



Transverse Torque

Issue number 208
May - June 2014



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THE FORD Y & C MODEL REGISTER web site is at www.fordyandcmodelregister.co.uk

Annual Subscriptions:- UK £25.00 (S/order preferred);
Overseas (incl. Eire) £30.00

TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Registered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB

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Editorial.

And so another A.G.M. comes and goes. Once again, this was a well-attended, cheerful gathering, enjoyed by all those who came along to the Willoughby Village Hall. The ongoing camaraderie and atmosphere at our A.G.Ms is a measure of the success of the Club, a point that was voiced by a number of members under the A.O.B. item on the agenda. Those attending for the first time commented on how welcome they were made and how pleased they were to have made the effort – this includes new member, Dave Fitton, who came down from Moffat in Dumfries. Unfortunately, he was a tad disappointed as he had hoped to see and sit in a Model "C" or "CX", which he wants to buy. Only Model "Y"s were present this year. A report on the proceedings appears elsewhere in this issue.

I'm grateful to Dave Fitton and Jim Miles for giving me a number of interesting period photographs at the A.G.M. I have a huge backlog of photographs for inclusion in the 'Photographic Finds' series, which is a good situation to be in. One of Dave Fitton's, however, is rather special and will spawn an interesting article in the near future. He also had a number of photographs of a gentleman camping in Llanbedrog, at the top end of Cardigan Bay in North Wales. Nothing odd about that, except he was driving one of the 200 cream Model "Y"s which were brought by Ford dealers to the Blackpool Dealers' convention in September 1934. This one is registered ARE 260, which was issued in August/September 1934, in Staffordshire.



One of the 200 cream Model "Y"s which were driven to the 1934 Blackpool Dealers' Convention. They had vermillion radiator grilles, coach-lines and wheels. This one is a Tudor with a fixed roof (ARE 260), yet boasted a luggage rack and a cream spare wheel cover, normally De Luxe accessories.

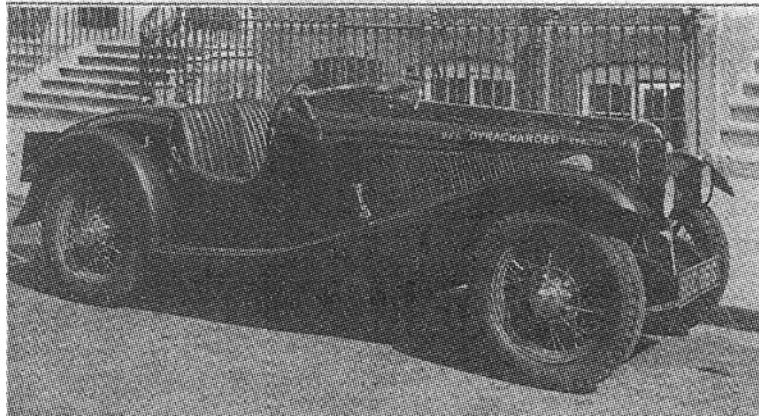
We are also grateful to Jim for presenting to the library, the Ford publication, 'An Elementary Text Book of Automobile Engineering', which was issued by the Facilities Department at Dagenham. From the quality of the binding and the content, I would guess that it was published in 1935 or thereabouts. It is a very comprehensive, educational and informative 365-page book.

It is with regret that I report the passing of Kevin MacManus, from Co. Longford in January. Kevin, as a Friend of the Register, was a regular correspondent and contributed to the general knowledge of our cars. Mike Malyon has written a letter of condolence to his brother on behalf of the Club.

We also note the passing of William Clay Ford on 9th March. He is the last of Edsel Ford's children to pass on. Josephine, his sister, who died in 2005, gave her name to, and formally lit the first blast furnace at the Dagenham plant. Coincidentally, Arthur Redfern has presented us with the book "American Idol", which tells the story of an unsuccessful Ford Motor Company (in the U.S.A.) during the first few years of this millennium and how William Clay Ford Junior (William Clay's son) took the initiative to call in Alan Mulally, the man who turned round Boeing, making him the CEO of Ford. I am only halfway through the book, but I guess he made a success of it!

The Gaydon Motor Heritage Centre is to expand, with up to 200 more historic cars on display from the British Motor Industry Heritage Trust (BMIHT), Jaguar and Land Rover reserve collections (regrettably none from the Ford Heritage collection). The new buildings will also include a vehicle restoration facility and conservation workshop, plus education and learning spaces. This is all thanks to a £1.45m grant from the Heritage Lottery Fund, which is being matched by the BMIHT, Jaguar Daimler Heritage Trust, Jaguar Land Rover and the Garfield Western Foundation. The £4m project is due to commence this spring, so we should see the construction under way at the Old Ford Rally on 27th July.

Nigel Stennett-Cox, our Technical Advisor, alerted me to a small retro-advertisement which appeared in the May issue of 'The Automobile' in Michael Worthington-Williams' 'Automobilia' column. On browsing through the magazine, I had missed it! It was advertising a B.E.C.



The small, poor photograph of the B.E.C. "Dynacharged" special as it appears in May's issue of 'The Automobile'. The caption reads, 'Price £235. Equipped with Rev. Counter, Speedometer, Clock, Oil Pressure Gauge, Oil Temperature Gauge and Water ditto, Brooklands Steering Wheel, etc.'

The "DYNACHARGED" SPECIAL can be supplied by - The Betterway Engineering Co., Ltd., of Surrey House, The Quadrant, Richmond, Surrey, or J. A. Driscoll, 8 Marlborough Mews, London, W.1.

"Dynacharged" special. On closer inspection, it was what is described in the Ford Y&C book (page 310) as a Dagenham Motors Super Sports two-seater – probably the most streamlined variant of the Model "Y". This is the first time I have seen a photograph of one that has been used in anger. I suspect that Betterway Engineering hotted up the basic Dagenham Motors sports car to "Dynacharged" status!

Karl Dillon has alerted us to a British Pathé road safety documentary, which has as its main vehicle a 1934 London registered Model "Y" doing both the right things and the wrong things. Worth a look; see www.britishpathe.com/video/safety-first-no-1

Sam Roberts.

Valē.

After nigh on 20 years of editing 'Transverse Torque', I feel it is time to hang up my memory stick and pass the baton on to a younger new broom, who will inject a much needed change to the format and presentation of the magazine. In addition to presenting the wealth of material sent in by you the members, for which, many thanks, I have thoroughly enjoyed, and will continue to enjoy researching Ford-associated articles to give the content of the magazine some variety. Please keep your contributions coming in as they are the life-blood of the publication. I will continue cobbling together articles from the archive for the consideration of Roger Corti, who has been elected to take over the editorial task. I am particularly grateful to Steve Waldenberg, who has patiently put up with my sometimes pernicky comments after proof-reading his publishing efforts. I hope he is as understanding with Roger. So, it is goodbye from me and welcome to him

Avē.

Understandably, Sam now wishes to lighten his enormous load - not only has he been our editor for twenty years or so, but he had to complete his latest book, and get it into print, as well as being the Archivist for the Club, recording all the knowledge gathered on our cars and, as members will appreciate, so much more. So it falls to me to take over the role of Editor. This will be a hard act to follow, but as we say in the Scouts, "I'll do my best". I have no desire to make changes just for their own sake, but I will be applying thoughts - how to make the magazine even better and more relevant to members' needs. I will be asking for your help as Members, to keep me informed on current happenings by phone, texts, post and email - even Facebook and Twitter if more convenient! It's YOUR magazine, it needs YOUR news! - I know from my experience with the Forum that members like to help and give good advice, so I feel confident that you will assist me in my new role. I look forward to hearing from you all.

Roger Corti



Avet (welcome) to Roger



Valet (farewell) to Sam

**Deadline for copy for issue 209
is Friday, 27th June 2014.**

Chairman's report.

Being elected as Chairman of The Ford Model Y & C Model Register is a privilege and a responsibility which I shall take very seriously. The Register is now one of the leading pre-war car clubs in existence. It has a great world-wide membership and a fine management committee.

This year's A.G.M. saw more changes in the committee personnel than usual. Firstly, our Chairman, Brian Godfrey, came to the end of his permitted three year term. In fact, he finished up undertaking his duties for over four years due to the ill health and thus early retirement of our previous Chairman. Brian comes from an engineering background and has skilfully restored his splendid "Y" model. I am sure this helped him tremendously to understand a Club, whose main purpose is to keep old cars on the road. He has done a fine job in keeping us focussed, coupled with considerable humour.

Bruce Alan decided to retire after over a decade of being Treasurer, during which time he has overseen many changes in the administration of the Register's finances. Bruce tells us he was persuaded by Bob Wilkinson to take on the slightly larger role of Treasurer after he had been managing the money for the spares section for a short while. Little did he realise that he was going to have to deal with all the complications of becoming a limited company and the consequential financial disciplines. Bruce and his wife, Carol, have organised two Register summer tours. Both have been a great success which can only reflect the large amount of planning that they put into the ventures.

Our third major retirement is that of the magazine Editor, Sam Roberts, who is standing down after twenty years or so as Editor of "Transverse Torque". He has edited six magazines per year over his twenty years in charge and has been responsible for between sixty and seventy per cent of all the editions ever produced! Their very high standard is undoubtedly a result of Sam's literary skills and eye for detail. I doubt you could find a better club magazine.

On behalf of all the Register's members I should like to thank our retirees for the many hours they have expended in undertaking their respective duties over the years.

The A.G.M. was attended by almost sixty people, which shows the depth of support we are fortunate to have. I do hope we can maintain this volume of enthusiasm, as it is essential to ensure our cars are kept in good condition and seen at as many events as possible.

We have our list of summer events and I would particularly like to plug the next one, the Enfield Pageant of Motoring in May. After some effective lobbying by our organiser, Jim Miles, we have a front line position this year, so we need at least a dozen cars for Saturday and Sunday. This venue holds a very important place in the Register's history as it was here that the Club was really born. I hope I will see lots of members at the Pageant.

The Midlands Tour, organised by Peter and Jean Purdy, follows shortly afterwards, in June. This event is very well supported and we are taking over almost all 'The Saracen's Head' in Southwell. I understand one poor soul had booked one room prior to us taking over all the remaining ones!

These are the first two events of what is going to be the usual busy summer for U.K. members and you will read about how they went in future editions of the magazine.

This is Sam Roberts' last edition, so may I say thank you again on behalf of the Register and wish Roger Corti every success in taking over the role of Editor.

John Argent, Chairman.

Photographs on covers:
Front: Our Model "Y"s celebrate their 80th anniversaries between 2012 and 2017. A representative one is our Chairman's Model "Y" Kerry (anniversary of registration 1st May 2014), seen here in the village of Wherwell in Hampshire."
Rear: A 1987 portrait of the late William Clay Ford, who died on 9th March 2014. He was the last survivor of the four children of Edsel and Eleanor Ford. An obituary appears at the end of this issue.

**SUBSCRIPTIONS ARE DUE
1 JUNE 2014.**

This is just a reminder that subscriptions are due on the 1 June 2014. If you do not do so already, please consider paying by standing order as this is the easiest way for you, me and the Club. There is an application form inserted in this issue of "Transverse Torque".

I would like to thank all the members who paid promptly last year. It saves me time and the Club money by not having to send out reminders. Thank you, in anticipation, for your co-operation this year.

Mike Malyon,
Membership Officer.

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Birthday Celebration at AGM.

Once again there was a good gathering of members at the A.G.M., more than 10% of our membership, which is pretty good going for A.G.M.'s. Some no doubt attracted by the perhaps-hoped-for salacious report on Classic Virgin days by Bob Wilkinson! I should mention here that the second of Bob's Classic Virgin days was well reported in the classic car press and significantly raised the profile of the Y&C Register as a group determined to bring people into the classic car scene.

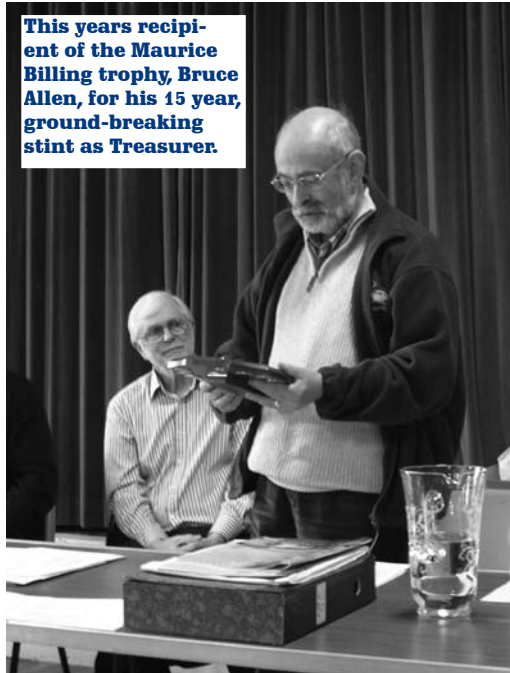
If there was an underlying theme to the A.G.M., it was one of the encouragement of new people to come forward and become engaged in the publicising and fostering of interest in classic cars and their preservation and use. To this end, within our own Club, we had a number of members stepping up to take on new roles – John Argent was elected Chairman vice Brian Godfrey, who stepped down after guiding the Club for over nearly four years (and winning the odd trophy along the way). Colin French took over from Bruce Allan, who has filled the post of Treasurer for 14 years, and Robert Jarvis was elected to the Committee for the first time. Roger Corti succeeded Sam Roberts as Editor of Transverse Torque, Sam having been "Mr Transverse Torque" for 20 years or so. So we wish all the new boys in their new positions the very best of luck as they follow their illustrious predecessors who have the given such sterling service to the Club.

Speaking of sterling service, at the meeting, our outgoing Chairman, Brian Godfrey, presented the Maurice Billing trophy, which is awarded at the Chairman's discretion to a member who in his view has made a major contribution to the Club. This year the award went to Bruce Allan, who has steered the Club through the financial maze since 2000 to the present day, and was instrumental in setting up the Register as a company limited by guarantee.

Prior to the A.G.M., there was the coming together of members, many of whom had brought picnic lunches. As ever, there were the Oliver Twist types, who drifted round various picnic tables hoping for the odd crumb here and there. Others took advantage of the excellent pub food and ale next door to the village hall. I had thought that Jo Hanslip had been very kind and brought birthday cake and wine to celebrate the 80th anniversary of the April registration of "Daisy", our 1934 Model "Y". Sadly, this was not the case: it turned out she had overlooked this momentous occasion and in fact the cake and the wine were in honour of her own significant birthday. (I am not at liberty to declare which one in the pages of this publication!)

