



# Transverse Torque

Issue number 209  
July - August 2014





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# Editorial.

This is my first editorial for Transverse Torque and I sit here wondering what I have let myself in for! I'm pleased to be able to take some of the load off Sam Roberts and allow him more time for archiving the precious records of our cars. At our 'and-over' in Andover, he kindly showed me around his office. He has an incredible and amazing amount stored in an annexe – all neatly filed and boxed, including the club archive of books and videos. (Most of the videos are still on VHS tapes and could benefit from a volunteer transposing to DVD.) I guess you need that much to write an authoritative book as he has done.

I believe he has edited this magazine for some twenty years, and you only have to compare current issues to those of yesteryear to acknowledge the improvements. I'm not sure that my contributions will make such a difference – but I will try. I will be tweaking the layout and subject matter, and adding features like "Backseat View", I'm sure, but I am relying on Sam to carry on producing all that in-depth material we've benefited from.

For those of you who don't know me, I'll allow a brief summary. Aged 70, married to Judy, three fine kids, seven wonderful grandchildren. Not quite retired, but running down my business as Stocktaker and Valuer. Owner of FS 7435 a blue four door 1933 de-luxe Y. I've spent 35 years as a Scout Leader, walked the Pennine Way in my fifties, climbed Ben Nevis and Kilimanjaro at 60, cycled Coast to Coast at 65 and now Editor of TT! What dizzy heights! I also manage the Club's Web Forum, keeping it safe from Spam.

As I mentioned at the AGM in April, the Forum is a really great tool to keep in touch, help and get help on your car problems, see and share photos of your cars, keep up to date with show events, see old adverts & publications as well as see some technical illustrations. About a quarter of club members have signed up for this Yahoo Group site so far, and help is available for those three-quarters of you yet to join. There are over 2800 photos and illustrations so far and many of you have your own albums showing the best and worst of your cars. The latest album being photos from Enfield Pageant in May where I enjoyed my weekend overnight stays camping inside the awesome awning of Jim Miles' 60-year old Fisher-Holli caravan. The Midlands Tour – "Oops a Daisy" – is also featured.

Like several others in the club, I help in my small way as a spares stockholder, directed by Colin Rowe in supplying spares to meet members' needs. It's fascinating to see what other members are up to! Someone renewing running board matting recently, others wiper arms, door handles, fan belt, bumper bolts and ends, shock absorber kit, head gasket, parts book, distributor cap and points, radiator badge, hub caps, drag links, carpet mats and under bonnet rubber kit! And that's just in May..., myself, I've just bought engine valves and replaced my well worn ones to improve my compression.

Like many of you, I rely on the spares provided by our club to maintain and improve my car and keep it running safe and well on the road. We need to thank all the members and officers in the Register who administer, develop, source and supply the parts we need. This service must be the greatest part of our club activities and is much appreciated and is as good as any other auto club out there! (If not better)

Judy and I bravely booked on the Midlands Tour (as Tour Virgins) organised by Peter and Jean Purdy and came back safe with smiles on our faces and many happy memories - See the write up. It's really wonderful that we have members prepared to put in so much effort to help us enjoy our hobby. You have my thanks.

Getting all the material and photos ready for this, my first edition, has been interesting to say the least, but many of the articles have already been prepared by Sam so my input has not been too demanding, but I am aware that to maintain the standards set, we need a constant supply of articles, news, photos, event information, technical guidance etc. so I set you all a challenge – What can you do to assist me in this role? What have you done to your car, where have you been, who have you met, what went wrong, what were the best moments? Send me a few lines or several pages, send a sketch or a portfolio, scan or copy interesting facts from news or old magazines, jot down how you solved a problem and what tools you used, let me know of any related items whether toys or tools, trials or tribulations, large or small as I will be needing your contribution.

You don't have to be on the Internet - ordinary old fashioned post will suffice - but those more proficient can email me, post to the Forum, message via Facebook or use Twitter. I will look at everything you send and make it as presentable as I can.

Looking forward to edition 210 already, I await your help. Thank you

**Roger Corti**

*P.S. Please forgive any errors or omissions!*

**The Ford Y & C Model Register**

# Chairman's Report.

It has been a busy Y&C few weeks for me. Firstly the Enfield Pageant and then the tour to Nottinghamshire.

The more I know about the Register the more I realise how lucky we are to have such dedicated members who are willing to get involved, often year after year.

The Enfield Pageant, which I am told, is the birthplace of the Y&C has been managed firstly by Jim Miles and secondly by Graham Miles for a long time. More recently Roger Corti has given them a lot of backing. This year Jim and Graham stayed in Jim's historic caravan and Roger had a sleeping bag in the awning – what dedication!

The tour to Southwell in Nottinghamshire was organised by Peter and Jean Purdy with great success. I cannot imagine the time that the detailed tour events must have taken to arrange especially for such a large party. It all went without a hitch – Fantastic!

The only regular occurrences that were out of the Purdy's control were the number of minor breakdowns. I am sure that we will hear more about these in the Tour Report.

May I on behalf of the Club thank you for your hard work.

For my part Jim asked me to take both my Y's to Enfield and as they had stood in the garage for most of the winter this meant cleaning them, and I thought, at least an oil change. When it came to the tour I decided

**Cont'd next page**

**Front Cover: Jack Kirwan's superbly restored 1936 'Baby Ford' – Forty years and finally completed. Astonishing dedication and perseverance.**

**Rear Cover: Good day for a Barbie! Taken by Robin Barlow (FSOC) whilst visiting the Australian Ford Sidevalve Club in about 2009. He kept his modern car well out of sight!**

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that the Kerry should have a little more attention. She looked splendid in her new hood and I added a pair of mirrors to give better all round vision. With much assistance I ensured that she was properly greased and had the oils checked. Closer examination to the working parts led to a new hooter and repairs to the windscreen wipers which also meant adaptations to the wiring. Very time consuming! It is surprising how long all these matter take. It's a good job that I am retired. The next event in which the register has a great involvement is the All Ford Rally. This has been pioneered by Bob Wilkinson with great success and is well supported by our membership.

So I look forward to seeing lots of you on 27th July.

**John Argent**

## SECRETARY'S RAMBLE.

### *Welcome to Roger Corti as new Editor!*

We couple this welcome with a big thank you to Sam Roberts for serving as editor for around 15 years. [Maybe nearer 20? – Ed] Not an easy task to regularly issue an informative and varied magazine to a critical readership.... and finding something new for each edition. Remember, we have only 2 basic models, produced for only a handful of years, on which to base our magazine. Roger Corti will bring his own style and enthusiasm to the post to carry us forward. Remember also that he needs your input.

**Midlands Tour:** Pat and I thoroughly enjoyed the tour organised by Peter and Jean Purdy – report elsewhere. I owe a big thank you to Noel Page who gallantly offered me his lovely 1936 Model Y saloon to use on tour. ( My CX tourer may be a while before seeing daylight!). Noel's Y Model still has the 933cc 8 hp. fitted and went extremely well - though I would have believed it had Noel told me he had fitted a 10hp. engine. The good point about touring with the club is that one has immediate support in case of trouble or breakdown .... thankfully few occur.

### **DVLA- Discontinuance of Tax Disc.**

Members will be aware that the tax disc, a part of the history of our cars, will not be issued after October 2014. Electronic Number Plate Recognition – EPNR – will enable the authorities to check whether a vehicle is “taxed” or not. Prompt annual renewals will be necessary, as now, even though ours are free. The FBHVC is in communication with DVLA to hopefully iron out a few problems concerning transfer of ownership / “re-taxing” etc. We will keep you informed on this issue.

**FBHVC Newsletter** (Issue 3 – 2014) also gives a warning on the need for continuous insurance. .... everyone should be aware that continuous insurance means what it says. If you have a VED licence in place, you must have insurance in place for the vehicle as well. While this might occasionally seem perverse, looked at from the point of all motorists and other road users, its simplicity is a justifiable method of seeking to ensure innocent people are not put at risk from uninsured motorists. Failure could get you an enforcement notice and liability to a fine.

**Telephone contact:** We list officers telephone numbers and welcome calls from members at civilised times - not later than 9pm. usually. Most officers will return calls to landlines (mine comes with a low cost deal from my internet provider) but, due to expense, generally resist returning calls to mobile phone numbers. Do not expect a reply if you leave a mobile number – ring again later.

**Electronic copies:** You committee is embarking on moves to commit various club documents / books etc. to electronic copy. Long standing member and ex- membership officer Christine Baldock has volunteered (Oh yes, she did!) to start the ball rolling. She is digitalising back issues of the club magazine “Transverse Torque” so that these can be available to members into the future at modest cost. This will reduce the need for storage

space and make access cheaper. Members are reminded to contact me for back copies of the club magazine. We will also be looking to make electronic copies of car handbooks and Service Manuals available in the future. Maybe you can help with the scanning etc.? - Give me a call.

**Old Ford Rally:** Sunday July 27th. By the time you read this we may be after the closing date for applications to display. We have a good number of members already booked in, however you can turn up on the day but pay normal Gaydon gate fees so long as you arrive in a pre- 1990 Ford vehicle. See you there at the biggest OLD Ford gathering in the UK.

Enjoy the summer.  
**Bob Wilkinson.**

### **BOB'S JOKE CORNER.**

Now that all members are high tech, (! ? ) I thought the following might be appreciated.

Dear Tech Support

Last year I upgraded from Boyfriend to Husband and noticed a distinct slowdown in overall system performance, particularly in the flower and jewellery applications, which operated flawlessly under Boyfriend.

In addition, Husband un-installed many other valuable programmes, such as Romance and Personal Attention and then installed undesirable programs such as Rugby, Football, Sailing and Continuous TV.

Conversation no longer runs, and Housecleaning simply crashes the system. I've tried running Nagging to fix these problems, but to no avail.

What can I do?

