassis cross member. Remove the split pins and the clevis from the front end of the four rear brake rods. Remove the four split pins and castellated nuts holding the cross shaft bracket to the cross member. This should allow the bracket to hang down somewhat, giving sufficient clearance to eventually move the axle rearwards. Remove the speedometer driving gear assembly (this will require a new gasket on re-assembly) and final lower bolt from torque tube universal joint cap.

Now, moving to the rear again, jack up the rear axle just to take the weight while you remove the four split pins and nuts from the two U-bolt plates that are holding the road spring securely into the rear cross-member. Having removed these two plates, the axle is free to be lowered very slowly, so that the spring tie-bolt is just clear of the lower part of the rear cross-member. You will note that the top of this tie-bolt is square and it locates within a reinforced female square in the cross-member. It is very important that the tie-bolt square is located correctly on re-assembly before the U-bolts are tightened up. Finally, drain the oil in the gearbox into a container and replace drain plug.

Returning inside the vehicle, you will see the universal joint cover at the end of the torque tube has moved away somewhat from the gearbox, revealing the inner housing cap, which covers the universal joint coupling (this will require a new gasket either side of the flange upon re-assembly). Now, moving the axle to the rear will allow the prop shaft splined end to withdraw from the splines within the universal joint - only sufficient distance to remove the inner housing cap is required. Now remove the two split pins and castellated nuts and the strap holding the rubber gearbox rear mounting.

Place a jack with suitable wooden block under the engine, just to take the weight of the engine and gearbox. Remove the clutch operating rod by taking the split pin and clevis from the clutch release arm and rod connecting point. Remove the remaining bolts from around the gearbox bell-housing and the two bolts securing the engine front mounting support to rubber mountings on the chassis. The gearbox is now ready to be parted from the engine to reveal the clutch. Jack up the engine to allow the gearbox access above the cross-member as you ease it rearwards.

Remove the gearbox from the vehicle. At this point, the withdrawal race, which is situated within the bell-housing, can be checked for free movement on the front gearbox bearing retainer and also its serviceability for

further use. If at all in doubt, replace it. The pressure and centre clutch plates can be removed from the flywheel of the engine, by removing the six bolts that retain them. These should be unscrewed evenly, a little at a time, until they are all just finger tight. Holding the pressure plate against the flywheel, remove them and withdraw the pressure plate and the centre plate. Examine the surface of the flywheel for burning or scoring; also the condition of the pilot bearing in the centre. If all is in a reasonable condition, it will need a good clean.

A WORD OF WARNING – The dust you will need to clean out is probably ASBESTOS DUST. DO NOT USE AN AIRLINE OR PUMP OR BRUSH. It is best to use a rag soaked in paraffin to thoroughly wipe it out. After drying it thoroughly, place a small amount of good quality grease in the pilot bearing, being very careful not to get any on the flywheel face. N.B. FIT CENTRE PLATE WITH LARGE HUB BOSS FACING TOWARDS THE PRESSURE PLATE. The new centre plate can now be placed into position with the new pressure plate and the six bolts, with spring washers on them, may be screwed in just finger tight, because the centre plate now has to be central within the flywheel, allowing the main drive shaft of the gearbox to pass through the splined hub of the centre plate, and the front shouldered end of this shaft to enter the pilot bearing.

The metric size clearance in the pilot bearing is 17mm and clearance across the top of the splines through the centre plate is 11/16" (eleven sixteenths of an inch). Unless you are in possession of a main shaft from a gearbox (see photograph), or the special Ford tool for the job, here are some suggestions:- take a four inch piece of 17mm wood dowel to fit snugly into the pilot bearing. One inch from the end of this dowel, wrap some one-inch insulating tape around the dowel until it is a good fit through the centre plate. Alternatively, you may have a socket spanner with a suitable shoulder on it to do the same job, or, you may have access to a lathe, in which case a piece of scrap wood or metal can be fashioned into the dimensions required.

Assuming a suitable tool is aligning the centre plate, tighten the bolts equally around the pressure plate, making certain the rim enters the recess in the flywheel correctly. Torque these down to 25 – 28 lbs/ft. Before offering up to the gearbox, temporarily replace the gear lever in the turret, hand tighten down the retaining cap and place the lever in top gear position. This will allow movement of the main drive shaft by rotating the universal joint, thus aligning the splines on the main shaft with the

The Ford Y & C Model Register



This is the gearbox main shaft that I used to align the splined hub of the centre plate, the pressure plate and the pilot bearing on the occasions when I had to install an engine. Note also the Ford presentation piece, which used to be awarded to the member who drove the highest mileage in one year. It was discontinued in 1997.

centre plate. CAUTION: before moving the gearbox, if the gearlever knob has been removed, replace it. Working in the confined space under the dash with the gearlever unprotected by the knob could result in loss of a tooth or an eye! Be careful. Having taken this precaution, offer up the box and locate the splines by rotating the universal joint and gently pushing the box forward to mate with the engine, making sure the two dowels just above the radius rod ears on the bell-housing have located properly. Replace the seven bolts and washers and tighten up evenly. Lower the jack under the engine and replace everything in reverse order, not forgetting to re-fill the gearbox to the level required after removal of the level plug located halfway down the offside of the box and replacing same when oil runs out of this orifice.

A couple of small points; when replacing the universal joint cap at the end of the torque tube, make sure the grease nipple is to the offside of the vehicle and the four securing bolts are wired with steel wire. Do not adjust the clutch pedal free movement until the

floor boards are screwed down tightly. This adjustment is carried out by screwing in or out the operating rod, which is attached to the lower end of the clutch pedal, into which is fitted a threaded bush. The adjustment should be measured at the rubber pedal, which should allow three quarters of an inch to one inch free travel.

Jeff Cole.