It is good to report that six members brought their classic cars to Willoughby and this always prompts and promotes discussion amongst members. Nearly all **The Ford Y & C Model Register**

This years recipient of the Maurice Billing trophy, Bruce Allen, for his 15 year, ground-breaking stint as Treasurer.



Having completed four years in the Chair, Brian Godfrey says 'Thank you' to the members for their support.

the Club Officers' reports were positive and upbeat; the exception being from the Regalia

section. It was agreed that the new Committee would discuss how to deal with the slow-moving regalia at a future meeting. Our financial situation is good with a cash balance of nearly £21,000. However, it should be borne in mind that a good proportion of this is required for investing in spares, to ensure the ongoing survival of our cars. The meeting agreed with Bruce Allan's recommendation that membership fees should remain unchanged.

One aspect of the Club's activities highlighted at the A.G.M., was the full and comprehensive programme of events for the year ahead. There is clear and increasing support for these events as illustrated by the fact that this year's East Midland Tour is a sell out with 28 cars and over 50 members taking part. Although all accommodation is now fully booked, members wishing to join the Tour for some of the days, can still do so by contacting me by telephone or email – head your email "Y&C Tour".

A further clear message to come through at the A.G.M. was that Sam Roberts' book "Ford Models Y&C. Henry's Car for Europe" needs a sales boost. The book is owned by the Club and it would be very helpful if members would involve themselves in driving sales forward in order for the Club to recover its costs. As ever, there cannot be an A.G.M. without a raffle and this year it raised £112 for Club funds.

The A.G.M. was well supported by members who have come to realise it's as much a social event as a business meeting that has to be held, constitutionally, each year. For those of you who haven't made it yet, do try for next year. You will be made most welcome. Mark the date forward on the kitchen calendar – Sunday, 12th April 2015. If you would like a copy of the AGM minutes please contact me.

Peter Purdy,
Assistant Secretary.

P.S. Cake, chocolate biscuits and wine are always welcome at the AGM!



The new chairman, John Argent, introduces himself, flanked by the committee members (from left), Mike Malyon, Peter Purdy, Bob Wilkinson, the out-going Bruce Allen and trophy and Peter Ketchell.

Secretary's Ramblings.

Thanks and Welcome. Around 50 (members plus wives/friends) took part in our recent AG.M. a businesslike and friendly gathering with a few of our cars on display. Following the A.G.M. we welcome new Club Officers to your Committee. John Argent is our new Chairman; Colin French, our Treasurer; Roger Corti our Editor and Robert Jarvis is a new member to the Committee. We thank them for coming forward and hope they enjoy their Club roles. We give enormous thanks to the outgoing officers; Bruce Allan, Brian Godfrey, and Sam Roberts. An in depth appreciation appears in our Chairman's column in this issue. We are fortunate to have members of such calibre in our ranks.

Old Ford Rally. The very successful Old Ford Rally, which we started 5 years ago, is scheduled to take place at the Heritage Motor Centre, Gaydon, on Sunday 27th July. You are invited to display your "Y" or "C" Model on our Club stand. By pre-booking in your car and passenger you pay only £6.00 per car, and this gives full access to the museum etc. Any Ford to 1990 is eligible for display – tell your friends with newer Fords. As ever I am looking for volunteers to marshal on the Sunday morning (Camping/caravan places on site) to get cars in place before the public arrives – if you are able to help please let me know.

Low Emission Zone – London. Restrictions on access into London for classic cars is a possibility - but this is only a discussion issue at present. This is part of the moves to create Low Emission Zones (LEZ's) with the capital city taking the lead. The Federation of British Historic Vehicle Clubs (FBHVC) is seeking exemption for "Historic" vehicles, due to the potential negative impact this would have on iconic historic events such as the London to Brighton Run and several others. The concern is that, should this proposal be implemented, then other cities around the UK may follow the lead. We must emphasise to the general public that our cars, properly maintained, do not pollute to the extent feared. In addition, our cars represent a miniscule fraction of general traffic in use. We will be keeping an eye on this proposal. How does this potential restriction on classic car use compare with other countries? Perhaps our overseas members would enlighten us.

Rolling Tax Exemption. From April 1st 2014, the "Road Tax Exemption" will be widened to affect vehicles on a 40 year old rolling date basis. Cars built before December 31st 1973 become eligible ... next year December 1974 and so on. Since the EU is beginning to look at cars older than 30 years gaining Classic Car status, perhaps, over time, that may become a 30 year rolling date. We will see.

My "CX" Tourer : Restoration continues with all body panels now sprayed –as a thrifty Yorkshireman, I do my own – and, on Pat's insistence, they are stored safely in a spare bedroom to avoid workshop damage. Later this year, the body tub will be reunited with the chassis once that has been repaired. Model "Y" chassis do not have the built in rust traps of the Model "C"/"CX" and tend to require less rusted areas cutting and replacing. I find that doing something each week to make progress, no matter how small a job, ensures that the restoration process does not grind to a halt. Keeping momentum is vital on a long term project, otherwise it becomes a daunting prospect to the extent of never getting finished. I hope to be on the road for the 2015 club tour. Now that better weather is here, it is certainly more encouraging to get out into the garage to get on with those jobs, or indeed to go along and support a Club friend with his restoration. Mutual support is a great incentive.

I am looking forward to the Midlands tour in June. Enjoy your summer outings with your old Ford.... get out and about and show off your old car.

Bob Wilkinson, Secretary.

Bob's Joke Corner.

This one was sent in by Robin Hunter, our friendly Useful Contact for transporting your classic car.

A classic car owner and engineer went to the police station to file a report for his missing wife:

Engineer : "I've lost my wife; she went shopping and has still not returned home."

Inspector: "What is her height?"

Engineer: "I never noticed."

Inspector: "Slim or healthy?"

Engineer: "Not slim; could be healthy."

Inspector: "Colour of eyes?"

Engineer: "I think Brown. Not very sure."

Inspector: "Colour of hair?"

Engineer: "Changes according to the season"

Inspector: "What was she wearing?"

Engineer: "Dress, skirt and blouse... I don't remember exactly."

Inspector: "Was she going in a car?"

Engineer: "Yes."

Inspector : "Tell me about the car."

Engineer: "It's a gleaming black 1936Ford Model "Y" with Aquaplane manifolds and twin 5U carbs., giving about 40 brake horse power; converted to 12 volt electrics with alternator to power tungsten bulbs in the original headlights. The paintwork is new, but the rest of the car is wonderfully original even an original luggage rack on the back, complete with picnic basket. There's a very slight mark in the paintwork on the underside of the bonnet."

THEN the engineer started crying.....

Inspector: "Don't worry sir, we'll find your Car..."

Please send me your latest funny so we can all have a chuckle. By the way, any ladies wishing to complain should contact Robin direct..... not me!

Bob Wilkinson.

OLD FORD RALLY.

SUNDAY 27th. JULY.

THE BIGGEST "OLD" FORD GATHERING IN UK.

Application for to display your car:

Pre- Booking Cost - £6.00 includes driver + 1 passenger.

Camping available.

See club website

Or contact Bob Wilkinson

bobwilkinson49@hotmail.co.uk

Tel: 01832 734463.

BOOK EARLY. ENTRIES ON THE DAY PAY GATE PRICE

Proposed Y&C Register Workshop.

Some time ago, Bob Wilkinson expressed his concern about members not needing an MoT for their cars; especially where some of them have little or no mechanical experience and have relied upon the test to make sure their cars are roadworthy. He suggested that a practical workshop to cover some of the basic problems with our cars would be appropriate for and appreciated by these members.

After long discussions on the virtues of continuing to have our cars MoT'd, Bob did produce a checklist for members to follow. This was laminated and distributed to all members with issue 202 of 'Transverse Torque' in May last year.

We are now embarking on the next stage; a practical workshop. Bear in mind, we are not trying to turn members into mechanical fitters, but giving them the information they need to be able to decide whether they need to take their car to a garage for a more detailed appraisal.

We have a venue, The Old Pump House Garage, at Adderbury, kindly offered to us by member, Robert Jarvis. The first workshop will be held on Saturday, 18th October.

The main purpose of the workshop is to enable members to check that their car is safe for the road, where faults are likely to occur and how they should be remedied. Our first discussions have centred on the axles, wheels and brakes, but we will be interested in any input from you, the members.

Please send your ideas to me, Peter Ketchell, by email; peterketchell@yahoo.co.uk and indicate if you are interested in attending the workshop. I look forward to hearing from you.

Peter Ketchell.

The Kerry at 80

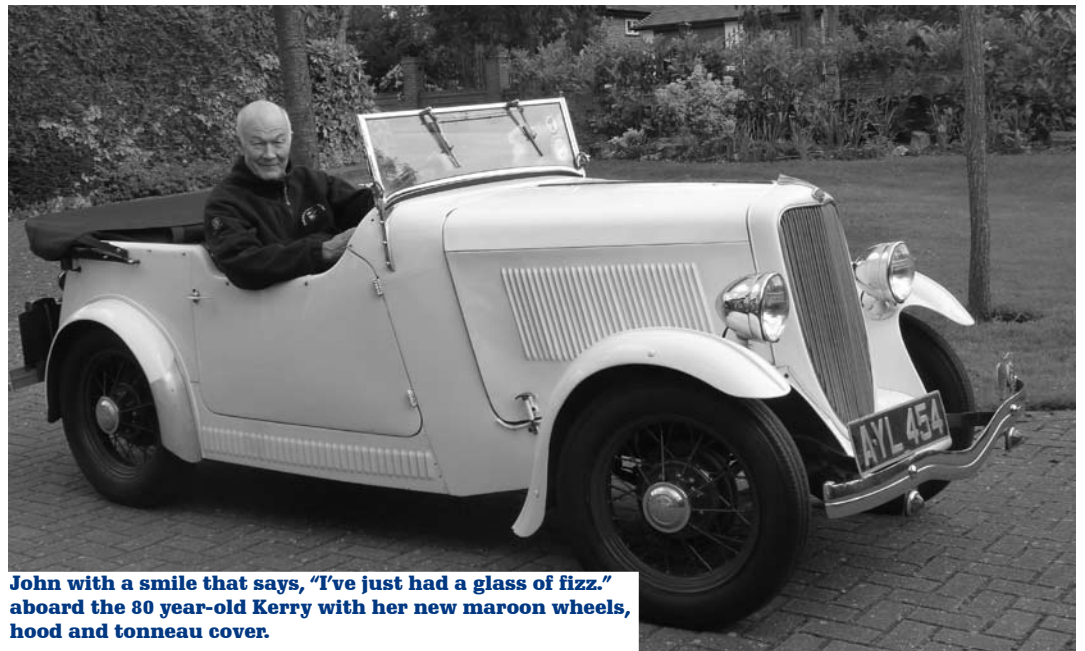
It suddenly struck me recently that, as we are now in 2014, the Kerry must be 80. Rushing to find the old log book, I found that she was actually first registered on 1st May 1934. Commissioned by W Harold Perry in North Finchley, built by Whittingham and Mitchell Ltd, this lovely 4-seater sports tourer became one of the most successful of the open-topped "Y" models. Sadly, I believe that there are only three roadworthy models running, one in the USA, one in Ireland and my beautiful white car.

As I am sure, most of you know that my Kerry was previously owned by our retiring editor Sam Roberts, who not only restored her, but is my source of all the facts about the car.

I would not like to infringe copyright, so I must give Sam's two excellent books about the "Y" model a plug and suggest you read the full account of the Kerry's history on page 120 of the first book and page 125 of the second. Should you not have a copy of the second book (all the first books are sold) the Club has a few copies and the order form is at the end of the spares list - but that's enough of the sales patter.

I thought it only appropriate that I celebrated Kerry's birthday properly so, on May 1st, after a gentle drive around the local roads with the hood down, of course, I retired to our drive for a glass of bubbly. Unfortunately, my wife Carol has not been too well recently and did not think it warm

The Ford Y & C Model Register



John with a smile that says, "I've just had a glass of fizz." aboard the 80 year-old Kerry with her new maroon wheels, hood and tonneau cover.

enough to accompany me for the drive, but decided that she was strong enough for a small glass of fizz.

I hope that we can all say we look as good as Kerry at 80. She thrives on being driven and, ever since I have been a Register member, she has always been seen every year at a number of events. Long may she continue.

John Argent.

News of new members.

Prepared by Mike Malyon on 26th April 2014

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

- Glen Brindley B1503 Shiregreen, South Yorkshire
- Dan Rudman R0802 Wokingham, Berkshire
- Colin Wilkinson W1401 Preston, Lancashire
- James Worth W0301 Christchurch, Dorset

Below are brief details of their vehicles:-

Glen Brindley is the proud owner of a 1936 Model "Y" Tudor, first registered on the 23rd of October of that year. The chassis number is Y156442 and the Briggs body number 165/49919. The car is black and carries the registration number JT 5826. It is ready for the road, having been recently restored. We hope all goes well with JT 5826 and a warm welcome to the Club.



Glen Brindley's car two years ago, requiring a total restoration by its previous owner

For sale.

1935 Ford Model "C" four-door (C18631). Complete. Has been dry stored and not run for the past 15 years. Rust-free and ready for total overhaul and restoration by an enthusiast. £2000 o.n.o.

Also Ford Chassis - Believed to be Immediate post-war Anglia.

Sheila Laird. Tel. 01556670278 (Dumfries & Galloway)

Model "C" rear bumper (single groove) – needs rechroming - £50

Peter Baggott Tel: 07761 544373 (Ramsgate, Kent)

New Pitmans Ford Eight Handbook covering Model "Y" and later models to 1953. Also Ford Ten Handbook covering Model "C" and later models to 1953. £8 each plus p&p.

Tony Etheridge. Tel. 01923 231699 – 24hr Ansafone

Wanted.

Urgent. A pair of Model "Y" front seats. Required to complete project for this summer's Y&C Register Midlands tour.

Roger Hanslip 01945 430325 or email jo.hanslip@btopenworld.com

Model "CX" front bumper (double groove).

Peter Baggott Tel: 07761 544373 (Ramsgate, Kent)

Restorer required: 1960 ED60 Ford Special unused. Original body and chassis awaiting assembly. Purchased new but never assembled, dry stored. Mechanicals from 10hp. car registered 1937 with many new parts unused eg. radiator, pump etc. Can you assemble this for owner who lacks time. Also will consider selling as is. For details contact John Moss (member) Tel: 01737 860030. (Redhill, Surrey)



Can anyone help John Moss with the restoration of his Edward Brothers Special?"

Dan Rudman – we are pleased to welcome Dan to the Club. He is the owner of CBY 764, a black Tudor model "Y" with a chassis number Y167784 and the Briggs body number 165/56217. The car was first registered in December 1936. It is under restoration with quite a lot of work to be done to the chassis, body and repairs to mechanical components. Good luck with the project, Dan.