Signed, Desperate housewife

### **THE REPLY.....**

Dear Desperate housewife,

First keep in mind, Boyfriend is an Entertainment Package, while Husband is an Operating System.

Please enter the command: 'http: I Thought You Loved Me.html' and try to download Tears.

Don't forget to install the Guilt update.

If that application works as designed, Husband should then automatically run the applications Jewellery and Flowers,

but remember, overuse of the above application can cause Husband to default to Grumpy Silence, Garden Shed or Beer.

Beer is a very bad program that will download the Snoring Loudly Beta. Whatever you do, DO NOT install Mother-in-law (it runs a virus in the background that will eventually seize control of all your system resources).

Also, do not attempt to reinstall the



# Parts Report 209

The steering boxes both RHD and LHD are in great demand and we now have a stock of the RHD boxes and a LHD C box. There is such a wide variety of LHD boxes that we need to purchase a LHD Model Y steering box, the condition does not matter, we can more or less fix anything, if anyone knows the whereabouts of one please let me know.

In addition to the items mentioned in the last issue we have purchased some additional items, which are not readily available. We have also restocked some of the out of stock items. The new items are:

ES3.	Exhaust Brass Manifold Connector.	£2.30 each
BF28.	Oval Head Door Handle, Slotted Screws. (Set of 4).	£1.90 per set
BF29.	Windscreen Swing Arm Nuts and Washers	£13.50 per pair
BF30.	Rear Licence Plate Bracket.	£10.25 each
BF31.	Tail Light Shield.	£8.30 each

## STOP PRESS :- Cancellation of 2015 Club Tour

**Colin & Chris Rowe are no longer going ahead with the planned tour in 2015. They write as below:**

*"Fellow members,  
It is with great regret that after having planned the June 2015 tour in some detail and booked the hotel, there have been some issues arising which have left Chris and I no alternative but to cancel the W "Y" E tour recently announced in Transverse Torque.*

*We are very disappointed.  
Chris & Colin Rowe".*

**We share their disappointment.**

**If anyone wishes to propose an alternative tour for 2015, please contact me.  
Bob Wilkinson.**

We restocked G3a. Y Speedo Cables and BF10. Door Striker Wedges.

**Peter Ketchell  
Spares Officer.**



## Y & C Register Workshop.

Further to the article in the last issue of Transverse Torque, I have received only one request to attend the above workshop. A considerable amount of time has been already spent organising the training and the response has been very disappointing. It was the members who asked for this type of event.

Just to reiterate; we are not trying to turn members into mechanical fitters, but give them the information they will need to be able to decide that they need to take their car to a garage for a more detailed appraisal.

The venue is, The Old Pump House Garage, at Adderbury, kindly offered to us by Robert Jarvis. The date has been set for Saturday 18th October.

The main purpose of the workshop is to enable members to check their car is safe for the road, were faults are likely to occur and how they are remedied. The first session will be centred on the axles, wheels, brakes and steering

We need at least six people to make the event viable and would like ten if possible. Please contact Peter Ketchell by email; peterketchell@yahoo.co.uk if you are interested in attending the workshop; we look forward to hearing from you.

Peter Ketchell.

# Membership Matters -

## SUBSCRIPTIONS WERE DUE ON 1st JUNE 2014

**I would like to thank all the members who have paid promptly. May I point out that, if you haven't paid by the 8th of August 2014, this will be your last issue of "Transverse Torque".**

**I would like to stress that paying by standing order is easier for you and me – you don't have to remember to pay – your bank does it for you!!!! If you have a UK or Eire bank account and would like a standing order form, please contact me, my details are on the inside front cover of the magazine.**

**Thank you in anticipation.  
Mike Malyon  
Membership Officer**

## News of new members

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 1 new member and 2 re-joining members.

Marius Jørgensen	O-
J101	Bergen Norway
Kenneth McKenna	M1404
	Bury Lancashire
Stephen Whitley	W1030
	Rochford Essex

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

**Marius Jørgensen** has re-joined the Club. He has a 1935, blue Tudor. The chassis number is Y61143. The car is under restoration, the wiring needs replacing and the brakes need attention, also, new tyres. Welcome back to the fold and good luck with the restoration.

**Kenneth McKenna** – we extend a warm welcome to Kenneth, brother of member Steve. He is the owner of a green CX. The registration number is NV 9086, chassis number C70162 and Briggs 466/4321. It is the youngest known surviving CX, probably manufactured in early March 1937, just before production ceased. Good luck with the restoration.

## Cont'd from page 4

Boyfriend program. These are unsupported applications and will crash Husband.

In summary, Husband is a great system, but it does have limited memory and cannot learn new applications quickly. It also tends to work better running one task at a time.

You might consider buying additional software to improve memory and performance.

We recommend Food and Hot Lingerie.

Good Luck,  
Tech Support.

.....Why not send me your favourite funny to share with members?.

Bob Wilkinson.

END.

# Photographic finds

– Take a Butchers at these

**Stephen Whitley** is another re-joining member. He owns EEV 370, a 1936, black CX. It was first registered on the 10th November of that year. The chassis number is C54706 and Briggs body number 465/9340. Stephen has had the car since he was fourteen. As the car is on the road we hope you continue to enjoy driving your CX and welcome back on board.

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

**Mike Malyon**  
Membership Officer

## Thought for the day

It is said that in time, people become to look like their dogs. Members may reflect that our cars are our pets and we can become similar to our cars.

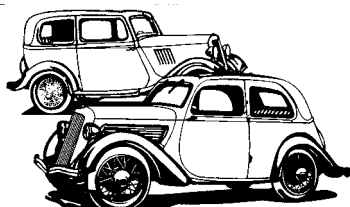
Our cars have numerous differences (often cherished) :- different engines, steering, brakes, wheels, lights, shapes and better qualities of body trim in the de-luxe versions. Often slow and hard to drive, veering from side to side, feeble in brightness, doors that fly open at the slightest bump and not all of concourse standard.

So if like our pets we become, some of us must be faster of mind, agile and turn quicker, stop sensibly and quickly, roll along through life with ease, illuminate the path ahead for ourselves and others, have a chassis with a fitter body, and afford more on ourselves. Others are not so fortunate.

To improve our cars, to keep travelling and to journey safely together, we sometimes have to tweak them, modify them, mend them, sometimes rebuild them – this takes time. It also, more often than not, needs help. Help with knowledge and experience, help with parts, help with encouragement.

We will get to our destination faster by sharing, and arrive together by caring.

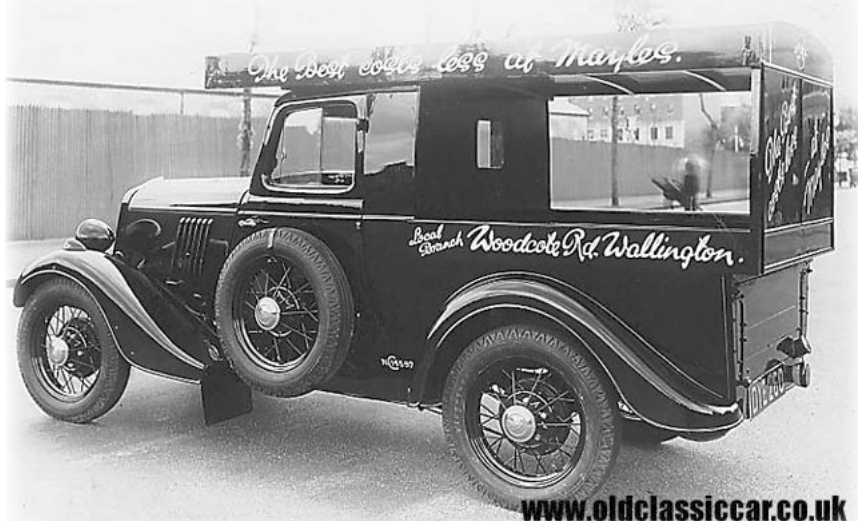
What can you do to help?



**A typical Model "Y" 5cwt. delivery van used by Belcher's the butcher in Wokingham, Berkshire. Note the longer mud flaps, the 'diamond' short rad-type door handle and the lack of spare wheel on the near side (it was moved to the nearside door from the driver's door in October 1936.)**



**A modified late 1934 van delivering sausages and pork pies for G.E. Bowers in Kings Lynn. The descendants of G.E Bowers are still in business. Although a long rad vehicle, note the short rad front wing. As Nigel Stennett-Cox points out, "It sported Michelin disc wheels and "balloon" tyres, and was registered new in Stoke on Trent, the U.K. home of Michelin.**



[www.oldclassicar.co.uk](http://www.oldclassicar.co.uk)

**A heavily modified, London registered 1937 van. It is assumed that Mayles of Wallington, near Croydon, "where the best costs less" was a grocer or other general retailer. Note the spare wheel on the nearside door indicating a post-October 1936 van**



# Events 2014

5/6 July	Dig for Victory (1940s) Show North Somerset Showground, Wroxhall See <a href="http://www.digforvictoryshow.com">www.digforvictoryshow.com</a>	Ivor Bryant 01454 411028
27 July	Old Ford Rally Gaydon Motor Heritage Centre	Bob Wilkinson 01832 734463
14th September	Otley Vintage Transport Extravaganza Pool Road, Otley, West Yorkshire	<a href="http://www.ovte.co.uk">www.ovte.co.uk</a>
19/ 21 Sept	North Norfolk Railway '40s weekend. The Seamarge Hotel, Overstrand. Nr Cromer. <a href="http://www.seamargehotel.co.uk">www.seamargehotel.co.uk</a>	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

## 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.

# The 'Oops a Daisy' Midlands Tour

I write this soon after arriving home to try and capture the finest memories of this event. Judy and I attended as "Tour Virgins" without the full comprehension of what was to unfold. Had we only known precautions could have been taken!

The Tour, in the finest organising hands of Peter & Jean Purdy, was packed full of convoy travelling to and from events, that included as a start the hidden secret wartime oilfields of Eakring, close to Southwell in Nottinghamshire where we were based at the Saracens Head Hotel. The headwaiter here - a fine gentleman looking like Bob's father, always managed an "Ooops a Daisy" whilst serving our meals.

At Eakring, we entered the outskirts of Sherwood Forest down very muddy lanes, after experiencing a minor hiccup with entrance gate keys. A veritable cluster of our cars had arrived early and gathered in a fairly haphazard group blocking the lane, waiting for the curator key-holder to arrive. Unable to drive down the lane, he then had to walk the lane to the museum, set back on what at first looked like a lawn, but when we left, a muddy quagmire! A fine talk was given by the curator, followed by a cuppa, and then we were shown wild orchids and a rare vetch in flower. We had the pleasure of visitors - Robert Marshall and his mother in their Y and Frank Johnson in his Arrow.

This was followed by a visit to the Great Oak itself in Sherwood Forest, said to be over one thousand years old. Sun roofs and Tourer covers were then tested to the hilt with intense thunderstorms on our next visit to the British Horological Institute Museum, kindly



**There were 200 of these operating through the war**



**Time Travel Doctor?**

opened just for us that day, or the optional visits to the NT Workhouse or Southwell Minster.

Tuesday brought us to Crich Tramway Village where our cars became part of the exhibits! (So too, were some Members!) Here we were joined by York Members Dave Tebb and his friend Jim Wander in his Model A Van and Alan Roberts in his Y as well as a visit from David Fitton from Moffat wishing to see a "C" (Not seen too often I suppose).

The guide - a short gentleman with vigorous humour - but an excellent guide was provided here, and gave us extensive descriptions of the trams and their history. With our original "old money" penny that we had been given upon entering, we rode the trams and some of us later climbed the nearby hill that had a monument to the Sherwood Foresters Regiment. That night, at dinner in the evening, Peter was encouraged to dress up as Friar Tuck, complete with balding wig as the rest of us placed



**Peter Purdy - a Wag with a Wig**

Robin Hood hats on our heads and posed for memorable photos. The intention had been to do this in Sherwood Forest, but the rain had put a stop to that plan.

On Wednesday, we travelled to the Petwood Hotel at Woodhall Spa in Lincolnshire for a light sandwich lunch and a close look at the "DamBusters" 617 Squadron's Officers Mess Bar, set up as a Museum room. This was then followed by a trip down delightful narrow lanes to RAF Coningsby to tour the hangars of the Battle of Britain's Memorial flight. Here we got close to four Spitfires and a Hurricane together with a

Dakota - Douglas DC3, otherwise known as a C47 Skytrain. Here again, an excellent tour right next to the aircraft with a very knowledgeable guide at our side. Tony and Valerie Wood visited in their Y also Dave Tebb again.



**Battle of Britain Flight C47 Skytrain having its cylinder heads' nuts checked**



**Bells of various metals compared**

Thursday took us to Melton Mowbray, Leicestershire, where after a short talk by the proprietor, we attempted to make our own hand-made pies. These were cooked and later collected by Peter for us to eat on the Friday. They looked a whole lot better after cooking, I can assure you - and they tasted delicious. After the pie making, we moved on to Taylor's Bell foundry in Loughborough - one of the last bell foundries in the UK, and the world's largest. Part of the buildings had been made into a museum where a talk was well received, and then a tour (Stay within the lines!) of the foundry showing us the moulds being made, where they were cast and then the engineering shop with huge vertical lathes where they were tuned. We also were shown the castings of headstocks, the timber wheels being bent into shape and the bell-pull ropes being made, spliced and wool inserted for the patterns. Mike Ankrett from Hucknall, Notts visited in his Y. All in all, fifty three members and wives taking part, thirty odd cars and several visitors. Needless to say there were incidents with a few of the cars. Generally attributed to fuel pumps, loose timing, dirty old plugs, faulty condensers etc with the most unfor-

lunate being Peter Purdy himself with a failed manifold that later needed welding together. Other Tourers suffered the rain with wet carpets and stained clothing.

As Tour Virgins, Judy and I witnessed first hand the enthusiasm of the group, the generosity of involvement with repairs, the friendliness of gentle leg pulling, and so much more. Sharing meals brought



everyone closer together, sitting each meal often with different people, trying hard to remember names and faces! Our car, with others, had travelled through many counties and covered 550 miles in total without problems – a vindication of the hours spent in preparation beforehand. Driving the Y felt quite “normal” and a relaxed confidence gained.

Winner of the ‘Hard Luck Award’ were Peter Purdy for the best (worst?) hard luck story [ Contenders were Neil Bray –carb problems, Jim Miles – nearly lost down a Motorway, Owen Baldock, Michael Leete, Graham Miles, Clive Harrison, Robert Jarvis, Peter Ketchell – lost oil filler cap, and Marc Lawrence – blowing exhaust on the way home- Ed ] and Jo Hanslip and Jean Ketchell were thanked for the costume making and support. Members clubbed together and gave Peter a very nice bottle of whisky with a bouquet of flowers for Jean for all their outstanding research, route instructions and organisation of the event. Also Jim Miles donated a Model Y Model Van on a plinth to Roger Hanslip. The best Pie Makers had been announced as Steve McKenna and Monique Smith. An amount was also raised towards Cancer Research (Jean Purdy being the Chairman of her local branch) after a “Heads or Tails” game.



Neil Bray's Warning Sign

Cars on tour were: FKZ 339, FGV 834, CMC 840, OW 6918, CNY 360, AOA 727, CLL 857, COA 715, JL 4086, DKE 912, JJ 9010, BTA 828, 688 UXT, NV 2821, CPP39, AYL 454, UNX 345, CNN 125, AKK 874, BHP 527, TWU 537, CXB 96, VE 9051, DYU 188, DVT 788, JNP 160, FS 7435, CMF 999, BAU 946, OY 8955, FMV 183 and day visitors FW 6343, CW 8816 as well as Sam's N 727 WGM ( E&OE - Sorry if I've missed yours out)

Photos are on the Forum for view in Midland Tour Albums. Feel free to add some more of yours.

### Letter of thanks from Jean Purdy.

*As Chairman of Scarrington Friends of Cancer Research UK may I thank members of the Y&C Register who were on the 2014 Tour of the East Midlands for their very generous contribution of £112.50p. I understand that it has become a tradition that tour members make a donation to a charity that is close to the tour organiser's heart. Many members and their families have been touched by cancer, and every donation really does make a difference. I know that since my own experience some 18 years ago great strides have been made and will continue to be made through the efforts of our researchers.*

*The Tour brought together a lovely group of people who not only enjoyed the tour itself but also each other's company. Their contribution to Cancer Research UK is much appreciated and I am glad to have this opportunity to thank them.*

*Yours sincerely,*

**Jean Purdy**

# Determined Dedication

In 2011 the decision was made to take on a mammoth task. My Dad, Jack Kirwan, decided to fully restore his 1936 Ford Model Y, or the ‘Baby Ford’ as we call it.

Dad first bought the Baby Ford around forty years ago and although it was in fairly good condition, it was in need of some tender love and care, and Dad was anxious to fix up what needed to be fixed. However, his busy life on the farm meant that a few years passed without him having time to take on the task. It wasn't until my eldest sister's wedding began coming close (and the Baby Ford chosen to bring her to the church) that Dad finally got to work on the car, making some much needed improvements. It was ready in time and it made the day so special that it became the desired mode of transport for my other sisters on their big day too (as well as some relatives and friends over the years). I was also fortunate enough to be brought to my Christening and First Communion in it.

After Dad had made the initial improvements, the Baby Ford spent a few years in a museum in Clonmel, Co. Tipperary. On its return it took up residency in a shed at home for a few years. Although well protected with a cover, its age was beginning to show and the years had clearly taken their toll. Patches of rust were scattered throughout the body, the once gleaming paintwork was faded and dull and the engine was no longer running at its best. It was then that Dad took the car out of the shed and possibly the biggest journey of its (and Dad's) life began. Although it's original restoration was a fairly elaborate job, it entailed nowhere near the amount of work done over the past two years.

The whole car had to be dismantled. Taking it apart bit-by-bit proved a painstaking job which required care and patience in spades. Many of the nuts and bolts had bound together so tightly over the years that it was close to impossible to separate them. Once the dismantling began, keeping all the parts organised became paramount and Mam had to keep a continuous stream of empty containers coming, all to be labelled and put aside for easy access on the far distant day of reassembling.

And so it was, the Baby Ford was carefully taken apart, slowly but surely, piece by piece, until it became nothing but an empty shell surrounded by boxes and containers full of springs, seals, pins, and hundreds of parts of all shapes and sizes and one could only wonder if even Henry Ford himself would have had the where-with-all to put it back together again.



**Bit-by-Bit**

My brother-in-law, Dave, began the time consuming job of sand blasting and undercoating the body, while Dad began sifting through the parts, trying to decide what needed to be replaced. It was at this point that I got in touch with The Ford Y & C Model Register and in particular Colin Rowe, whom unbeknown to him was going to be pestered with a constant string of queries, questions and unusual orders over the following months. Thankfully Colin has unend-

ing patience and kindness and played a major role in bringing this task to completion.

Parts started to arrive and bit-by-bit the slow and challeng-



**Jack Kirwan**

ing process of putting all the pieces back together began. To compare it to an elaborate and perplexing 3D puzzle would be apt. Although no doubt a triumph at it's time of creation (when Dad was just a boy), the difficulties encountered in putting each part back together showed that the Baby Ford was from an era when precise production was not a forte. I doubt if Henry Ford ever intended for this car to be taken apart years later, let alone put back together! Nothing was easy and Dad spent hours upon hours upon hours in the garage. Old parts were checked and tested, greased and cleaned and repairs and alterations made where possible.