Colin Wilkinson has a black and maroon, 1936 Tudor Model "Y", first registered on 25th March of that year. It carries the registration 880 BFU (previously FSJ 717), a chassis number Y129865 and Briggs body number 165/34485. Colin was introduced to the Club by Bruce Allan, who until recently was our Treasurer. A very warm welcome to the Club and, as the car is on the road, we hope you enjoy many happy hours of motoring in it.

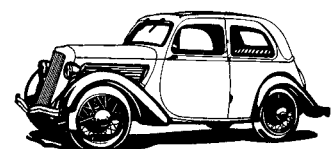
James Worth – Jim purchased LV 9258, a blue Tudor Model "Y", at an auction held in Dorset in 2012. The chassis number is Y67621 and Briggs body number 167/5580, which indicates that it had a sliding roof in production. The car was first registered on 30th June 1934. The car is not yet on the road as there are a few little jobs to be done. Jim wants to keep the car in an original condition.



James Worth's Model "Y" photographed in 1990 with member, the late Ray Ellis, who lived in Denbigh, North Wales. The car was owned by the Ellis family for three generations from 1935 to the Dorset auction in 2012.

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.



Excerpt from 'Classic Car Weekly', 9th April 2014



Following the success of last September's first ever Classic Virgins Day, event chairman Bob Wilkinson is determined to make it a regular event

Experts share their classic wisdom.

The second Classic Virgins Experience Day – stop sniggering at the back - welcomed another batch of raw recruits into the wonderful world of classic car ownership.

Nick Larkin contributor.

It might sound like the sequel to a particularly tacky 1970s' film, but Classic Virgins Experience Day 2 is, in fact, a worthy innovation in the classic world. It was the second day aiming to give those new to the classic world a true insight into old-car ownership.

Following the success of last September's inaugural event, classic car experts from across Britain got together to impart their top tips to a group of inexperienced enthusiasts aged between 20 and 60, who had travelled to the Heritage Motor Centre at Gaydon, Warwickshire, for the 30 March event.

The day included everything from advice on which classic to buy to a workshop session covering basic car servicing and electrics.

Event chairman, Bob Wilkinson, of the Ford Y&C Register, said he wants to share the joy that owning classics had given him over 50 years. He told CCW, "It's been a super day – hectic, fun and informative and there has been a lot of knowledge shared."

"The idea is that people who came along will go home with a smile on their face, looking for their chequebook. But even if we helped them decide that buying a classic wasn't for them we've saved them a lot of money!"

Twenty classic cars, from a Morris minor to a Jaguar XJS, were brought along to the event by their owners, and delegates had the chance to ride in these from Gaydon to the Laser Tools headquarters at nearby Southam, where they were given a look into the correct equipment with which to begin their hobby. The 'virgins' told CCW they had found the £50 course useful, and that talking to experts had helped them to make up their mind about whether they wanted to go ahead with their first classic.

Oliver Quinton, 20, is studying aerospace engineering at university and is looking for a Triumph GT6. "I've wanted a classic for a long time and the GT6 looks nice, it's got a great engine and it's easy to find parts for. It's been a very useful day and I've learned a lot. I am definitely intending to go for a GT6 now, when the finances are in place!"

Meanwhile, Ian Jarvis, a 52 year-old chemical equipment engineer is about to take over a Morris Minor Traveller that belonged to his in-laws. He said, "I really enjoyed the event – the maintenance section was particularly good."

The Ford Y & C Model Register

Bob Wilkinson, on right, with his Virgins outside the Heritage Motor Centre at Gaydon. Geoff Dee and Roger Hanslip helped Bob put across the mechanics of the vehicles and Geoff Salminen was one of the enthusiasts who provided cars for the afternoon session.

Club Tours 2015 and 2016.

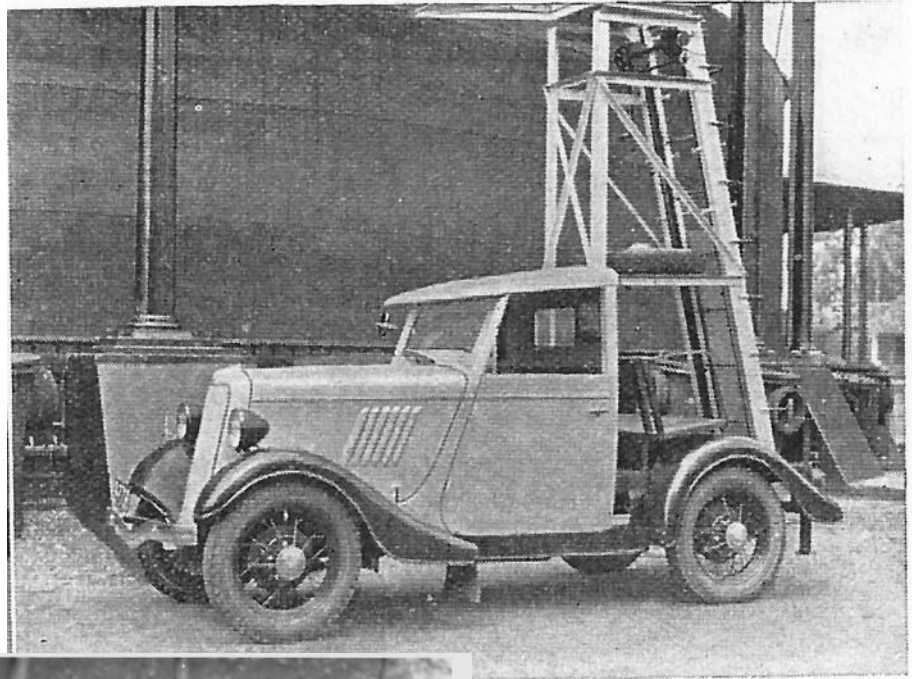
Following the A.G.M. we have two Club tours proposed for the next two years. Colin and Chris Rowe are planning a 'Welsh Marches Tour' for June 2015 - actually titled 'W "Y" E Valley Tour' - covering the Forest of Dean and based in the Ross-on-Wye region. Details will appear over the next few issues.

Roger & Jo Hanslip are proposing a Club tour of Norfolk and Suffolk in 2016. Details will be published in due course. We are indeed very fortunate to have members with good organising experience to offer these tours for members' benefit. Please give them your full support. Club tours are an excellent way of meeting members, old and new, and enjoying using your old Ford with group security on hand. I hope to see a few new members taking part.

Bob Wilkinson.

Photographic finds.

Extracted from the January 1936 'The Ford Times', "This linesman's tower is used by an electrical company in Batavia (modern-day Jakarta, Indonesia) for overhead power-line repair work. This photograph was forwarded by Ford Motor Company of Malaya, Singapore, S.S., (Straits Settlements) who state that both the cab and the tower were locally built."



Now for the royal connection. A private photograph of a proud man in the Mall about to enter his Wolesley after getting a gong from the Queen in Buckingham Palace. Note Fordor Model "Y" in support

Another postcard, this time of St. John Street, Ashbourne, Derbyshire. Long rad YJ 2322 with two wheels on the kerb is on the right; an Austin Ruby with open door is on the left. I hope the old-style inn sign across the roadway is still in place



A nice summertime post card of the Promenade, Deal, in Kent. The Norman Wisdom type young man looking at the pair of females is missing out on seeing AYL 508, a long rad Model "Y" just about to pass him

Events 2014

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
1/2 June	Innishannon Steam & Vintage Rally Co. Cork. Large cancer charity event.	www.isvrally.com
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
18 October	Register workshop on basics. Adderbury, Oxfordshire	Peter Ketchell 01244 676856
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

Stop Press – Y&C Midlands Tour, 8–13 June 2014

The Tour is a complete sell out with 28 cars and 53 members taking part. However, it is still open to members who wish to join the Tour to either make their own accommodation arrangements or join up with us on a daily basis. We gather at the Saracen's Head Hotel, Southwell, Nottinghamshire, on the Sunday afternoon/early evening and on the Monday (9th June) we will be visiting "The Best kept secret of World War II" at Eakring, the Major Oak in Sherwood Forest, with the option in the afternoon of the Workhouse at Southwell or the British Horological Institute at Upton. Tuesday we venture into Derbyshire and visit the Crich Tramway Museum. Wednesday we travel east to the Battle of Britain Memorial Flight at RAF Coningsby in Lincolnshire. Thursday we go south to Melton Mowbray in Leicestershire to try our hand at making a genuine Melton Mowbray Pie and in the afternoon visit Taylor's Bell Foundry at Loughborough.

Any members who would like to catch up with us at the hotel for dinner may do so, providing you let me know in advance. We have negotiated a special rate of £20 per head for a three course dinner, with coffee, for non-residents. Anyone wishing to join us for days out should let us know by calling us on 01949 851293 or by email to: allpurdys@hotmail.com Let's hope the weather is kind to us.

North Norfolk Railway. 19/20/21st September 2014

This year we have 11 rooms booked for the Sea Marge Hotel at Overstrand, (the Sea Marge was Winstons Churchill's favourite retreat on the Norfolk Coast and I am told there is a lot of history at the hotel). This year a few of our members have had to drop out and therefore there are some rooms available. If you are interested in coming along for the weekend please contact me as a matter of urgency. The cost for Dinner Bed and Breakfast for the three nights is £180.00 per person.

Those who have been before know that this is a brilliant weekend, although you are encouraged to bring your cars to display at Holt station. Although this is not obligatory, if you dress in 40's garb you will have free travel on the Poppy Line railway for the whole of the weekend. There is so much to see and do with each station putting on tremendous displays. The whole area goes back to the '40s, the atmosphere is fantastic and last year saw a record number of people taking part.

Roger and I have decided that this is the last year that we will be organising this event since taking it over from the late Brian Mace. If anyone would like to carry on we will be more than happy to pass on all the contact details and as much information as we have.

Our thanks go to everyone who has supported us over the years and hope that you have good memories of it: we have.

Jo & Roger Hanslip.

Members' Correspondence.

When Irish Ys are smiling ...

Eileen, the daughter of Jack Kirwen in Kilmacthomas, Co. Waterford in Eire, emailed the following, "Just a quick message to thank you for all your help and patience! Dad finally has the Baby Ford running perfectly and it is looking superb. He drove it in the St. Patrick's Day parade here and was proud as punch. It was great for him to get the chance to show it off after all his hard work, a great achievement at 87 years of age".

Jack owns a March 1937 Tudor Model "Y", which was known in the south of Ireland as a 'Baby Ford'. Well done Jack on your accomplishment and for waving the "Y" flag at St. Patrick.

Unusual Ford memorabilia.

Ex-member Evan Manuel, in Cleveland, wrote in, "For 20 odd years, up to 2010, I owned a Ford 8 Model "Y", registration number CER 46 (now owned by Paul Clarke in Stevenage,

cont'd on page 12
Page 11

Removing pistons.

John Oliphant in Forfar posed the following to Nigel Stennett-Cox, our technical advisor, "I am undertaking a full restoration on our car and am stripping the engine down. Question: I have one piston crown with a bit missing, how do I remove the piston? It will not lift out due to the bottom end of the con rod fouling the bottom of the piston liner. There are only two ways I can see; either take the gudgeon pin out of the piston, or remove the crank shaft. Also, I can see some damage on the white metal on the bearings, so will have to check all four."

Nigel's response, "You don't say, but I'm assuming you're attempting to dismantle an 8hp [933cc] engine. As you say, on these the big-end bearing at the lower end of the con rod will not pass through the cylinder. On the 10hp [1172cc] engine, with its larger bore, it will.

However, the pistons will withdraw from below past the crankshaft if, in the case of each piston, the crankshaft is rotated so that each throw in turn is about 45 degrees from bottom dead centre. This point can be judged by looking straight up at the piston base as one rotates each throw and a point will be observed where the piston can be seen to clear the crankshaft if it is withdrawn. They have to be put back by the same route.

[Make sure, when withdrawn, the pistons are labelled 1 to 4 and the big end caps are mated the right way round with the con rod ends. – Ed.]

If the bearings need re-metalling there are numerous specialists country-wide who will undertake this work, just "Google", "white metalling" and take your pick.

In a worst case scenario, if the crankshaft is worn scored or oval on the journals, determined by micrometer readings from the respective journals, it will have to come out anyway, whereupon the pistons are easily removed, still of course from below.

I must warn you that you are working on the "heart" of the engine here, and in the province of mechanics trained and experienced in engine work, also in the possession of the necessary tools, judgment and experience to determine the serviceability or otherwise of used components."

[Nigel, I hear you, but there's no better way than learning 'on the job'. – Ed.]

Cont'd from page 11

Hertfordshire – Ed.) During that time I collected a lot of artefacts and spares, which I passed on when I sold the car. However, whilst trawling through my files recently, I came across the enclosed early price tags and trader service data sheet, which I found in a Hartlepool car-spares meeting many years ago. I remember photocopying the service sheet and sending it to the Club library, but I think you will have better use of the original than I will. All the best and keep up the good work."



An original 1934 Ford dealer's display card for the Model "Y" 5 cwt van (note the reduction in price from the 1932 £115). It is interesting that the vans came from Dagenham 'In Priming' i.e. grey. The buyer subsequently commissioned a coach painter/sign-writer to add his business livery. The name Fordson was introduced in November 1933.

Welcome feedback

Michael Hines emailed the following, "A sincere thank you for the article in Transverse Torque issue 207 by Jeff Cole on replacing the Model "Y" clutch. I have been wrestling with assembling the engine to the transmission and trying to get everything to line up. I even bought an alignment tool for Fords, but it was for the American version and would not fit. Using Jeff's idea of a dowel and tape I was able to fashion my own alignment tool and it worked great. The article was very timely and the detail made it easy for a novice like me to follow."

Encouraging younger member involvement.

Any organisation requires new faces to come on board to ensure continuity of service. New faces are required to stimulate new ways of operating and to deliver new services – a healthy, planned regeneration ensures not just survival, but the ability to meet new challenges. Your Club is no exception.

Your committee is ageing aren't we all - and despite being in good health, we have to look to the future. In particular we are looking to introduce members into taking on some small roles within the Club. We have worked hard in recent years to make all our tasks less demanding on time. Modern technology has helped in many ways to reduce workload. Spreading the load too has meant that we do not run into a crisis if a member of our group is ill or on extended holiday.... yes, all this and still giving a speedy service to members.

Now is the time to seek new faces to join the committee, without a specific role if that suits. In this way we hope to enable younger/newer members to familiarise themselves with Club functions and procedures and ultimately accept key positions if they should so wish.

The spares group, under Pete Ketchell, could take on board a couple of members to look after a small section of parts (clean and new!) and to dispatch to members. Not a madly time consuming role since one would be part of a 10 man team. If you have a dry cupboard/wardrobe and are interested, please get in touch to find out more.

General committee role: you may wish to come on board, without portfolio, to learn the ropes and be involved in decision making on behalf of members. The only qualifications needed are an interest in the old car scene and ideally, the ability to handle emails. The 3 meetings per year are not boring and monotonous otherwise I wouldn't be there!

Other developments we are planning involve producing our car handbooks and parts books on DVD for easier transmission and workshop use by members. The production of service guides in electronic form is also being considered. This role would involve members with an IT interest. Could you do this?

Please think about getting involved during 2014 and give me a call to learn more. Don't rely on "someone else" forever more.

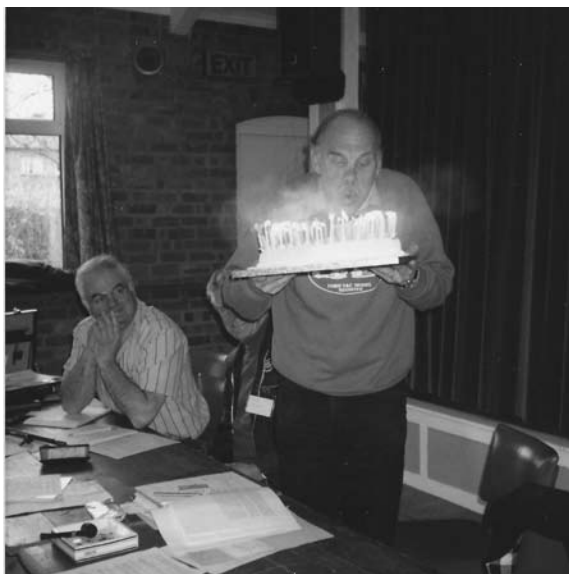
Bob Wilkinson. 01832 734463. pick up the phone now!

20 years ago.

Issue 88 April/May 1994

From the archive.

This issue saw the transfer of editorship from Ken Devine to Kath Devine, a move that was approved at the A.G.M. An upbeat report on the A.G.M. was included, the only downside being the unusually poor attendance. Club membership numbers were up to 414 at the end of the February, which was an increase of 28 over the previous February [this compares with 429 members plus 29 'Friends of the Register' today – Ed.] The funds were healthy, thanks to the income from yet another successful All Ford Rally, which we had sponsored in 1993 for the third and last time. As a result, money had been voted over to the Spares Secretary for re-manufacture. Regrettably one of the absentees at the meeting was our sickly Secretary, Bob Wilkinson, so the meeting finished on time! – [sorry Bob, I couldn't resist] , but not without a fabulous cake, baked by Jean Hunt, with 60 candles to celebrate the 60th anniversary of the launch of the Model "C" in September 1934.



Jean Hunt baked a super cake to celebrate the 60th anniversary of the launch of the Model "C" in 1934. Try blowing out 60 candles! This year, 2014, is the 80th anniversary! Graham Miles and Jeff Cole look on.

It had also been a good year for promoting our cars with write-ups on John Follon's Model "Y" Jennings conversion in 'Classic & Sports Car'; Jeff Cole's Model "Y" in 'Popular Classics'; Frank Eady's Model "Y" and Dave Curtis' Model "CX" in 'Classic Car Weekly', plus a full write-up on the All Ford Rally, and write-up on Clive Litchfield's 1934 Model "Y" and a Buyer's Guide for the Model "Y" in 'The Automobile'.

There were a couple of interesting letters from members. One from Rodney Booth in Rye, East Sussex, who owned ABE 463, now owned by member, David Edwards in **The Ford Y & C Model Register**

Bexhill-on-Sea, also in East Sussex. He writes, "When I purchased my Ford "Y" four years ago, it was in a very bad condition and my family thought I must be going mad! But during the following years, we have restored the car and also restored my faith back in the family! We have now collected a few 1930 clothes and, last year, we started dressing up and entering the Vehicle and Lady competitions. This is now a regular feature in our family as to who is going to dress up this week. I would like to thank, through our magazine, all the other Sussex club members for all the help and advice they have given me."

Another letter was from the newly joined Peter Benton in Penge (now Greater London) as follows, "I bought WV5 447 from member Jerry Birch in Romford in March. The car is in excellent order throughout and has just completed a 400 mile round trip to South Wales and back – managing the Black Rock Hill outside Abergavenny at a stately 25 m.p.h.! I notice from an old newsletter that the car is the ex- Brian Papps one. I intend to use the car as my everyday transport though not for commuting; my racing bike is quicker! I look forward to meeting members during the summer season of rallies."

Peter, Mike Riches and Roberts Spinks are the three remaining new members still on board with us out of the ten listed in issue 88. Mike Riches, from Danbury in Essex, is well known round the London show circuit with his black Model "CX" tourer, BYD 402. Twenty years ago, it was in superb condition, as is recorded in issue 88. Robert Spinks, however, reported that his Model "Y" "is stripped down in bits with everything removable removed! The seats are missing but the rest of the trim is there. Plenty of welding and woodworking are in store. I have written to the former owner for more details but he has moved to Australia!" Robert's car is still shown on the list of survivors as being under restoration. We still do not have its chassis number, Robert. Please scrape down the top of the chassis side-member opposite the starter motor and tell us what it reads. Also, please give us an update on the restoration.

Another car to come out of the woodwork with new member Andrew Whewell was the November 1935 Fordor Model "Y", which was imported to the Isle of Man (ex-JY 7527, now YYJ 289). He had bought the car from a Mr Corcoran, also on the Isle of Man. The car has, for the past 16 years, been owned by

another Isle of Man resident, member, Paul Ormond-Smith.

And talking of the Isle of Man, the adventurous Baldocks, Owen and Christine, wrote in with their story of their recent 1142 mile trip in Christine's Model "Y", which took them from their home in Hadlow, Kent (near Tonbridge), through Nottinghamshire and Yorkshire to Heynsham in Lancashire, where they joined up with members of the Morris Register, who were embarking on a tour of the Isle of Man. Owen recalls, "We spent the next 5 days touring the island, completing the TT course and attending an Air and Vintage Vehicle show (one member of the Morris Register got the hump and moved his car when people were more interested in our Model "Y" than his Morris 8). The highlight of the day was a slow drive the length of the runway and, once all vehicles were assembled, a free for all fast as you like run back. No doubts about it, fords are faster than Morris's."

I mentioned earlier the write-up on Clive Litchfield's Model "Y" in 'The Automobile'. In that article, written by David Hawkins, he surmises that "until recently few people would have considered a small pre-war Ford worth preserving," and I must admit, even today, the purists with their British marque cars still tend to look down their noses at our Fords. As I said then, in 1994, "Thinking about the statement in the bath the other night, I can see the purist's point of view to a certain extent. In the early '30s, this American car giant by the name of Ford descended on England and built a huge factory, declaring that they were going to build a little car for Europe; and they were successful. In the early '90s, a Japanese car giant, by the name of Nissan, descended on England and built a huge factory, declaring that they were going to build cars for the European market; and they appear to be successful also. Is it possible that your average Brit in the '30s looked upon the Ford Model "Y" in the same way as we look upon the Nissan Micra now?"

In my Chairman's News, I reported on the sale at Sothebys of the late Graham Tomlinson's Kelsch Model "Y" cabriolet, which he had restored. Regrettably it has left the country, we think to the U.S.A., and has not been seen since. I also reported on the visit of Luis Cascante's father to England. His father, Luis Cascante Davila, was a long standing member of the Register with his Model "CX" (now owned by our very own Luis Cascante Gomis). He also owned a Hispano-Suiza and a veteran Peugeot. He was visiting England as a member of FIVA, the international body governing the classic car movement. He had been its first President before handing



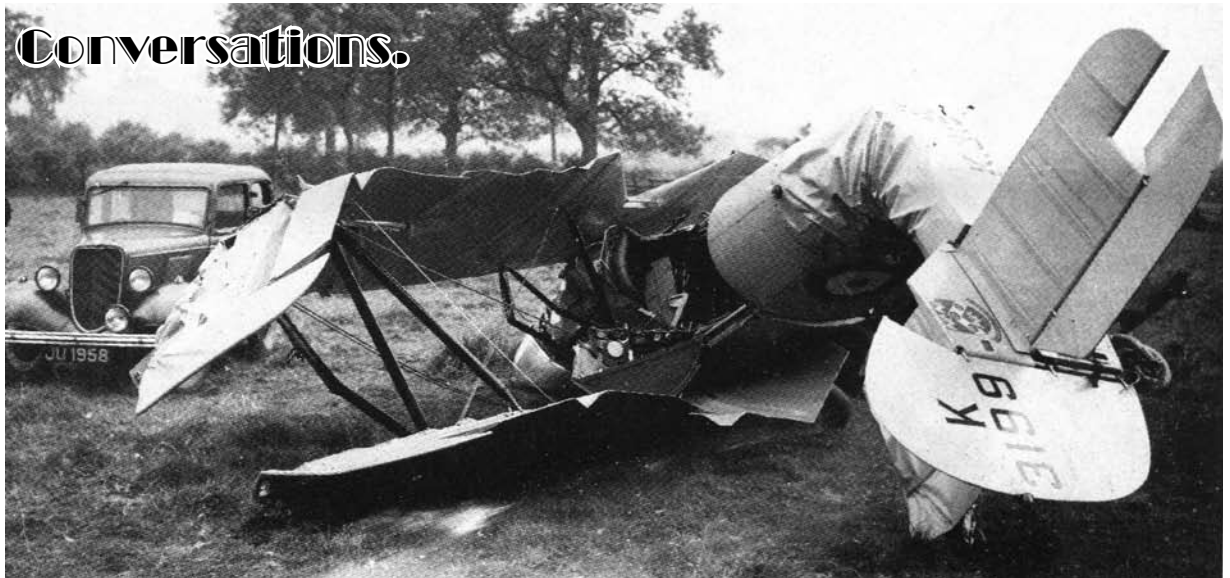
over to Lord Montagu of Beaulieu. I was delighted that he found time to catch the train down to Andover to talk Y&C and to give me some literature on the Ford plant in Barcelona. I met him in style with my Model "Y" Kerry and we drove to a local riverside pub for lunch. The afternoon was spent round our dining room table looking through my archive and his literature and discussing Modelo 8 and Modelo 10 production in Ford Ibérica: an afternoon to remember.

The late Graham Tomlinson's very early French built Kelsch cabriolet (Y2644), which was auctioned at Sothebys in 1994. Where is it now?

This photograph was sent in by the late Robert Hale and appeared in issue 88 with the caption "The Cranwell cadet pilot of this Avro Trainer flew rather too low in 1938 to look at the beautiful lines of the short rad Model "Y".

Forum Conversations.

Since the last edition, we have renewed interest from our UK members – I guess Spring has arrived and we all invigorated by a glimpse of the sun! The Forum continues to run without mishaps and, as well as a huge number of photos received (mostly members' cars), answers to many questions raised and Event news, there are numerous diagrams and parts to view, alongside Ebay finds.



Some conversations lately were:

Q. Model "Y" Battery - Does anyone know the dimensions (length X width X height) of batteries originally installed in the Model Y .

A. That would be 7 1/2" high, 6 13/16" wide, 9 3/16" long. Refer to the Ford Y&C book on page 255. A link to a source was also given – others are available.

Q. Door check strap screws - Here is an obscure question that I'm hoping one of you can answer! I need to re-tap two of the threaded holes in my Model "Y" 'B' pillar. These tapped holes are used for fitting the front door check strap on a four door model. The problem is I don't know the thread size. The two threaded holes the other side are a pretty rusty, but I can 'sort of' screw a known 10-24 screw into these holes. When I say 'sort of screw in', I mean that the screw goes in albeit tight, but when I remove it the threads are clearly damaged. Before I commit myself and run a 10-24 tap through the threads, I thought I'd ask if anyone out there knows for sure what it should be?

A. I've unscrewed one from my 1933 centre pillar and it's 1/4" UNC X 1 1/4 countersunk - counting it seems to be 20TPI. It's what Ford called a Flat Head screw...their part number 24713 as described in my 1958 Parts List of Standard Hardware. I've run a tap though it to be sure and is OK. Should you need to borrow a tap, no problem. I think you could get by on one 3/4" (24665) or 1" long (24697) as there's plenty of length on mine.

I don't have any spare csk screws though - only hex heads.

I'll post scans of the illustrated pages from that book into an album.

R. Thanks for that. I knew someone on the forum would have the information! The 10-24 screw I tried to fit must have just gone in down the centre bore of the tapped hole. Fortunately, I have a 1/4" UNC tap to hand. I should have some screws that size somewhere as well. One of the benefits of having to travel to the US for my company several times a year is that I get to stock up on all the screws, etc. that I need. Mind you, I occasionally get my luggage searched by the TSA, especially the time I brought back two 4' lengths of 1" gas pipe for my petrol pump restoration project!

I finally got around to looking at the screw threads on my door pillar. I removed the timber fillet strip to enable me to see a little better. My 1/4" UNC tap wouldn't go in and after a little measuring of the core diameter, I discovered that my car has 10-24 UNC tapped holes! The car was first registered in 1935. I wonder if they changed in production?

Q. Coolant Leaking Problem. Hi, I have a 1936 Model "Y" which, for some reason, only loses coolant when parked up and cold. While engine is running there are no leaks.

I can not locate where the leaks are. When starting from cold, she fires up on 3 cylinders and, by the time you push in the choke, she is firing on all 4. Would anyone have a clue what is wrong please. Thank you for your time

No answer to this yet. Sometimes coolant can leak past the head gasket or through tiniest of radiator holes!

Q Car Key FA . I am searching for a car key (s). It is marked FA 543. Is somebody able to help, please ?

A. There is this site on Ebay that cuts new keys. I haven't used them, so cannot give any reference. If you search "FA key" you will probably find more. Sometimes single keys come up - if you are patient! (Link given)

A. Alternatively, if you go to a master locksmith, they have all sets of keys on their computer and can cut one while you wait. For example, they have all the MRN keys (Model "Y").

A. I have found an FA543 key. Send me your address and I will post it to you. (Members generosity demonstrated here!)

Links were also shown for old films on Youtube. Requests were made for two old seats for a "Y" van; Ebay finds of Spring spreaders, Cylinder Heads and various cars were also noted – as were details of events.

Roger Corti
Forum Moderator



International correspondence.

New Zealand.