Mam's work as house wife and mother became secondary to her role as apprentice mechanic (all her hours in the garage have left her almost qualified - almost!). But it's Dad's dedication and perseverance that remains the most astonishing. From spending each waking hour either inside, beside or un-

derneath the Baby Ford and every hour that should be spent sleeping, spent instead thinking of brake pads, wiring looms, track rod ends and shackles (to name but a few), Dad's passion for restoring the car was astounding. I cannot put into words how much patience this man has. You could leave him in the garage fiddling with a tiny part and come back hours later to find him persevering with that same part, undeterred and ever determined to get it back in place.

Mid way through the restoration, Dad began toying with the idea of changing the colour of the Baby Ford. After a lot of consideration and research, what had originally been a light brown with red trim became a beautiful wine colour with black trim. This has given the exterior of the car a new lease of life and the body is now as impeccable as the polished parts and finely tuned engine.

Dad doesn't know that I'm writing this and would probably object if I suggested it to him but I thought that all his hard work was surely worth a word or two and hopefully it will interest the readers. To say it's a credit to him is an understatement. If Henry Ford is looking down from above, I am sure he must be very proud to see the car he produced all those years ago returned to its former glory. No doubt he is also greatly impressed by the tiny improvements and minor creations Dad has made on the original design!

The Baby Ford made its maiden voyage (following the restoration) on March 17th this year when it took to the streets of Dungarvan, Co. Waterford for the St. Patrick's Day Parade. Although the weather was far less than perfect, the Baby Ford (by far the oldest car in the vintage/classic section) glistened and gleamed as it led the parade and sailed through the town, driven by the man who painstakingly brought it back to

life. A man with the mind of a genius and wonderful, powerful hands that can do anything that great mind tells them to - Jack Kirwan.

A special thank you to everyone who lent a helping hand during the restoration, especially Dave Carey, Sean Houlihan and Eileen snr. (Mam) - the wonderful woman behind the great man! Also a big thank you to all at The Ford Y & C Model Register, in particular Colin Rowe for all his help and untiring patience!

**EILEEN KIRWAN**  
daughter of Jack Kirwan – K1908



# Enfield Pageant 2014

Enfield this year was a bit of a soggy sandwich! Rather wet and windy at the start and finish with a pleasant sunny day between. Overall an interesting weekend for the diehards who braved the early rain, with some interesting pickings from the Autojumble. For myself, a couple of NOS Trico wiper motors at £6 each proved a bargain after a clean out of the old hardened grease. I now have working wipers and a spare! Amongst other items members purchased and seen were ignition coils, interior lights, fuel pumps, etc. and many tins of aerosols, tools and such, with a collection of plants, memorabilia and toys.



**Bargains a plenty**

There was a feel good factor to the weekend with many members attending and joining in jolly conversations and mickey-taking! Our "office" was set up in the awning of Jim Miles' antique Fisher-Holli caravan – probably circa 1956 – complete with cardboard draught excluders supplied by Graham Miles from a nearby skip. These proved invaluable to the hardy camper in the awning through the weekend. [Myself!] It's thought that the awning may not have seen daylight for at least ten years, but it stood valiantly against the rain and winds thrown at it – particularly those through the night.

Visitors were a plenty – with numerous questioning of our experts – and many hovered around Jim Miles' Eifel like bees round the honey pot. There were eleven members' cars in all, making a fine ordered display, with the Club's banner and flags working well, attracting many interested visitors.

Whilst Saturday was a little windy and overcast, it did not dampen the enthusiasm of attendees and Sunday was largely warm and sunny, with good crowds enjoying the show put on that included singers, bands, daredevil motorbikes and a huge variety of superb classic cars, buses, trucks and steam exhibits motoring proudly around the arena. Also on site were the usual fairground stalls, the wall of death, American and military displays and plenty of burger bars and chip stalls. Even Monday, with its overcast start, saw large crowds and families strolling and enjoying themselves around the car club displays.

Attending and noted amongst visitors were Graham and Jim Miles (not related), John Argent (with two cars!), Michael Leete and Chris, Jim and Joan Sharpe, David and Edna

brought along Elaine and Anthony Creek and myself, Roger Corti.

Other visitors told of their own "Y"s and were invited to join. Geoff Tollan from Hatfield Peverel told us of his ex-New Zealand Y that he owns and uses regularly and that he would seek help with UK registration (It runs on a NZ plate at present). Dave Badenoch who used to own a "C" now owns an Opel Kapitane. Also Charles Seymour who wants a "Y" and intends joining as a friend. Also Arthur Silonadin. Two visitors told us of previously owned "Y"s and were hoping to dig out some old photos for us to share. (To date, not received)

Other members noted amongst Traders – David and Carol Tebb & friend Colin Spong.

Through the course of this most sociable event, many stories were told, friendships renewed, cars compared, problems discussed:- (Someone's wiper motor with too thin wiring, other with poor headlights from bad earthing, ) The Pageant brought together some of the older founder members with newer and younger members and proved to be a most worthwhile event.

Cars noted at the show were : FS 7435, BPT 311, DYU 188, VE 9051, AKK 874, CMF 999, FKZ 339, AYL 454, NV 2821, CDV 853, JJ 9010 and CHJ48?. Eleven cars in all, though not all the same days!

**Roger Corti**

**Variety Club**



Kent, Jimmy and Gary Murray, John Hampton, Dave Tanner, Nick Hall with visitor Gilbert Came, Jack Clark, Steve Fisk, Tony Hurst all the way from Sussex, Dave Tanner who brought along his E93A Prefect as he's working on the "C"s axle, Tim Brandon who

# Forum Conversations

Once again, some members have been seeking answers to their problems, others have been happy to offer help. Always remember that there is often more than one way, so please send in your methods as well. It will be appreciated.

Recent questions have been:

**Q. Back Axle** I just wondered if you are able to advise me on a technical point. I can't find the answer in any of the books etc which I have. What Torque setting should be applied when tightening the rear axle hub nuts please?

A. Not sure what you mean, but here are the only fixed torque settings for the rear axle:- Crownwheel to differential case - 12 to 15 lbs. ft.

Differential bearing caps - 12 to 15 lbs. ft.

Wheel nuts - 40 to 45 lbs. ft.

A. I suspect your enquirer is referring to the nuts on the end of the half-shafts.

On page 89 of Ellison Hawks' "The Book of the Ford "Prefect" the priceless advice is, and I quote "...When you replace the rear hubs, screw the rear axle shaft nut up as tight as you can with the longest spanner you can find and lock the nut with a split pin...". Not forgetting to check that the brake drum / wheel rotates freely! I'm sure this applies equally to Y's and C's.

**Q. Oil Pressure** Can anyone tell me what is supposed to be the oil pressure on a Ford 100e? I guess it's the same on the model y engine. I'd like to know the oil pressure in idle.

A. In the Ford Model Y book by Sam Roberts, the technical specifications [1st edn page 215] state 30 lbs/sq in as normal. Obviously in slow running/idling this could drop to just a few psi. As long as it gets back quickly upon revving, low pressure on idle should not be a problem

Special studs are available that can be used to connect with an oil filter, but also to connect an oil pressure gauge.

**Q. How low can it go on idle?** 5 psi it's too low?

A. Unless anyone else knows better, I think at idling speed that 5lbs would be OK - as long as it responds quickly when revved up.

A. All 7 bearings in the crankshaft are pressurised so in a proper engine some oil pressure should be present at idling speed. If it isn't the oil pump may be too worn.

There is a security valve that also acts as a regulator so that once the pressure exceeds the setting the overflow oil is let to the valve chamber (I think). That will be partly open under normal driving conditions so that the valves and crankshaft are oiled as well. Our engines are not very much under stress compared to modern engines; so do not expect oil pressure like in a Formula 1 engine :-)

**Q. Pattisson Roller Tractor.** Does anyone have one of these with the 10hp engine?... 1950's. Which radiator should it have, an E83W is too wide and overall the chassis rails, and car radiator drops between them? We can get either to work by making up some brackets. The Pattisson we have had been fitted with a Morris A series engine so has had modifications which we are taking back off. Any detailed photos would be appreciated.

**Q. Model C trafficator repair.** I need to remove (to repair) the trafficator arm from the C pillar on my 1935 Model C.

Does anyone know how to remove it? [South Australia]

A. Are you sure it's not the B-pillar - right behind the front door? Anyway - in my Model C (which is a German body!) there is a 1" x 6" long cover with rounded ends that can be removed by loosening the two screws holding it. Once removed, the trafficator is mounted with another two long screws. Remove the wires and you should be able to take the whole trafficator out and away for repair.

Yes it is the "B" pillar, brain fade on my part. The 6 inch panel you speak of - is that behind the interior trim? Thank you for your help.

Classic Virgins Here are the links to the latest Classic Virgins videos. We've divided it up into three separate videos this time:

Part 1: <http://youtu.be/FTAMWtOTU10>

Part 2: [http://youtu.be/icP7wYW2\\_U4](http://youtu.be/icP7wYW2_U4)

Part 3: <http://youtu.be/HxR3E15Tu4w>

**Q. Front wheel bearings.** Who knows the best technique for removing the bearing cones off the front hubs? Not a lot of metal showing inside to drift out. I guess heat is needed - how much? Any other way? A. If you have access to an arc welder you can run a bead of weld around the cone. It should easily knock off. They should not be too tight any way, even a heat gun may be enough. [Answered in Technical advice article]

**Q. Threads.** After a bit of time sitting in the shed doing nothing due to a long list of other jobs, the Y is back on the hit list. I am wondering if there is a list of all the threads and sizes for the Ford Y. I am looking for the correct threads for the windscreen hinges in particular. Can any one help? [Answered in Technical advice article]

[NZ]

**Q. Drain holes.** Do you know if there should be a "drainage hole or gap" or not at the rear of the base of the A pillar on the Model Y? See attached photo of the rusted one (rubbed down) [Posted in Album "Problems"] on the nearside of my Y. This is normally hidden from view by the front wing/running board and has only been revealed when I removed

said wing and board. I'm currently patching and painting the front wings and running boards on my Y. I had already done this on the offside where there was more extensive rot to the base of the A pillar. As there was a large hole the patch of new metal I put in more or less completely sealed the rear base of the A pillar. However, having now seen the nearside one, which is much less rotted, I'm wondering if indeed there would have been a gap.

There seems to be a definite smooth finish to the edge and bottom (shows as a thin white line in the photo) which changes to a thinner ragged edge as one moves up the base so that my impression is that perhaps about a quarter of an inch or so of metal has been lost to rusting. Would this be correct?

I have a recollection that there are drainage holes at the corners of the windscreen that direct water down the inside of the A pillar so presumably there has to be somewhere for this to exit at the base? Or is my memory at fault? Any help you can give would be greatly appreciated.

A. Photo added showing no hole.

**Q. Bearing Shells.** I have a 1936 model Y. The engine is starting to knock under load. Can someone tell me if the 8 hp engine has bearing shells and if so would replacement of the shells cure the problem?

Thank you for your time.

A. I believe that most only had main bearing shells. Big ends were white metallised. Some had big end conversions. Some later post-war engines would have had shells. It's not till you look will you know.

And 8hp engines have to withdraw con rods from below. If it's knocking under load this could be the problem, but the crankshaft might need a re grind with next size shells. It would be advisable to check or replace oil pump in case it's an oil supply problem with low pressure, but pressure can be checked through a valve cover stud. [Answered in Technical advice article]

**Q. Uploading Photos.** I'm having troubles uploading pictures to a new album I've made. The files are well below 10MB and we have far from used our quota - no error messages or anything - all pictures uploads apparently but no pictures to see in my album (Philco Radio). Is there an approval to be done by the moderator before the pictures are visible?

A. The answer is of course yes; ALL photos are moderated (approved) before being published. It's one of my duties that keep the site free of Spam. More often than not, I approve within hours. [Please be patient.]

Several event dates were noted along with their reminders as well as a selection of Ebay finds, both cars and parts.



# Technical advice

## – answers to Forum questions

**Q. - I was wondering if there is a list of all the threads and sizes for the Ford Y. I am looking for the correct threads for the windscreen hinges in particular.**

I don't have a list of thread sizes for the Model Y, but if it's of any help would say that I would expect all threads to be either U.N.C. [Unified Coarse] or U.N.F. [Unified Fine]. These were standard threads of American origin on all Ford vehicles, right up to the European ones starting to adopt metric sizes and threads starting with the Cortina Mark 3 in late 1970. From then, fully new European models incorporated metric when they were successively introduced.

Diameters of the unified nuts and bolts are in inches, and the threads are coarse or fine according to location. For instance, studs, like those holding the cylinder head bear coarse threads on the bit which screws into the block, and normally stays put, and fine for the bit which takes the nut.

Fine threads allow of more precise tightening, and greater resistance to vibrating loose. Coarse ones "grip" better and are less prone to stripping when over tightened. Thus, for instance, that is exactly what one would want in studding. Nuts liable to be disturbed frequently would be in "fine".

**And Member no. 2..**

**Q. I have a 1936 model Y. The engine is starting to knock under load. Can someone tell me if the 8 hp engine has bearing shells and if so would re-placement of the shells cure the problem?**

To the best of your Technical Advisor's knowledge, no small sidevalve Ford engine, certainly not pre 100E, used shell bearings. [In the Big Ends] Why are you assuming the "knocking under load" to be coming from the big ends or main bearings? Big ends will make a deep knocking which is loudest at about 1000-1500 rpm upwards and under NO load, e.g. a "floating" throttle setting, i.e. neither accelerating nor decelerating. Load will lessen the noise. Usually only one is "gone", or at least knocking the loudest so the knock will be in time with combustion occurring on that cylinder. Disconnecting or removing the spark plug concerned will ameliorate or eliminate the noise. The knock will be worse when the engine is warmed up and the oil thin; there will be next to no oil pressure, but to know that you would of course have to tap a gauge into the hole containing a blanking plug just behind the timing chain housing protrusion at the left front end of the block.

**And no. 3..**

**Q. - How do you remove the bearing cones from the front hubs?**

Clean out all the grease so you can see what you're doing, first. You'll then see that a small "rim" of the bearing outers is visible on the inner edge of each one. With a good "square-ended" punch and a hammer with a bit of weight in it, tap these rims first at one point when you will feel "give" After it's moved a millimetre or so, move to the opposite edge of the same bearing and do the same, so as to ensure even withdrawal.

Make sure the drums are on a solid but not hard surface, e.g. wood, allow space for the bearings to protrude as they come out, and wear goggles. Do not use a punch of hardened, i.e. brittle steel. The bearings themselves are hard and brittle, and if hit with similar metal, one will chip and shoot off shards.

**Nigel Stennett-Cox**

## Technical Advice - Reply

*Further to last edition's Technical Advice piece by our Nigel Stennett-Cox, Yvon Precieux from the FSOC Pre-war Register replies: -*

I hope you don't mind if I make further comment on the article in the last issue June/July, re Tech advice.

I note the comments in the last issue (June-July) from Nigel Stennett-Cox and although I would agree with the initial comment that the Model Y was one of the most advanced sidevalve engines in 1932, I would go further in that it was by design more so than manufacture, as by 1934, just 2 years after the engine was introduced, the unit was strictly speaking obsolete due to the initial block design being too narrow a casting to incorporate any further design and power improvements. In retrospect the piston chambers were far too close to each other and servicing the small end bushes with the longer conrods via the factory rather than the Ford agents and garages complicated the economic margins of servicing such engines.

The use of the counterbalanced crankshaft was also only introduced on all Model Y's during the 1933 period The new 1934-10hp engine casting resolved the majority of these issues with the 1932 Y engine besides reducing sizeably the manufacturing and servicing costs of both engines. In utilizing the one 10 engine production process to manufacture two versions of small side valve engines settled having to physically produce two quite separate 8 and 10 castings. Hence the earlier 8 and 10 engines are hard to distinguish externally from each other more so than the later units as both used the 8hp starter flange and starter motor.

Importantly, the initial design of the larger Model C unit made provision for a continual process of further design improvements that would now not be impeded by the incorporation of use of a larger starter flange for the 10 engine, the one water outlet, further increase in height in 1939 and use of a chain of what was still basically the same 10 model C design from 1934. This is possibly why it is so easy to recognise a Ford side valve engine over a span of some 27 odd years

**Yvon Precieux**  
**FSOC pre-war registrar**

# Memories are made of this

••••

Lorna Grant, emailed Bob Wilkinson in 2013 to enquire whether EMX 570 survives. She was thrilled to know that it is still with us and was put in touch with Garry Hall, the present owner. A reunion was planned. Lorna wrote a potted history from her perspective:-

## “Internet reunion after 39 years.”

I was privileged as a child of the 1940s for our family to have a car - a Ford 8 Y model, 1937. Dad was a motorbike man along with his pals but, when I arrived, he upgraded to a car and it was his pride and joy.

The treasured memories we have of our father will always be centred round the fact that, as children and teenagers growing up in a traditional family unit in the 1940/50s, everything, simply everything he made, created or maintained was to make our lives more comfortable. From the leather and ‘blakeys’ he bought at the market to mend all our shoes, to the central heating system he installed - turning the pipes on a lathe in our back garden shed, he was master of them all. This also included the maintenance and servicing of “our” car, which was called ‘Arthur’s jalopy’.

As the elder of two girls, my memories include me cycling many, many times for spare parts, whilst he took apart the offending, broken or malfunctioning piece of the car; yes, cycling again to get old metal petrol cans that he could cut into a receptacle to take engine oil.

A vivid recollection as a small child also, was of rubbing a small metal rod about 4/5 inches long between my hands with some sort of wet emery paper - much later finding out that in fact I was helping to lap in pistons on a de-coke! One time he replaced the running boards, buying the rubber, again at the market. So many times I remember volunteering to help him bleed the brakes. It was my moment of glory to be sitting in the driving seat and pressing the pedals - albeit in the garage. My dad could get really annoyed if my sister and I kept putting the indicators on - but making them flick out at right-angles was fascinating. My sister remembered the car being cranked in the cold weather when the starter couldn’t turn the engine over because the oil was too thick. One major challenge was when the MOT came into being as, over time, there were lots of things to do about the car’s person that were needed to meet the Test’s requirements.

‘Arthur’s jalopy’ was always garaged – once again home-created - a garage open on one side, that formed the boundary of our property, and the car was never left out in the weather. Maybe that’s one of the reasons that it has survived? All done in our back garden - he hated gardening - it was a chore!