In November 1936, the new Ford assembly plant at Lower Hutt, just outside Wellington in New Zealand, opened for business, thus ending many years of a franchise awarded to the predecessors of the Colonial Motor Company Ltd. (Rouse & Hurrell Ltd.) by Ford of Canada in 1909. As the newspaper announcement infers, this was the latest British Empire Ford assembly plant to be opened. As we know, from November 1936 onwards, Model "Y"s and "CX"s had a Ford assembly number hand stamped on the



The assembly number hand-stamped on the battery box of Jill Peters' Tudor Model "Y", assembled at Lower Hutt in August 1937.

front of the battery box as follows:- Tudor Model "Y"s had their batch numbers prefixed 8NZ; Fordor Model "Y"s, 11NZ; Tudor Models "CX", 10NZ, Fordor Models "CX", 9NZ and Models "CX" tourers, 12NZ. We are grateful to Bill Ballard in Australia for hunting down this advertisement.



David Moran's Model "C" Fordor sedan, "Caroline" (C19790), Geelong body number 20 S339, now well on her way to restoration. Photograph taken in Wandong, Victoria, in December 2012.

New Zealand again.

Roy Hughes, the Secretary of the New Zealand Federation of Motoring Clubs (FOMC: the equivalent to our FBHVC), wrote the following interesting article, which appeared in the newsletters of both the North and South Island Ford 8&10 Enthusiasts' Clubs. We are grateful to Roy Hughes for allowing it to be reproduced here.

2. ImaAustralia.

David Moran, in Wandong, Victoria, has been restoring his Model "C" sedan (C19790), "Caroline", for a number of years now. However, progress is being made. He emailed Bill Ballard in February last year, "Sorry, but not much to report with the story of Caroline. The new, left side rear, inner mud-guard transplant was a complete success. I have been working on the support brackets that hold the body to the chassis just in front of the 'A' post. Both were badly rotted, but with a little bit of trimming the same parts from the '53 upright will fit very nicely. I have also had to transplant a piece of '53 chassis to each side under the aforementioned brackets."

"Classic Cars as an Investment.

Anyone wanting to become seriously rich should stay away from shares, gold and property and invest in classic cars if movements in world markets over the past decade can be considered a reliable guide. According to Coutts, a British private bank that counts the Queen as a client, between 2005 and the middle of 2013, the increase in the values of classic cars on the world market far exceeded the global stock market, and they were also the best performing of all alternative investments, returning an average of 257 per cent in the seven-and-a-half-year period.

The bank's "Objects of Desire" index covering 15 asset classes, including stamps and coins, paintings, rare musical instruments, and "trophy" property, gained 82 per cent since the beginning of 2005, compared with a 53 per cent rise in the global all-countries stock market index. But classic cars outperformed all other collectables. And according to the Luxury Investment Index compiled by the global real estate consultancy Knight Frank, during the past decade, the average value of collectable classic vehicles has risen by 430 per cent, far outstripping other asset classes such as fine wine, rare coins, stamps and property.

In the meantime, David enjoys classic motoring in his recently and beautifully restored Model "CX" well-sided roadster 'ute', C24464, Geelong body number 20B 28LD.

Of course this does not mean that fifteen year old Toyota Corolla abandoned in the backyard is now worth four times what was paid for it. The investment indexes largely only apply to higher end heritage vehicles. And as New Zealand has not yet suffered the property crash which resulted in the transfer of investment value to the classic car market in other countries, the

Ford Factories Encircle the Empire

... and now
A Ford Factory for New Zealand

A new contribution to British Industry was made when the New Zealand Ford Factory at Lower Hutt recently started work.

From Canada, the foundation of British Empire Ford activities, and the Ford Works at Dagenham in England, the largest automobile works in Europe, right round both Eastern and Western Hemispheres, a chain of Empire Ford Factories now links up every major British territory.

Newest and most modern of all Ford plants is the New Zealand Factory for building Ford V8 Cars and Trucks, English 8 h.p. and 10 h.p. cars and Fordson Tractors.

The Ford policy of building cars and trucks and providing employment in the countries whose people buy Ford products has so extended that today Ford vehicles in every part of the Empire are built by British labour and of British materials.

The establishment of the New Zealand Ford Factory symbolises the complete acceptance of a worthy product rightly made, honestly marketed, and built by well-paid workmen enjoying ideal working conditions.

In buying traditional Ford Value the New Zealand purchaser has always helped Empire Industry, inasmuch as Ford Cars and Trucks have come only from Canada and England. Now, the buyer of a Ford Car or Truck helps New Zealand as well as Empire Industry to the greatest extent possible, with resultant benefit to himself.

Ford Motor Company of New Zealand
LIMITED
Lower Hutt Wellington

FORD V8 CARS, 8 HP, CARS, 10 HP, CARS. FORD V8 TRUCKS AND COMMERCIAL VEHICLES, FORDSON TRACTORS.

The New Ford Factory at Lower Hutt, Wellington

The Auckland Star, published on the 1st December 1936, announces the recently completed Ford Motor Company of New Zealand Ltd. premises at Lower Hutt, which, the paper proudly declares, completes the encirclement of the Empire with Ford factories!

risers in prices here have been less pronounced so far. But New Zealand does have far more than its fair share of classic collectables and, on a per-head-of-population basis, it is probably only second to Cuba in keeping the best and most beautiful automotive products of yesteryear in pristine and functional condition.

Comprehensive research by our sister organisation the Federation of British Historic Vehicle Clubs, found heritage vehicle enthusiasts generate around \$10 billion a year in commercial activity in the United Kingdom, almost \$2 billion of which comes from overseas. While the FOMC is still planning a similar comprehensive assessment, a preliminary survey has found clusters of firms from Whangarei to Wanaka employing thousands of people, and generating considerable economic activity in regional cities and towns such as Hamilton, Rotorua, Taupo, the Hutt Valley, Geraldine and Oamaru. Some of those firms have an international reputation for the excellence of their craftsmanship and there is a steady and continuous flow of valuable vehicles being sent to New Zealand for high value restorations.

So what may appear to the undiscerning to be just a hobby reliant on the continuing care and use of uneconomic cars, actually has multi-million dollar positive economic and social benefits for the whole economy. It generates more export dollars than the yacht/boat building industry, yet has not sought any taxpayer subsidisation of its activities. Around the country, with very little if any central government help, thousands of private enthusiasts have voluntarily invested their time and money in preserving our transport heritage and creating museums and other recreational facilities, which not only boost local economic activity but also attract significant numbers of international tourists to New Zealand.

In the year ahead the FOMC will be measuring just how big is this contribution the heritage vehicle movement makes to the economic well-being of New Zealand in order to persuade the Government not to continue hindering the growth in this benefit with needless regulations and restrictions."

South Island regalia.

Jill Peters, the President of the South Island Ford 8 & 10 hp Enthusiasts' Club, tells me that the members can now be spotted at events as they have introduced their own T-shirt and cap complete with Club logo.



Jill Peters, the President (left) and Heather Trumper, the Editor of the South Island Ford 8 & 10 hp Enthusiasts' Club showing off their newly introduced T-shirts and caps. Heather's son, Ethan, lurks behind and Jill's Model "Y" is parked in the background.

U.S.A.

Roger Banks in Salem, Oregon, has recently purchased a short rad left-hand-drive Model "Y", which was apparently assembled in Copenhagen and sold by a dealer in Brønderslev, Denmark. Amongst the documentation with the vehicle is a sales document from Sweden and a Californian title document. It is thought to have been imported to the States by a Mr. Rasmussen in the 1960s - all very interesting! With our help, Roger has identified the chassis number as Y26216 and the Briggs body number 135/15815, putting its Dagenham manufacture date as early June 1933. Apparently, the engine is in bits and he is thinking of putting in a 100E unit!



Roger Banks' ex-Denmark LHD June 1933 short rad, Y26216, now with him in Salem, Oregon, U.S.A. Although there is little under the bonnet, it would appear to be eminently restorable.

Exotica

Mark Turner, in Wixom, Michigan, will soon be able to enjoy his fleet of exotic vehicles, including 'Henry', his Model "Y" Kerry. He writes, "The snow has finally melted but not before setting an all time record for the most snow ever. The other thing was that it never melted, it just kept accumulating! We had on the average over 10 inches on the ground all winter. Needless to say, I am looking forward to a good summer."

Mark's fleet is made up of:- 1903 Stanley Stick Seat Runabout (steam-car), 1935 Ford Model "Y" Kerry, 1936 Cord Phaeton, 1957 Thunderbird (Supercharged (F Bird)), 1964 1/2 Mustang convertible, 1965 Mustang coupe, 1978 Porsche 928, 2006 AC Cobra kit car. Is this the most exotic collection amongst our members? Terje Særthre, in Norway, might come close!

Member's Cars

- A further report from 'John the Bot' - Y has new rear spring shackles.

With the fuel tank removed from my 'Y' for cleaning and the nearside rear wing and the rear valance for rust treatment, patch repairs and repainting it struck me that there was now a not-to-be-missed opportunity to renew the rear spring shackles as there was loads of access to what would otherwise mean working in some cramped corners.

I also had (as it turned out) a false sense of security as my old Dad had dug out a "spring spreader" from his garage and presented it to me. So the relevant parts were ordered, speedily received with thanks to and including a health-warning from Colin Rowe and the job set in hand. Inevitably a

day's job took way far too long (like three weeks off and on) but lessons were learnt, so this little text will hopefully alert the equally unwary who also have noticed that their shackles are worn by the shackles not being concentric in the eye/perch (see Nigel Stennett-Cox's excellent "Roadworthiness check list 3" in Transverse Torque 205).

Suffice it to say that a simple straight screw-operated spring spreader designed for the front axle/spring will not work on the rear axle/spring. The rear assembly has three major differences that prevent the usage of said straight spreader: a) the rear spring leaves are

one and three-quarter inches wide whereas those at the front are one and a quarter inches wide, also the rear spring is curved (front to back as well as "normal") with the consequence that when the spring is flexed the leaf above the lowest (i.e. the one with the eye) also moves laterally, this causes problems for a spreader to gain purchase, b) because the spring is curved the spring eyes are at angles to one another unlike the front spring eyes which are square on, this also causes problems for a spreader to gain purchase and c) the differential gets in the way of using a "straight" spring spreader. Therefore a spreader is required that can get around the differential and still exert adequate pressure on the spring eyes without slipping off.

As an aside, it seems to me that the reason for the curved rear spring on the 'Y' is so that the attachment to the chassis cross-member can be much lower than would otherwise be the case if the spring went straight across where it would have to rise above the differential as it does for example on the Model 'T' (and thus unacceptably intrude into the passenger compartment). While this is a neat engineering solution to lowering the bodywork it does mean that the spring eyes are at angles to one another making the design of a spring spreader more awkward than would be the case if they were square on. What it also does for the suspension geometry and performance I leave the "experts" to tell!

I decided to make a spring spreader for the rear spring. I favoured using hydraulics as this would have the two advantages of: a) not including the twisting motion that a screw-driven spreader would have and b) would enable firm, even and finely-controlled pressure to be applied to the spring eyes. Two two-tonne bottle jacks were mounted opposite one another on plates (previously purchased to support a conversion to Armstrong-type shock absorbers and for some reason which I forget, not used). I considered that the operating limit of the jacks well exceeded the loading of 1400lbs (c. 700 kg) given in the Appendix I in Sam's book. Making use of the pre-drilled holes the plates were bolted together at a suitable spacing so as to clear the differential using M10 machine screws supported in steel pipes. The steel pipes were included to give additional support to the machine screws and resist them deflecting. The ends of the bottle jacks were fitted with steel plates at the applicable angles and having "ears" so that they gripped the edges of the spring leaf. The centre of each plate was drilled and ground out so as to make a shallow curved depression in which to seat the curve of the spring eye. See attached photo of the spreader in action. The spreader was located on the spring

and the jacks opened so as to place the spring under perceptible pressure. It was useful to use a tape measure to measure the distance between the spring eyes so that the jacks could be pre-opened before locating as the whole spreader assembly is quite heavy and difficult to support with one hand for any length of time. The shackle nuts on one side were undone and the link removed. Much time was wasted trying to free the rusted shackle from both the spring eye and the perch but in the end the link at the grease nipple end was severed using an angle grinder. This meant that the ends could then be tackled individually by gripping with a 'Mole' wrench and given a good waggle. The spreader could also now be safely released. This has the advantage of the released spring eye being lowered out of line with the axle to give useful free space to work on the bush removal. I was surprised (and dismayed) to find that the bushes were of some sort of hardened steel meaning that the trick usually employed on bronze/copper bushes of inserting a Junior hacksaw blade and cutting a double groove in the bush so

the process.

Again I decided to make a tool, i.e. a "press", to do the job with the spring still mounted on the car as I was at this stage thinking that the only answer was to take spring and axle off the car. Fortunately I had the makings of a tool in that I had a spare front spring for which the lower leaf with the eyes was broken. Luckily the bush in this was made of copper and relatively easy to remove. I was thus able to use one broken half and cleared eye as a "receiver" for the old bush having prepared a "pusher" that consisted of a four-inch M8 machine screw with the hexagonal head rounded off so that it matched the outside diameter of the bush (old and new). (I would have preferred to have used the thicker M10 but this was just too big to fit inside the bush. No doubt there is an imperial size that would have been a snugger fit but these are not readily available in my local hardware shop.) An "insurance policy" was made by adding a similarly rounded nut to back up the rounded head. It was then a matter of threading the prepared machine screw through the old bush and "receiver" and tightening up with another nut. See attached photo of the "press" in action.

This did not quite work as intended at first as the machine screw rotated as it was tightened so to get things started it was necessary to replace this with one with an intact hexagonal head so that this could be held with a spanner until it could be seen that the bush was being pushed out. Once movement was detected it was a simple matter of replacing with the rounded head machine so that it was free to pass through the length of the spring eye. On removal a further surprise awaited in that it was found that the bush was split lengthwise. This appears to have been the original Ford fitting as the outside of the bush has "EnFord" engraved on it. Initially I thought that the distorted bush I had removed was a later "bodge" but eventually realised that the wear in the retaining hole of the perch and been so severe as to render it more than oval. The consequence was that bush was squeezed out of shape as the pressure of the spring dragged the shackle pin it held towards that in the spring eye. See attached photo of the remains of the old shackles and bushes. Note that the new bushes supplied by the Register are solid and are not split; a potential improvement. Nevertheless, given

the wear I have witnessed on both spring eye and axle perch I have my doubts as to the wisdom of using hardened steel bushes. It seems to me that bushes should be made of material softer than what it is held by, as is the case for instance with those in the front stub axle. If a softer material such as bronze was used this would make future removal and replacement a darn sight easier! One other flaw with the original bush is that un-



The 'poorly designed' and now completely knackered old spring shackles referred to in John's article.

as to cut it and knock it out was impossible. The hacksaw blade bounced off to no effect. The use of a "Birmingham screwdriver" also had no effect, so again the sensible solution was the use of sustained pressure on the bush to push it out. My old Dad's suggestion of using the new bush to push out the old bush was rejected on the basis that there was no guarantee this would work and I might irreparably damage the new bush in

like that for the stub axles it does not have an internal shallow spiral groove to carry grease along the full length of the shackle pin. Examination of the old shackle pins revealed that not only were they severely rusted, the ends beyond midway to the front, i.e. furthest from the grease nipple, were bone dry and showed no evidence of grease reaching them. It seems to me that with respect to the bushes the design and materials could have been improved when it came to re-manufacture.

Removal of the old bush from the axle perch is not as straightforward as there is insufficient free space between the axle and the "front" of the perch in which to insert either the four-inch machine screw or for that matter the "receiver" spring eye and nut. In fact there is only a gap of about one inch – one and quarter inch. I will leave those who have read this far to work out how this "extraction" was achieved!

It was not necessary to use the "press" to insert the new bushes as these could be gently tapped in while the end was being protected with a M8 machine screw and washer. Gaps where the eye and perch had been made oval were filled with fillets cut from sections of the surplus steel pipe used to house the M10 machine screws and cemented in place with "JB Weld". Purists will no doubt frown on this as in an ideal world the oval would be corrected/repared by welding in new steel and re-boring the spring eye and axle perch. These would both be impossible operations with the axle and spring still on the car. How long the repair as done will last is yet to be seen, but in some form it was required if undue pressure was not to be put on one side of the new bush.

With the new bushes in place the spring spreader could be relocated and the spring eased open until the freshly greased shackles could be easily inserted. It is worth remembering to not push the shackles fully home as otherwise there will not be sufficient space to attach the link and locking nut. A gap needs to be left so that the link slipped on to the pins and the nuts started on the threads. Once the nuts have been tightened a final application of grease to the grease nipples can be made. Looking carefully, it was possible to see that excess grease exits the bush at the rear and not at the front. rather confirming the above comments regarding the flawed design of the bushes.

The above sequence of operations could then be repeated on the other side of the car.

I have now renewed the rear spring shackles and hope that this will result in better handling of my 'Y'. I can now get back on schedule with the fuel tank and bodywork repairs! As a last word and fool that I am, with the experience I have gained at the rear, renewing the front axle/perch shackles at the front should be a doddle, but no doubt some new snags lie in wait!

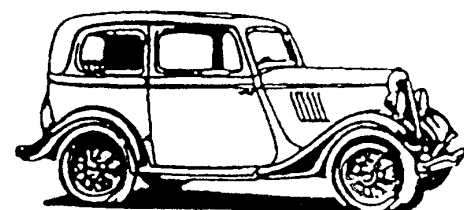


The rather elaborate spring spreader that John inherited from his father. It allows space to accommodate the differential housing in the same way as the standard Churchill spreader.

John's innovative home made press."



John Osley. Conwy, North Wales.



Safeguarding our original registrations.

As you know, our club has been campaigning for several years to persuade DVLA to enable owners of cars over 40 years old – designated as “Historic” – to declare the registration number fixed for the life of the car. We argued, with FBHVC taking up direct discussions with DVLA, that the term “Historic” must carry some significance and responsibility. Original registrations are part of our motoring heritage.

Historic car registrations are being pillaged by number plate hobbyists and professionals with no regard for heritage. There are enough post-1974 numbers around to satisfy the need for personalised plates.

I am saddened by the number of cars now appearing with obvious age related numbers due to the original being sold. Even more saddening, yes, disgraceful, is seeing classic car auction houses advertising cars “with valuable registration available for transfer”. I have begun writing to them, when I see such an advertisement to point to their shameful attitude.

The difficulty comes when a genuine enthusiast sells a car. What can we do to reduce the possibility of the car losing its number? How can one tell when the buyer is genuinely interested in the car rather than just the number? Members contact us regularly seeking guidance on these problems. Some are angry over having been caught out too late.

Some strategies to consider are:
(i) Advertise your car without reference to registration number. Or advertise saying number is non-transferable. Doing this will bring only those interested in buying the car.

(ii) Do not show the number plate in any advertisement photograph.
(iii) Advertise with a telephone contact only (not email). It is easier to spot a non-genuine enquiry by phone.
(iv) Keep raising the issue with the doubters within the classic car movement.

Note that all advertisements for cars in our magazine follow the above guidelines and we recommend these to all advertisers. It does not rule out the possibility of the number being transferred later, but at least it is a safeguard. I will be pressing FBHVC to renew the campaign with DVLA before it is too late.

Technical advice.

Since having had an individual enquiry involving the Model “Y”’s 933cc [8hp] engine, it seemed a good idea to pen bit of detail on that unit and its 1172cc [10hp] derivative for this issue of Transverse Torque.

By the time the 8hp unit reached production form it was one of the most advanced mass-produced small car engines on the British, or indeed the Continental market. Admittedly it used side valves when the contemporary Morris Minor and Singer Junior power-plants employed not only overhead valves, but overhead camshafts. But the Ford product still produced as good a specific power output, at about 25bhp per litre, and revved as highly, i.e. to about 4000rpm.

The Ford unit’s really bang up to date feature was its fully counterbalanced and pressure lubricated three main bearing crankshaft, itself mounted in a totally rigid one piece casting of cylinder block and crankcase. We would have taken those features for granted by about 1939, but remember that this was 1932 and Austin’s Seven still relied upon a squirt-lubricated two-bearing crank in an aluminium crankcase just bolted to the cast-iron block. Even the relatively expensive and sporting Riley Nine only employed two main bearings for its 1087cc Engine. Morris only caught up with Ford engine design with its 8hp car introduced to replace the Minor in late 1934.

Not for nothing then did the 1172cc Ford unit lend itself to all manner of tuning, including supercharging, power outputs up from the stock 30bhp to fifty plus and widespread use in trials and racing from the thirties up to the present day. Take a peek under the bonnet of any F-Type Morgan three-wheeler at a vintage race-meeting, car or motorcycle, if you doubt the word of your Technical Advisor. Oh, and the bottom-end of the 1172cc unit was identical to that of the 933cc, including of course the stroke measurement. An idea of the over-engineering of the 8hp bottom-end can then be gleaned from its cheerful acceptance of a good 50% more rpm and almost double the power than it will be subjected to in our humble Model “Y”’s.

Paradoxically, it’s not all unmitigated good news. In the period of their widespread use, the small Ford side-valve engines did not enjoy the best of records for longevity. A small oil capacity of only 4.5 pints and a poorly ventilated crankcase made them prone to “sludging-up” on the oils of the day and with neglect of regular and frequent oil changes. This was aggravated by the choke operation of the Zenith/Ford carburettor being somewhat “on or off”, so that when owners did not dispense with choke use as soon as possible after the initial start, the excessively rich mixture “washed” the rings and bores leading to rapid wear of these parts. Then there was compression loss with “blow-by” down past the pistons and the pushing out of oily fumes from the vent in the oil filler, with these stinking out the car interior when pulling hard, starting difficulties, prodigious oil consumption, and power loss. Exhaust valves were prone to burning out too, but the Ford engines were not alone in this tendency right up to the sixties.

It has to be faced that many small Ford side-valve engines went into the company’s highly successful exchange reconditioning scheme, having done fewer than 20,000 miles from new, or a prior trip through said scheme. And, in the absence of gross neglect of the oil level or changes, it would have been valve, bore, and ring wear which did for most of them.

On a more cheery note, a friend of mine who has run a Fordson E83W 10cwt van for 45 years, using of course the same engine as went into our Model “C”’s, achieved 115,000 miles from his engine. He fitted a good air filter, changed the oil every 1000 miles, using a modern detergent multigrade, and had one of the bolt-on accessory by-pass oil filters fitted. He also avoided lots of very short runs, which are bad for any engine.

By contrast, a lovely old chap by the name of Syd Thompson, known to me in childhood, bought a new Fordson E04C 5 cwt van in 1946, the same engine as the Model “Y” of course, and used it for chugging from his home to his nearby allotment about a mile away, on choke most of the time. The van, which dear old Syd used to let me drive into his garage when I was about twelve, was on its 3rd factory re-con engine, i.e. its fourth engine overall, when it still had under 30,000 miles up. I often wonder where it went when Syd died; the registration number was BCT 15.

Nigel Stennett-Cox

Book review.

"The Fords in My Past" by Harold L. Brock.

Unlike autobiographies of Ford associates, such as Charles Sorensen's "My Forty Years with Ford" and Harry Bennett's "We never Called Him Henry", and researched works on the Fords, such as Mira Wilkins' "American Business Abroad" and Robert Lacey's "Ford, the Men and the Machine", this book is written by man who worked directly with all three Fords; Henry, Edsel and Henry II. It is not an autobiography, but rather a record of his employment and observations from 1929 to his retirement from the Company in 1959.

At the age of 15, Harold Brock was enrolled in the Ford Trade and Apprentice School, based in the huge Rouge River plant. On completion of his course, he was lucky to be attached to the Ford Engineering Laboratory in Dearborn, where Henry Ford prevailed. He worked under Larry Sheldrick, the brilliant engineer who, incidentally, designed the small sidevalve engine for our Fords as well as the famous V8 engine and other transmission components. Although initially, his work was confined to working on books donated to the Greenfield Village library, Henry Ford took great interest in what he was doing and a bond grew between them, to the extent that Henry and the teenager would take field trips together round the Fair Lane estate. Harold soon became a key player in Larry Sheldrick's 'Product Engineering' team. Larry's key advice to Harold was "Keep your mouth shut and listen. You can't learn when you are talking."

When the Production Engineering team moved offices close to the famous No.4 Gate entrance to the Rouge Plant, Harold was in the thick of the production and saw much of Edsel, who had his offices alongside the Rouge plant. He also witnessed first hand the undermining activities of Harry Bennett and his security 'thugs' and would have been present when Bennett's thugs beat up the U.A.W. delegation on the bridge at the No.4 Gate in May 1937. Whilst working with Edsel, he designed the steering column mounted gear change, which was successfully incorporated into production.

At Sorensen's and Sheldrick's behest, Harold went on to join Henry Ford's tractor design group, based in Dearborn, which included Eugene Farkas (another designer deeply involved in the development of the Model "Y"). In particular, Harold made sketches of new concepts of tractors to incorporate the Ferguson three-point hitch for a variety of implements to be

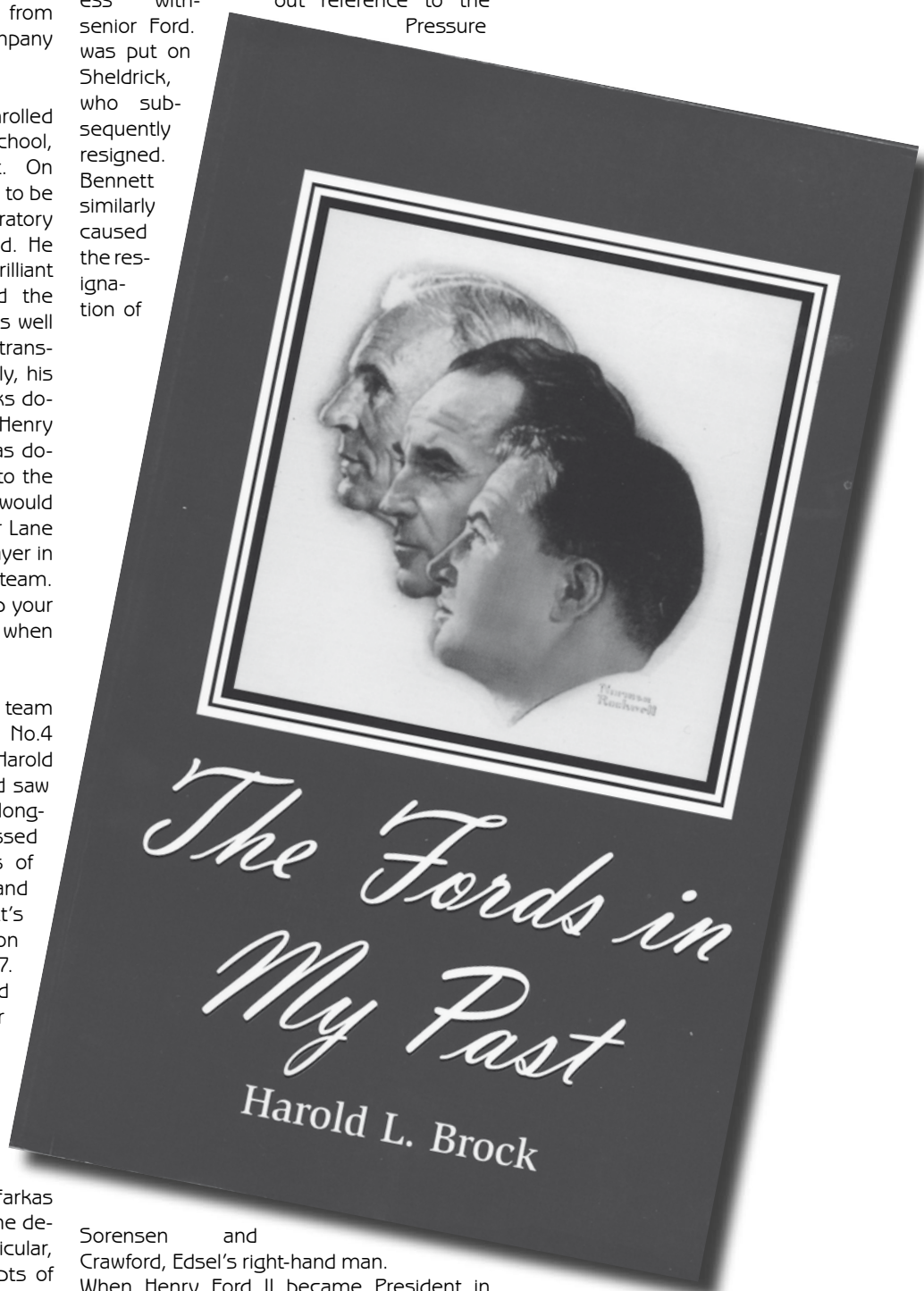
operated to the rear of the machines. During this time, he spent a considerable amount of time with Henry Ford and Harry Ferguson.