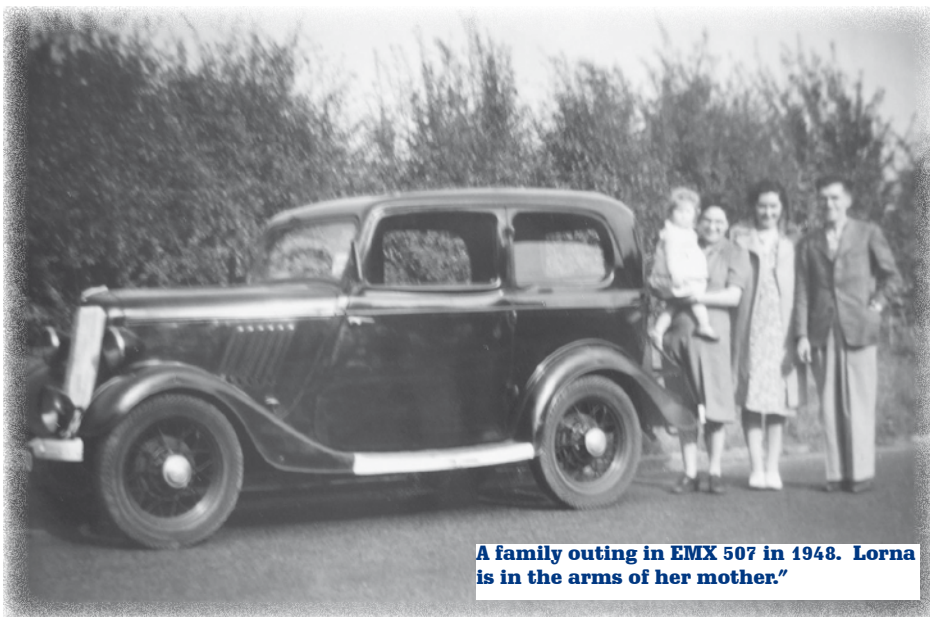
Another of those privileges was that our family had a week’s holiday away from home every single year. Over the years we motored from Middlesex to Cornwall, Devon, Somerset, Dorset, Hampshire and Sussex and I had many, many happy memories of farm/seaside holidays. We took off, usually at about 5.30a.m. - to avoid the traffic - if only he knew! Two adults in the front and one adult and two children sat in the back. Roped to the spare wheel were three suitcases, one vertically on either side, together with one which was bigger and more rigid horizontally placed in-between. The ‘pièce de resistance’ was the home-made canvas bag slung on two poles containing home-made buckets and spades; primus stove and lots else, which was suspended on the back of the front seats in front of our knees. How on earth the engine coped with all this I don’t know, but we sometimes hit the dizzy speed of 40 mph.

To this day I still enjoy plotting routes, following maps and sign-posts. Likewise, fortunately, I still, on the whole, enjoy driving. Maybe my first experience behind the wheel at 12 years old when I was allowed to drive ‘Arthur’s jalopy’ on Breen Down, was probably partly responsible for this.

I have to mention one final use of the Ford 8 - to ensure perfect pleats in his daughters’ home-made school gym-slips! His ingenious idea was to fold the uniforms into the box-pleats, wrapped in brown paper, placed between 2 pieces of wood and pressed under the car wheels in the garage! What more could two girls want than perfectly pressed school uniforms!

This is a potted history from 1945 – 1974. We hope to be reunited and have a peek at EMX 570 sometime soon.”

In February last year, Garry Hall emailed Lorna “Thank you for contacting me, I have owned EMX for about 22 years, I have just had it repainted. I do not use it much, as I also have a 1930 and a 1936 Rolls Royce. I travel all over Europe in these as EMX



A family outing in EMX 507 in 1948. Lorna is in the arms of her mother.”

would not be up to long journeys. I am lucky enough to also own a Cessna four-seater Aeroplane which I fly when I get the time, so time is stretched as you can imagine; also I own a couple of very busy businesses for my sins.

I will need to break out the file to remind myself of the history of the car. It is in working order and I carryout restoration projects on it from time to time. I live in Hertfordshire near Barnet. The furthest I have driven ‘Chugga Bug’, as my wife fondly christened her, is to Croydon.

I will see if I can find a couple of pictures and forward them to you when I get the chance. If you are in the area, perhaps you might like to visit to see ‘Chugga Bug’.”

## Internet reunion after 39 years – Part 2.

“Having tracked down EMX 570 to its present owner, my sister and I sallied forth on Sunday, 2 June 2013 to visit our dad’s car





**The grand reunion in June 2013. From the left, Lorna, Garry Hall, Lorna's sister Celia and the star of the show, now called 'Chugga Bug'.**

that had been such an important part of lives as children and teenagers. We were not in the least bit disappointed and it was as if we were back as children again reliving so many memories.

We noticed several changes and differences immediately and by looking at the old photos we were able to justify that our minds weren't playing tricks. The most noticeable was the front number plate which, when our dad owned the car, was in the middle of the bumper, not to one side. The inside upholstery was also different - we remembered maroon red seating that was torn, it is now an orangy-red and smart; the felt covering on the ceiling was beige and now it is grey; the pull-down blind was a yellowy-beige and now it is grey; there used to be a clip above the driver's head to hold maps, etc. My sister and I had many tales and anecdotes to tell about our memories of riding in the car and its treasured spot in its garage in part of our back garden.

Garry, its present owner, showed us receipts and MOTs of years gone by and amazingly some of our dad's receipts were for the MOTs in 1969 and the 70s and even one receipt for petrol (£. s. d.) from a local garage, the only one of its kind in the area. It had two pumps, one petrol and one diesel, that you wouldn't dream of touching to help yourself. We also saw the original handbooks and

even recognised our dad's writing in one of them. We discussed the various owners of the car and have one missing owner that we are going to try and track down.

The car has been carefully and lovingly restored as we both remember it as a bit of a rust-bucket that dad was forever trying to patch up. However, one thing that remains all right is the running-boards that our dad replaced, that still seem to be in working order.

The ultimate delight of the visit was a ride in EMX 570. We could not begin to imagine how on earth our dad managed to drive to Devon and Cornwall with our mum in the front and our aunt and my very excited sister and I in the back chattering and laughing away nineteen to the dozen. It's taken us 60+ years to learn he must have had the patience of a saint!"

## Rich mixture!

### - A selection of vintage snippets 70 years ago.

From The Light Car Magazine Feb/May 1944 "Asked and Answered"

To R.T.R. (Leith). – Yes, a vapour lock can occur between the tank and the petrol pump if the pipe is situated close to the exhaust pipe; but it is most unlikely. If you are certain that the carburetter is not starved by a faulty petrol pump, we suggest that you move the pipe from the pump to the carburetter, farther away from the exhaust manifold. If this is not practicable, try covering the pipe with asbestos cord, it often has the desired effect. (Modern safety demands that asbestos is NOT used!)

To P.J. (Littlehampton). – There is no reason why you should find any difficulty in "topping up" the gearbox of your Ford Eight. The plug in the side of the gearbox is merely a level plug; there is no need to force the oil through this orifice. The correct procedure is to take out the level plug, then remove the gear lever by unscrewing the knurled cap which secures it, first slackening the locking ring beneath the cap. Oil can then be poured into the gearbox through this opening, until it commences to trickle through the level hole. Replace the level plug and the lever and the job is done. (Remember to tighten that locking ring or the gearstick can come off in your hands!)

To L.V.A (Huntingdon). - Before you go to the trouble of dismantling your faulty petrol pump, it is well worth while first to check the pipe unions for tightness and examine the cork washer under the filter cover to make sure that there are no air leaks present which are causing the bother.

To H.E. (Braintree).- There is no reason why you should not take passengers with you on your motoring journeys, provided, of course, that you do not deviate from the usual route for their benefit. (This was war-time when unnecessary journeys were not allowed - to save petrol for the war effort!)

An advert in Used Cars For Sale shows a 1934 model 8h.p., saloon, fawn and black, brown leather, excellent condition 39 Gns (That's £40.95 to you sir)

**Submitted by Roger Corti**

## Federation of British Historic Vehicle Clubs

### – News in brief

In the latest edition no 3, 2014, there are articles on UK Legislation, Fuel News, EU Legislation, DVLA News, Historic Vehicle Theft and other items.

In brief, VED Exemptions to include 1973 vehicles has gone fairly smoothly and tax discs discontinued from October 2014.

Meetings are being held regarding London ULEZ – Ultra Low Emission Zone – with consultations on historic vehicles.

Continuous Insurance must be held for any VED Licence.

EU Roadworthiness Directive - DfT are looking at safety.

Ian Edmunds is taking up the post of DVLA Liaison and joining the Legislation Committee.

Moves are afoot to ban all cars from rural tracks.

The All Party Parliamentary Historic Vehicle Group took part in a run on Drive it Day.

Tyre pressures are advised to be taken when cold.

Murco petrol has some unleaded petrol free from ethanol, roughly the area south of Milton Keynes.

Theft of classic cars is rising – 243 this year to date. The Federation is adopting SelectaDNA as an approved Vehicle security system (£29.90 inc VAT and post)

The FBHVC Vehicle Restoration Apprenticeship scheme is working well, and the Research project is being undertaken.

Their website to refer to for further in depth information is [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

## Out and About

Ivor Bryant recently sent me a photo of BDF 605 that he saw - taken at the National Trust Father's Day Classic weekend event held at Tyntesfield House on 15th June. He mentions that member Phil Wookey of Bristol was there with another Model Y. The event was free to exhibit and drivers and a passenger received free entry to the house.

BDF 605 was recently sold on Ebay, and shown on our forum.

### A Father's Day Classic at NT Tyntesfield House





# International News



It seems that one of the perks of being editor is to receive copies of other club magazines – although no-one is giving me the extra time to read them!

However, I have to date seen the 'F.O.R.D. INK', 'Second Gear Chatter' and the 'Wire Wheels' magazines from Australia, as well as those from the 'Ford 8 & 10 Club News' from New Zealand. In addition, I have been sent the 'FBHVC' News. Here in the UK, I also pay for the FSOC magazine as well as those from a couple of local clubs.

That said, I should be able to bring you some International news, so here goes so far:-

In 'Second Gear Chatter' [*I love that magazine name! - Ed*] they remind members of their subs being due, (They have to have their log-books stamped when paid), their AGM,

Barbeque handy hints – a smear of butter around the rim of their spaghetti pots will prevent water boiling over – sale and regalia items and a photo of our own lovable Jim Miles' Ford Eiffel taken on 25/5/2008 on the last page!

The 'Ford 8 & 10 News' from New Zealand advertises tyres at \$210, a ten pin bowling event, again subs due request, and quite a list of club events.