During the war, Harold was involved in design projects for the M3 tank and Jeep. Latterly, he worked with Henry Ford II on the tractor programme. After Edsel's death, Sheldrick attempted to direct Henry Ford II when he was made Vice-President in 1943. The scheming Bennett told Henry Ford Senior that Sheldrick was trying to influence Henry Ford II in the decision making process without reference to the senior Ford. Pressure was put on Sheldrick, who subsequently resigned. Bennett similarly caused the resignation of

Bennett and his henchmen and bring in a team of "Whiz Kids" to advise him. He also brought in Ernest Breech from Bendix to breath life back into the ailing company.

This is an excellent paperback well worth a read if you are a Ford Motor Company enthusiast. It is published by the Society of Automotive Engineers (SAE), which is a recommendation in itself. ISBN 0-7680-0599-X.

Sam Roberts



Sorensen and Crawford, Edsel's right-hand man. When Henry Ford II became President in 1945, the first thing he did was to fire Harry

FORDSON FARMS - THE PERRY FOUNDATION

I have always toyed with the idea of writing an article about the Ford farm in Essex. It wasn't until Dave Fitton gave me a photograph of a Fordson Estates Model "Y" van at the 2014 A.G.M., that I set about the task. Fortunately, the story of the farm is written up in an appendix to the excellent book, "The English Model T Ford. A Century of the Model T in Britain.", written by Martin Riley, Neil Tuckett and the late Bruce Lilleker on behalf of the Model T Ford Register of Great Britain. We are grateful to the Model T Register, Martin Riley and Neil Tuckett for agreeing to this extract being published in Transverse Torque.

Sam Roberts.

"In 1930, Henry and Clara Ford visited the Oberammergau Passion Play during a tour of the Ford facilities in Europe with Sir Percival Perry. They were returning by train via Harwich to the Perry's home at Lillingstone Hall, at Stock, near Chelmsford. While they were at breakfast in the dining car, Henry began to ask why the land was all divided up by hedges, trees and ditches; Perry defended the British farming system, saying 'Oh Mr Ford, we're not such awful fools as all that. What we don't have is, we don't have our land blown away from us or washed away. There's method in our madness of ditches and trees and vegetation - it absorbs moisture and does us good'. A friendly discussion continued to and fro without any resolution until Henry said 'If you will put up a dollar to every dollar that I'll put up, we'll buy some land and plant it and do it my way'. Perry challenged Ford's knowledge of farming, which Henry did not defend: 'I don't know anything, but I own thousands and thousands of acres - Ray Dahlinger knows all about it' [Ray Dahlinger was Henry Ford's estates manager in Dearborn - Ed].

That might well have been the end of a conversation, filling in a sleepy hour over breakfast at the end of a long and very full trip, but Perry took to the idea. He consulted a wartime friend who knew about land and agriculture, one Colonel Kalb. Kalb and Perry checked various possible estates and in the end settled on the Boreham estate which lay beside the A12 a few miles north east of Stock. This was where the train had stopped briefly that summer morning, at the deserted Boreham Halt.

The farms, cottages and land were all in a very run down state - as was much of rural Britain

in 1930. The estate was about 5,000 acres in total and was renamed Fordson Farms. It was rather scattered but included Boreham House. Henry Ford never actually saw the land and quickly lost interest. Eventually, in 1946, Perry bought out the Ford interest when Henry II became head of the Ford Motor Company and family interests.

Fordson Farms had been bought for £20 per acre, but it was necessary to spend another £10 per acre to get the land back into good heart. The houses and cottages were very dilapidated and in need of urgent repair. At the beginning, there were just 2.68 workers per acre. This was quickly built up to 6.28 as derelict land was brought back into cultivation. Perry followed his usual policy of paying good wages as the best route to labour commitment and high productivity. Right from the beginning, employees were paid 85% more than the statutory minimum wage - unheard of at that date in agriculture.

In practice, the farms which made up the estate were too scattered to be run sensibly as a single big farm. Instead, Perry set up a new organisation under Friendly Society rules to run the estate on a Co-Partnership basis. The exercise was successful both in agricultural and financial terms and Perry was able to remit a regular return of 4½% on investment to Henry Ford.

ity changed. Under post war conditions, the formerly successful way of running the scattered estate gradually became less viable. In 1970, the name changed to The Perry Foundation and was run for many years by Perry's niece, Miss Molly Perry, who made the Foundation her life work as a Memorial to her uncle. During his life, Lord Perry had continued to support the organisation generously. He also continued to do so in death, bequeathing it his home Lillingstone Hall, among other things. Eventually, in 1973 (long after the deaths of the founders Henry Ford and Percival Perry), the farms and properties were sold and the Foundation changed direction.

The Perry Foundation continues to this day as a grant making charity, funding research into agricultural and related projects at universities, colleges and research institutes. Post-graduate research scholarships are also offered to graduates holding first or upper second class degrees, to enable them to follow research based courses towards higher qualifications.

Boreham House itself played a central role in another Ford-Perry experiment, being set up as The Henry Ford Institute of Agricultural Engineering. Ford donated the house and adjoining 32 acres and the Institute was run as a Charitable Trust. At that time, it was the first

educational institute of its kind in Britain and the head of the Institute for Research in Agricultural Engineering at Oxford University was recruited to run it. Basically, it ran short intensive courses for farmers, farm workers, farm mechanics and so on, with the aim of improving agricultural technical knowledge and farm performance. During World War Two, courses were run to train recruits to the Womens' Land Army in tractor driving and machinery handling. Eventually, when in 1943 it had become impossible to make foreign currency remittances, the Ford

Motor Company took over responsibility for the (Boreham House) Trust. That Trust expired in 1952."



A brand new Model "Y" 5 cwt Fordson Estates van straight from the paint-shop (Multiplex Design logo forward of the rear wing). The van has still to receive its registration plates. As the spare wheel is on the driver's door, the van dates from before October 1936.

After Perry had bought out the American Ford interest in 1946, a new company, Co-Partnership Farms Ltd., was set up to operate the former Fordson Farms. Workers were offered non-voting shares and still continued to receive bonuses, but the focus of activ-

Traveller's tale.

Bill Ballard forwarded this fascinating article which was found in the Albany Advertiser (Western Australia), published on Monday, 29th January 1934. Although published in Australia, it relates to journeys made in England and Europe. If the car referred to did have engine number Y89, it is the earliest car we have yet to write about.

Twelve Months with an 8 hp Ford. (by Lt.-Col. S. Heckstall-Smith.)

Just twelve months ago [January 1933 - Ed.] I took delivery of an 8 h.p. Ford. Since its chassis number was 89, and judging by subsequent experience, I am reasonably certain there were then few others on the road.

There were three reasons why I bought the car. The first is that I have driven Ford cars since 1908; the second is that economy is a necessity; and the third, which is wrapped up with the first, is that I being over 6ft. in height, and long in the leg, there was no other car (price and upkeep considered) that I could drive with comfort.

The experience to which I referred was somewhat amusing, not to say embarrassing, since everywhere I went and at every stop I made the car became a centre of attraction. I had one day pulled up in a parking place near Bideford Fair, well filled with cars. The usual crowd collected round me, among them being an oldish man in chauffeur's uniform. He walked round and looked at the car from every angle and then, "Dam me," he said, "Fords have got 'em beaten again."

The first trip I made was of about a thousand miles. Since I went to the Welsh Mountains, Exmoor, Portlock, Dartmoor and South Devon, I certainly did a bit of hill climbing. I have arrived at an age when I drive a car "all out" only going up hill, but I derived a certain amount of satisfaction from the fact that I could beat all the saloons of the 10h.p. order on any hill I encountered. Possibly one of the reasons for this is my invaluable practice of changing gear in good time, a point which so many drivers ignore; but with 8h.p. Ford there is no need to worry, or even to make a regular practice of double de-clutching. If the engine is slightly accelerated, the change to second is made quite smoothly, and without a sound.

In all my motoring career, I have never seen but one hill marked "1 in 3". This I struck by accident. I was making for Symonds Yat, going from Goodrich Castle on a by-lane, which led me down to a dead end by the river Wye. On coming back I saw this hill so marked, and after a good deal of backing and filling I turned the car, and well loaded, faced the unknown - a lane no wider than the car itself, with winding turns and a surface of outcropping rock. I travelled on first speed for an unknown distance, but I managed to keep a bit in hand with the accelerator pedal well down all the way, and reached the summit without a sign of boiling water. The reward was great, for surely there is no more glorious view anywhere. I forget how many counties you can see, but I know that the prospect comprises a very large slice of the West Country.

Having now owned an 8 h.p. Ford for a year, my car no longer creates a sensation. Last week I drove 850 miles, and everywhere along the route I met sister cars. And not only in England is this the case. At the end of July I toured Holland, Germany, Austria, Switzerland and France, and in each country I saw the distinctive lines of the 8 h.p. Ford on the roads. It would seem indeed that the Devonshire chauffeur was not far wrong, when, in August, 1932, he said, "Fords have got 'em beaten again"

A timely reminder on tyres.

In his Editorial for the September issue of 'Enformation', the newsletter of the Classic English Ford Club of Western Australia, Denis Johnson writes, "Now that I am no longer Registrar, I feel the need to comment on tyres for our vehicles. A lot of us seem to want to 'make do' with whatever tyres we happen to have on our pride and joy and take the "she'll be right" attitude to safety and legality.

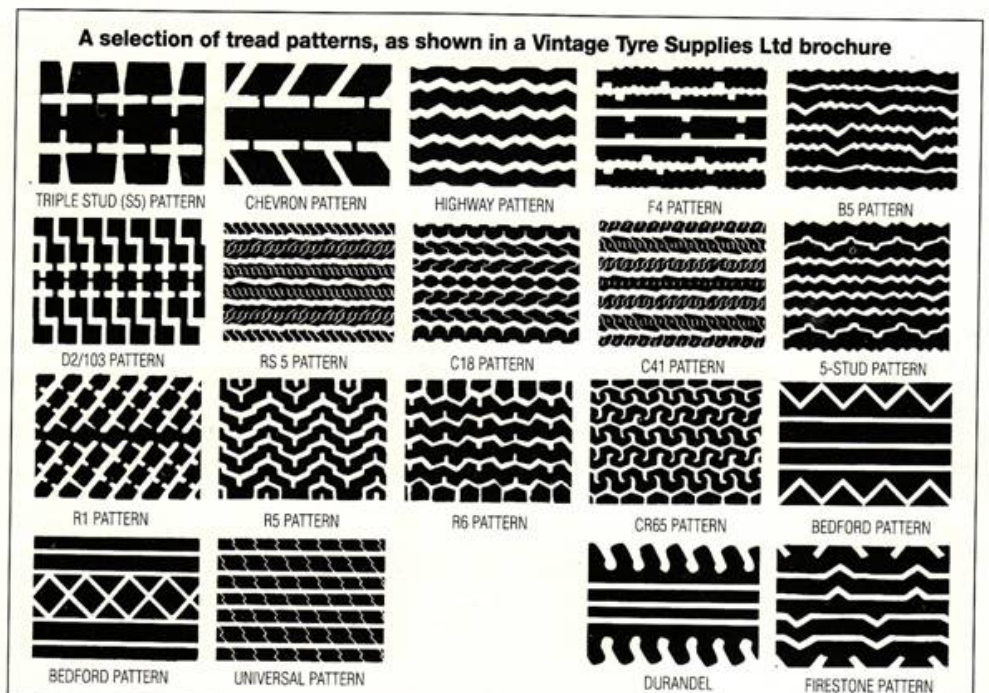
at least and put the older ones on your second vehicle (the one that never leaves the shed). I've even seen the new tyres on the restoration project, with worn ones on the every day runner to 'get my money's worth!'

Over the years, I've seen every type of tyre defect on both modern and classic vehicles as I'm sure you have: cracked side walls, cracks running in the depth groove of the tread, sometimes the entire circumference, and raw canvas or cords showing on the inside and out. Bulges, internal patch jobs, sleeves and lifting re-caps are all in the mix.

Of course, added to all this, new rubber is over \$200 a tyre and new tubes are also recommended. You shouldn't reuse the old ones, so what to do?

Have you ever had a blow out at speed? What about fixing a puncture on the side of a busy road in the rain? And if Mr. Plod pulls you over for any reason, he always looks at the tyres - they are a good little earner.

Let me advise you and do yourself a favour. Budget for new tyres every ten years



The Lower Hutt Ford assembly plant.

The following article appeared in the Evening Post, Wellington, New Zealand on 25th February 1936

NEW FORD FACTORY PLANT AT LOWER HUTT

CONSTRUCTION STARTED

Some details of the new Ford factory which is now in course of construction on an estate of over 13 acres at Sea View Road, Lower Hutt, at an estimated cost for land, plant, and equipment of £160,000, were given by Mr. G. H. Jackson, managing director of Ford Motor Company of New Zealand Ltd., to a "Post" reporter today. Mr. Jackson stated that the new factory was the embodiment of the desire of the Government and the people of New Zealand

to develop industries for the employment of New Zealand labour.

"In acceptance of this desire the Ford factories of Canada and England are transferring to New Zealand as much work as can be economically done here," he continued. "One important feature of the establishment of this industry is that no overseas labour will be imported; only New Zealand workmen will be employed under expert guidance. The same high and exacting standards of quality and workmanship will be put into the vehicles assembled at this plant as is done in the factories in Canada and England and similar elaborate machines, tools, and jigs will be used. Centrepoise V8 passenger cars, V8 trucks and commercial vehicles, English 10 h.p. de luxe cars, and 8 h.p. light cars will be completely built up from material supplied by the factories in Canada and England. "The new factory building is of the most modern earthquake-resisting design, with many details of construction entirely new to New Zealand. The building, of steel frame construction with brick walls and reinforced concrete floor, will cover an area of 305 feet by 400 feet.

FACTORY DESIGN.

The factory is designed to give maximum natural light and ventilation. The total glass area is over 50 per cent of the

floor space and working conditions will be ideal. On the north side runs a crane bay the full length of the building, served by an overhead travelling crane and having a railway siding inside, along its full length. The remainder of the plant is in bays 48 feet wide.

"Several novel features are incorporated in the building. Travelling platforms are being installed in the roof structure, to facilitate window cleaning, and large sections of the roof glass are controlled electrically for ventilation. The offices will be 'air conditioned' throughout so that they will have an even temperature in both

ATTENTION TO DETAIL

"The new baked enamel finish will be applied with the same painstaking attention to detail as is now done in Canada. The final coats of enamel will be applied in a sealed room, held at a fixed temperature and 'air conditioned' with air washed, filtered, and held to a standard humidity. Finally, after receiving the final spray coat of enamel, the bodies will be baked in ovens at a temperature of 250 degrees so as to give them the lasting high lustre finish so much admired in Ford cars today. All bodies will be moved mechanically on mono-rail conveyors for undercoating.