'F.O.R.D. INK' request subs be paid and announces their AGM with a raffle that has prizes of three \$600 tool kits! It has many in-depth reports, event lists and many fine event reports with good photos, (including a Bernie Bridle's 1933 Model Y Sedan, also Automobile Magazine reprints and articles.

'Wire Wheels' commences with a fine advert illustration of a Model C De Luxe cribbed from a Dagenham advert of 26th July 1935 and ends with Jim Cooper's Australian bodied 1934 Model Y Sedan, presently in New Zealand.

In between the covers are interesting features on Roof Luggage nets as fitted to CX's, details of a "MotorKhana" (Clever fancy driving around a paddock with a bucket over the drivers head!) Bill Hamade wrote of receiving an original number plate from Iain Schofield – the original owner of 'Bucephalus' AAJ 401 – and his gratitude for it. They also had had a photoshoot for their car and had it dressed for St Patrick's Day.

Other items were a reprint of a Practical Motorist article on decarbonising, adjusting tappets, valve removal and grinding and ignition timing and fuel pumps. A most useful article that I could have benefited from last month when I replaced my valves. I think that is worth a reprint in our TT... It comes to a close with Restoration News - of David Moran and his C De Luxe Sedan, 'Caroline' (Bob, do you want a copy of this?)

All in all, a superb magazine. Bill Ballard writes also about the changes in our Y & C Model register. He says "As a full member, I'd like to thank all those who have stood down from the committee for their tremendous efforts in running the club in the past, and to welcome the newcomers and wish them well in their new posts in the future."

So, just like our own club, they all need to remind members to pay their subs. Have you?



**Taken at Enfield Pageant 2008 – note the radiator badges have since moved. I guess the condenser was working then too!**

## From Spain

It wasn't that long ago that we reported the birth of Sonia, Luis and Tatat Cascante's granddaughter in Norway. Sonia and her parents recently visited the Cascantes in La Seu d'Urgell in northern Spain, where Sonia was introduced to 'Forito', which is Spanish for 'Little Ford'. She has not signed up for membership yet, but a budding new young member is in the wings! See inside back cover.

# Ford of Sweden

## The Swedish Ford assembly plant.

This article was researched and written by our Norway and Sweden contact, Terje Saethre, who is the Editor of the V8 Forum, the magazine of the Early Ford V8 Club of Norway. We are particularly grateful to him for translating the article into English for our benefit.

In 1949, Ford Motor Company AB of Sweden celebrated its 25 year anniversary. In the same year, an advertisement was published stating that Ford was the most common car in Sweden, with 49,388 registered vehicles.

The first Ford came to Scandinavia in 1904, privately imported by the visionary, Norwegian-born, Consul-General Even Christian Gjestvang, who lived in Stockholm. He quickly sold the car to the director, Kurt Becker, for 4,500 SEK (Swedish kronor), which in 1904 equated to several years' wages. Gjestvang saw possibilities for Ford from the start (even though he already had the agency for Oldsmobile) and from 1908 to 1922 he imported as many as 14,000 Model T Fords in to Scandinavia. Even Christian Gjestvang was

that year. The price for a Model T was SEK. 5,400 in 1909, then, because of cheaper and increased production, it was reduced to SEK 3,500 (Touring) in 1914. The sale of Model Ts increased year by year before WWI, but then, because of the war, sales dropped drastically in the years 1914-18.

Interestingly, it is worth mentioning that the brand name/trade name 'Gjestvangs' still exists in Sweden. To-day, Gjestvang still has dealerships in many places in the country, with Motor Centrum preceding the name and under different owners.

Ford opened an assembly plant in Copenhagen in 1919. (See Transverse Torque issue 194-Jan/Feb 2012 and the Ford Models Y&C book, page 147), and sales increased drastically after this: there was a great demand for cars after WWI. Additionally, Ford introduced a product that revolutionized agriculture: the Ford tractor, which was launched in 1919 and was much cheaper, smaller and lighter than the big, bulky tractors that were sold by Ford's competitors.

At about the same time, the lorry-version of

Model T was reached in 1924, when a Touring was SEK 1875, whilst a 2-seater roadster cost only SEK 1725. If you wanted a self-starter, you had to pay another SEK 100! In 1922, the Swedish Ford Dealers' Association was established, which is why Ford became as big as they were in Sweden. There were 50 authorized dealers in Sweden in 1924.

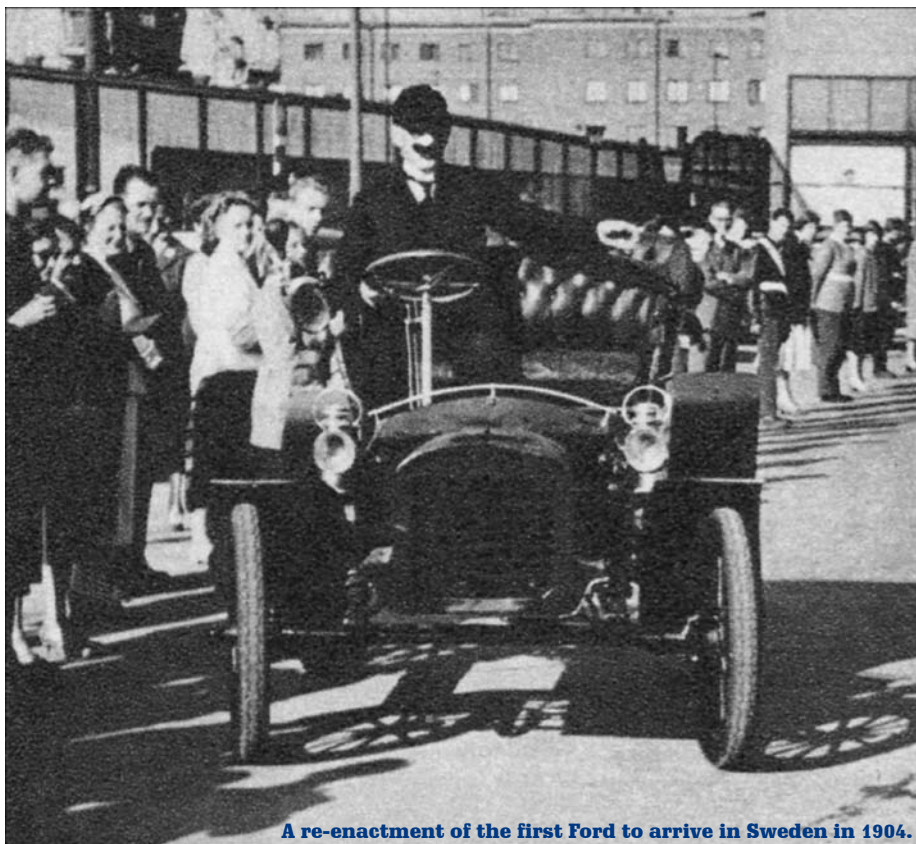
Because of the large demand for Ford products in Sweden, Ford Motor Company AB was established in 1924. On 16th May, Ford moved into the old Customs building in Stadsgården in Stockholm. The first and most important task for the new company was to organize a sales and service network across the country. During the summer, a new building was built by the London viaduct in Stadsgården, which served as an import park for new cars that came by boat. At this time, the plan was to build an assembly plant in Sweden, but this was put on ice as the new Danish plant in Copenhagen had recently been finished and had opened for production. The capacity there was sufficient to serve the markets on its dependency, including Sweden. In 1924, almost 8,000 Model Ts and 900 Fordson tractors were sold. Soon, Ford tractors were just as common in the countryside as the Model Ts were on the roads and streets in the towns and cities. Those who wanted to own a Ford, merely had to pay SEK 100 in advance and SEK 25 per week. They received a grey Ford with chromed grille. This was an "odd Danish" colour and combination. Whereas, all the other Ford assembly plants in the world produced black Model Ts, the Danish plant produced grey ones!

During the year after the Swedish company was established, Ford Motor Company AB sold no fewer than 10,281 vehicles. This was a record that lasted for 24 years! In 1925, the 30.000th Ford came to Sweden and, in January, to celebrate, this car was driven the 2000 kilometers long "Eriksgata" from Ystad to Haparanda. Several promotional stunts were conducted in Sweden at that time. Among others, a 1927 Model T was driven around Lake Mälaren from the 23rd of April to the 1st of May; 17 circuits were completed. The car had been driven continuously for 204 hours. After this performance, the car was driven around the country, visiting Ford dealers. On the 26th of September, the car returned to Stockholm, by which time the car had covered 20,000 kms.

The first Model A came to Sweden in January 1928 and was exhibited in February at the Auditorium (later known as the Winter Palace) in Stockholm. Different body styles were put on display. In December, 1928, the 50.000th Ford was sold in Sweden; a Model A Tudor.

After a while, the old premises were found to be too small and a new big building was erected in Värtan in Frihavnen (free harbor) in Stockholm. Ford Motor Company AB moved into the new building at Tullvaktsvägen 1-11 in

The Ford Y & C Model Register



A re-enactment of the first Ford to arrive in Sweden in 1904.

a brother of Alexander Martinius Gjestvang, who ran the biggest Ford dealership in Norway, located at Prinsens Street 22 in Oslo.

Between 1905 and 1908, when the Model T came on the market, some Fords arrived in Sweden. Then, in 1909, Gjestvang took delivery of the first 12 that came to Sweden in

the Model T was introduced on the market as the TT. These lorries had a 1 ton payload and also appeared as buses with custom made bodies. Both Ford tractors and lorries dominated their respective markets. In 1919, 264 Fords were sold in Sweden. Sales increased so fast that, soon, 50% of all vehicles in Sweden were Model Ts. The absolute lowest price for a



January 1931. The building was designed by the architect Uno Åhren and still exists today. The building is of great historic value, being a highly representative example of Swedish functionalism. The same year, the magazine, "Ford Världen," was released. "Ford Världen" was the equivalent of the Danish and Norwegian "Ford News" and "The Ford Times" in England.