The finished Ford assembly plant at Lower Hutt on the outskirts of Wellington, which opened in November 1936, taking over the assembly of Ford vehicles from the Colonial Motor Company Ltd.

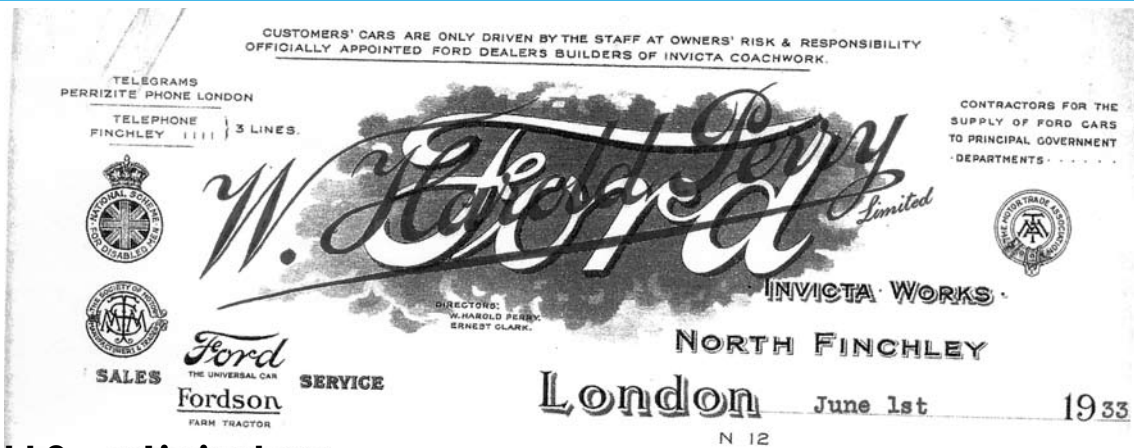
summer and winter.

"Every regard will be taken for the employees' welfare. Light and ventilation are main considerations, and the plant will be kept spotlessly clean and fitted with every modern safety device for the protection of the workmen. For instance, every machine has its own power unit. There are no belts or pulleys from overhead shafts and each machine has specially designed and constructed safety guards. An extra precaution is the provision of a first-aid room with attendant.

"Various parts of the all-steel welded one-piece bodies will be held rigidly and accurately in position for welding in huge 'bucks' or jigs exactly similar to those used in the principal Ford factories throughout the world. Four different types of welding are used in the production of the body, each best suited to the particular work to be performed. Arc welding, the oldest form of electric welding; the later type of electric spot welding, and the most modern butt welding, as well as the more familiar acetylene gas welding, all play their part.

This factory will become an important manufacturing concern employing large numbers of New Zealanders, all trained to the use of the very latest and highly-developed machines and standards, and will be one of the most interesting industrial projects in New Zealand. Materials of New Zealand make will be used to the greatest extent economically possible, and will be fitted with the same highly-developed standard methods employed overseas."

Mr. Jackson added that the building site was obtained through the services of Finch, Webster and Oswin, of Wellington. Contracts for the foundation work had been let to Christiani and Nielsen, Ltd., Wellington, and the work commenced this week. The steel framework was in the hands of Peter Graham and Sons, Ltd., Christchurch, who would start operations on approximately April 15. Messrs. J. M. Dawson and King, of Wellington, were the architects. Mr. Jackson announced that the factory would be in operation towards the end of the year. Visitors would always be welcome and special guides would be employed by the company to conduct parties at regular intervals.



W. Harold Perry Limited ROAD

With the recent discovery by Graham Cribb of the Model "Y" Cairn coupé in Essex (see issue 206) and the restoration of Phil Denson's Model "Y" Kerry sports tourer (see issue 205), it would seem to be an opportune time to report on the W. Harold Perry Ltd. Ford dealership in North Finchley, London, which commissioned both of these Model "Y" variants from Salmons & Sons Ltd. and Whittingham & Mitchel Ltd. respectively.

W. Harold Perry was the brother of Percival Perry, the entrepreneur who travelled to Detroit in 1906 to gain the franchise for Ford vehicles in England from Henry Ford. It was not until 1909 that he was granted the franchise and 1911 before he established the Ford Motor Company (England) Ltd. with its head office in Regents Street and its manufacturing and assembly plant in Trafford Park, Manchester.

In the meantime, Harold had established a motor accessory business in 1908 in and in 1912 was supplying the Ford Motor Company with windscreens for the Model Ts in Manchester. He also fabricated hoods. His brother, Percy, appointed Harold as the Ford dealer for London in 1912. The success of the Model T, especially during World War I, ensured a thriving business for Harold, who, in 1926, bought the premises in Ballards Lane, Finchley, to add to his London and Aylesbury showrooms. The Invicta Works in Finchley remained one of London's largest dealerships until 1993.

As with many of the automobile dealers in the early 1930s, business was slack due to the effects of the Wall Street Crash of 1929 and the subsequent world-wide Great Depression. Ford dealers, in particular, were hard hit. The new Model "Y" (8 hp Ford) had just been launched as Ford's answer to rival Morris, Austin, Singer, Hillman, etc., and to stave off bankruptcy due to its hitherto lack of presence in the small family car market. Added to which, Percival Perry had decreed that there would not be an open topped version of the Model "Y" as the chassis was not sufficiently rigid. Ford's competitors were able to attract punters into their showrooms by displaying smart, flashy sports cars. What were the dealers to do? The answer was to commission coachbuilders (who were also feeling the crunch of the Depression) to build attractive bodies on the 8 hp rolling chassis, which were available off the production line at Dagenham.

W. Harold Perry commissioned the Terrier, a four-seater sports/tourer from Whittingham & Mitchel Ltd., based in New Kings Road, London and the Cairn, a four-seater coupé from Salmons & Sons Ltd., based in Newport Pagnell, Buckinghamshire (where they are still in business today). The name of the Terrier had to be changed as there was already a six-wheeler truck by Leyland by that name. The Terrier was re-branded as the Kerry in June 1935. Harold Perry also had special bodies built on the Ford V8 chassis by Whittingham & Mitchel. In keeping with his canine nomenclature, they were named the Greyhound and the Deerhound.

By the outbreak of war in 1939, Perrys had opened and acquired three more dealerships. As part of the war effort, sections of the Invicta works in Ballards Lane were converted to a meat distribution centre and workshops for overhauling military vehicles and for making wings for gliders. Then, in 1944, a tractor dealership was acquired in Whetstone, London. This was replaced by a centre for pre-delivery inspection of new vehicles in 1959.

By the 1980s Perrys were acquiring non-Ford dealerships: firstly Vauxhall, then Rover, Jaguar and Land Rover dealerships were brought into the company. The 90's saw a further programme of dealership acquisitions including Peugeot, Toyota, Renault, Iveco Ford, Nissan and Lexus franchises. In 2001 the Perry Group Plc sold its Motor Division to the Management Team, setting the stage for Perry's Motor



Could this be the Westcliff-on-Sea premises of W. Harold Perry. Is anyone familiar with this part of Essex? The photograph would appear to have been taken in the early 1920s."

Sales rapid recent expansion – including taking on further dealerships and marques. The group now employs 1,400 people across thirty-nine UK locations with an annual turnover of £400 million and has its own training centre.



The showroom for the W. Harold Perry Invicta Works in North Finchley, London in 1937. A Model "Y" and the newly launched 10 hp Model 7W take pride of place outside."

Obituary: William Clay Ford. 1925 -2014.

William Clay Ford spent 57 years as an employee and board member of Ford Motor Company, helping steer the company into the modern era while also serving as a guiding hand for the Ford family. Mr. Ford, who died on Sun., March 9, 2014 at the age of 88, linked Ford Motor Company's past and future as the last surviving grandchild of company founder Henry Ford and the father of current Executive Chairman William Clay Ford, Jr.

Mr. Ford held key posts on Ford's board of directors and played a pivotal role in shaping the company for more than half of its 110-year history. He also was instrumental in setting the company's design direction and served as chairman of the Design Committee for 32 years. He led the team that developed the 1956 Continental Mark II, regarded as one of the classic automobiles of all time.

Born in Detroit on March 14, 1925, William Clay Ford was the youngest son of Mr. & Mrs. Edsel B. Ford's four children. He was elected to the company's board of directors on June 4, 1948, embarking on a career and association with the company that would span more than six decades, including the company's celebration of its centennial in 2003. At the annual meeting that year, he shared his unique perspective on the company's history with shareholders, including stories about being taught to drive by Henry Ford and taken for his first airplane ride by Charles Lindbergh in a Ford Tri-Motor. It was a rare moment of public reflection for Mr. Ford, who once characterized his key contributions to the company as helping the Design department and providing a stabilizing influence on the company's board of directors. He was also immensely proud of the Ford family's role in building and sustaining the company. "I don't have a crystal ball with me, so I can't see into the future," he told shareholders at the company's centennial annual meeting. "I just want you to know that we have tremendous pride in the Ford name. We have a spirit of working together, and we have a passion for cars. And we also have a great desire to see the Ford name in the forefront of world transportation."

Mr. Ford had a special relationship with his grandfather. When he was 10 years old, Henry Ford gave him a driving lesson. The youngster sat on his famous grandfather's



The Edsel and Eleanor Ford family group in 1929. Siblings from the left; Benson, William Clay (Billy), Josephine (Dodie) and Henry. Note: The blast furnace at Dagenham was lit by and named after Josephine

lap, steering the car and controlling the speed by throttle while Henry Ford took care of braking and shifting gears. Unfortunately, while driving 70 mph down a rural road outside of Dearborn, Michigan, the two were stopped by a police officer. The officer let



William Clay Ford (W.C.F.) in 1939, at 15 years of age, with his racing car built from parts designed for our sidevalve cars. This was one of two cars built; the other (J.C.D. 15) was given to John Côté Dahlinger, the 15 years old son of Henry's secretary, Evangeline. It is believed it was this latter car that was presented to Sir Malcolm Campbell in 1938 for his son Donald, who was also in his teens. That car is in the Foulkes Museum in Polegate in Sussex

the elder Ford off with a lecture. Then, unbeknown to Henry Ford, the officer phoned his wife, Clara Ford, who was waiting for her husband and grandson when they arrived back home. "Her first words were, 'Billy, you go to your room, and Henry -- I want to talk to you,'" Mr. Ford said. "After that, any time we left the property, I was in the passenger seat."

Another time, a young Mr. Ford was confined to his bedroom with an illness while the ex-

tended family celebrated Christmas. When it came time for the meal, Henry Ford was nowhere to be found. He was discovered upstairs with his grandson, who had rigged up a special pulley system with a nearby tree so he could shoot paper targets from his bedroom window. "He thought that was great," Mr. Ford told The Henry Ford Museum during an interview in 2001. "He came up and joined me. He was up there for about an hour." Mr. Ford enrolled at Yale University in 1945. At Yale, he captained the varsity soccer and tennis teams, earning seven varsity letters. After graduating from Yale, he joined the company's Sales and Advertising Staff in 1949. He later served on the Industrial Relations Staff, where he was a member of the committee that negotiated the company's 1949 contract with the then UAW-CIO. In 1951, Mr. Ford became quality control manager for the Lincoln-Mercury Division's jet engine defence project.

On July 17, 1952, Mr. Ford was appointed manager of Special Product Operations in charge of a group of engineers and designers engaged in advanced planning of the Continental Mark II, successor to the classic Lincoln Continental developed under the direction of his father, Edsel Ford, and introduced in 1939. The Continental Mark II was considered by many to be one of the greatest cars ever built. Mr. Ford told the Henry Ford Museum that he wanted to closely follow the designs of the original Continental. That included matching the ratio of window glass to sheet metal, recreating the intimate feel of the interior controls, as well as mounting the spare tyre within an impression in the sheet metal of the trunk, recalling the original Continental's outside-mounted spare tyre. "I wanted the spare tyre in the back. That was the trademark of a Continental," he said. "We took most of the basic proportions of that car and tried to keep those same proportions in the Mark II, and I think we did pretty well at it." Mr. Ford's election as a vice president was announced May 12, 1953. He was vice president and general manager of the Continental Division from 1954 to 1956, when Continental operations were consolidated with the Lincoln Division. In 1956, Mr. Ford assumed responsibility for corporate product planning and design.

When the Design Committee of the company's Policy and Strategy Committee was

The Ford Y & C Model Register

formed in 1957, Mr. Ford became its first chairman, a post he held until he retired from the company in 1989. Mr. Ford was appointed vice president - Product Design in 1973. In 1978, Mr. Ford was elected chairman of the Executive Committee and appointed a member of the Office of the Chief Executive. He was elected vice chairman of the Board in 1980 and chairman of the Finance Committee in 1987. He retired from his post as vice chairman in 1989 and as chairman of the Finance Committee in 1995. In May 2005, Mr. Ford retired as a director of Ford and was named Director Emeritus.

An avid golfer, he competed in numerous tournaments and made seven hole-in-ones in his career. He also drove the Indianapolis 500 pace car in three separate races. Mr. Ford had numerous associations and roles outside of Ford Motor Company. His relationship with the American football team, the Detroit Lions, began during his childhood when his father, Edsel Ford, took him to the University of Detroit Stadium to see the first Lions' team play in their maiden season in the Motor City in 1934. In November 1963, Mr. Ford purchased the team and served as its chairman until his death.

In May 2003, The Detroit News honoured Mr. Ford as a Michiganian of the Year for 2003, an annual tribute to select citizens who made significant contributions to the state or local community. In September 2005, he was inducted into the Michigan Sports Hall of Fame. Mr. Ford was chairman of the board of trustees of the Henry Ford Museum from 1951 to 1983, after which he was named chairman emeritus. He served as a director of the Detroit Economic Club, was an honorary life trustee of the Eisenhower Medical Center and a national trustee for the Boys' and Girls' Clubs of America. He also was an honorary chair of the United Way for Southeastern Michigan and served on the Texas Heart Institute National Advisory Council. As a generous philanthropist and in recognition of his support, the Henry Ford Hospital named their sports medicine treatment and research facility The William Clay Ford Center for Athletic Medicine, and the University of Michigan named their outdoor tennis courts in his honour. The largest donor in history at the Henry Ford Museum, the Great Hall of the museum – The William Clay Ford Hall of American Innovation – also was named in his honour.

Celebrations on William Clay Junior's first day at work in 1979 included this presentation by his father. William Clay Junior was the Chief Executive Officer of the Ford Motor Company until very recently (2006), when he recruited Alan Mulally from Boeing into the post.



William Clay, in 1956, with his stunning Continental Mark II, the successor to the classic 1939 Lincoln Continental developed under the direction of his father, Edsel Ford.