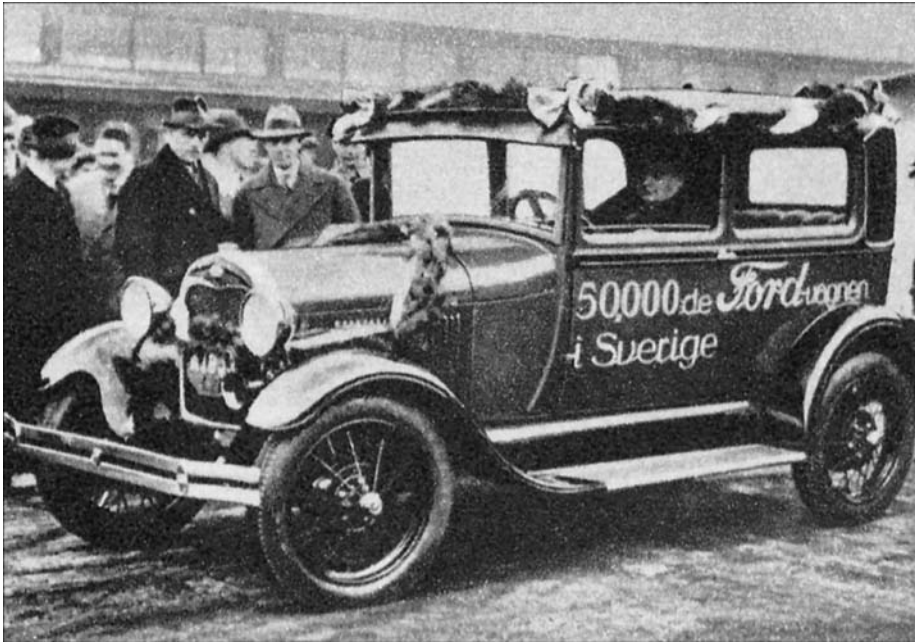
Smaller cars were eventually marketed in Sweden and, in 1932, the English Ford Model "Y" (called Ford Junior in Sweden) was launched. Over 1000 of the "Y"s were sold in 2 years, making Ford the leading brand of small cars in Sweden. But the biggest news in 1932,

the tractors that were sold in the country were Fordsons!

Sweden was also affected by WWII, even though the country did not participate in the war. (Sweden had a neutral status). Among other things, petrol was rationed and almost all cars, lorries and buses had gas generators. Ford sold its own gas generators and, because of these, commercial traffic levels were maintained. The continued use of vehicles created a market for spare parts and, as these could not be imported, Ford Motor Company AB started to produce them. However, Ford was not allowed to produce the parts in the "free harbour," as this was a "duty-free" area. So, Ford

that came to Sweden after the war were Fords! That was in December 1945 and they attracted much attention in the press and from car dealers. Ford's slogan had come true!

Ford's import strategy was altered after WWII, resulting in the decision to build an assembly plant at Frihavnen (Free Harbour). The existing premises were going to be more than doubled in size. The new premises opened in 1949, triggering some quite unique years of Swedish Ford history. Cars now came to Sweden in parts and these parts were assembled into complete cars. The main gain was lower freight and duty costs, as Ford of Sweden could use Swedish materials and parts in the production. In 1949, the Swedish Ford Motor Company AB celebrated its 25 year anniversary. From the advertisements of that year, it was clear that Ford was the most common car in Sweden with 49,388 registered vehicles. Also, one third of the tractors in Sweden were Fordsons. The first car that rolled off the assembly line in Frihavnen on the 29th of July 1949 was a Ford Vedette. The Vedette was later quoted as the top seller among cars equipped with V8 engines in Sweden. However, production did not really start until some time in 1950 due to import restrictions. A 1953 Ford Customline Fordor with 110 hp V8, was the 150,000th Ford sold in the country. In 1954, the Swedish Ford plant was visited by Henry Ford II, exactly 50 years after the first Ford arrived in the country. He was very satisfied with what he saw and showed his appreciation of Ford's great success during the first 50 years in Sweden.



**The 50,000th Ford to be sold in Sweden in 1928 - A Tudor Model A.**

was the introduction of the V8 engine. This was, as we know, the first car in the "low price field," equipped with a V8 engine.

In 1934, you could witness "the Jubilee Car", which was a white 1934 Tudor V8. This was the 75,000th Ford in Sweden and was driven on a comprehensive tour around Sweden. This car was equipped with something that we take for granted to-day, namely a car radio!

This same year, Ford introduced an exchange scheme, where a customer could have a factory reconditioned engine fitted, with 6 months warranty, at a lower cost than a workshop would charge to do the same job. The customer would be back on the road very quickly, as he did not have to wait for the overhaul of his own engine! Other components were later included in this exchange scheme.

In 1939, Ford number 100,000 was sold in Sweden. This was a 4-door Royal DeLuxe (as it was called in Sweden), with an 85 hp engine. This year alone, Ford of Sweden sold 6,500 cars. Just fewer than half of these were Copenhagen-assembled Eifels and Prefects. In 1939, half of all

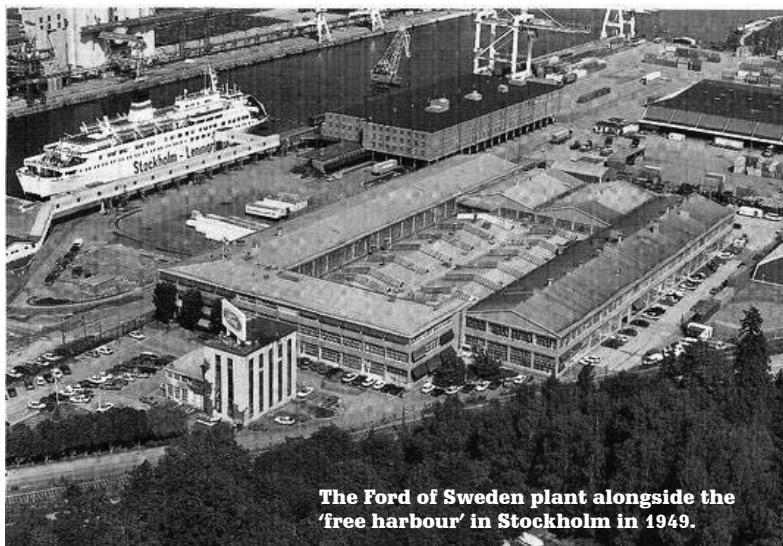
moved its perimeter fence, thereby putting Ford's plant outside the "duty free" area!

When it was known that the war would soon be over, Ford in Sweden used the slogan: "Comes peace, comes Ford" and they started to advertise in the press. Many came to see the Ford produced Jeep, exhibited in Stockholm and Malmö towards the end of 1944. The war finally ended on the 7th of May 1945 and exactly 2 months later, an Anglia came to Stockholm. The first American cars

In the early 1950s, from the USA came the Customline and Mercury; from France came the Vedette; from England, the Anglia, Prefect, Consul and Zephyr and from Köln in Germany, the lorry, Ford Rhein. All these vehicles were assembled at the Swedish Ford plant and all were marked STX on the data plate, indicating that the vehicles were assembled in Sweden.

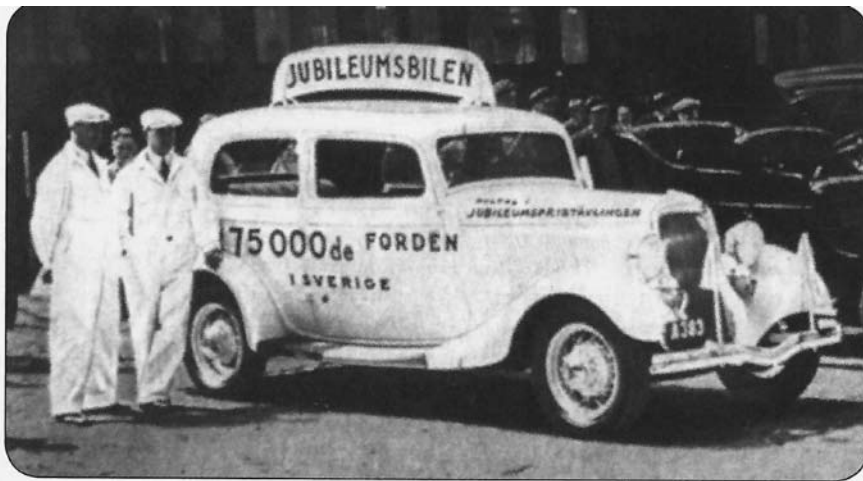
In the '50s in Värtan, in the Stockholm Frihavn factory, 30 vehicles a day were produced. It took 42 hours to paint and assemble a "Swedish" Ford. At its peak, 700 people worked at the factory. Obviously, the vehicles were far more complicated than in the days of the Model T. For instance, it took only 33 hours to produce a Model T from iron ore to finished car at the Ford plants in the USA. At one end of the factory in Dearborn, raw materials came in on barges on the Rouge river, were processed into steel coils and, 33 hours later, a ready-to-drive car rolled out from the Highland Park plant!

In 1957, the 250,000th Ford was sold in Sweden and then, just a few months later, production in Sweden was closed down. The last Ford assembled in Sweden was a Consul Mark II in 1957. It was the 28,634th "Swedish" Ford (i.e. built in Sweden).



**The Ford of Sweden plant alongside the 'free harbour' in Stockholm in 1949.**





**The 75,000th Ford that was sold in Sweden was this 1934 Tudor Model 40. The jubilee car was painted white and was driven on a comprehensive tour in Sweden.**

By 1993, Swedish Ford had sold 1 million vehicles since the company was established in 1924. In 1994, Ford Motor Company AB moved its headquarter from Frihavnen to modern facilities in Sollentuna, north of Stockholm. The Ford Motor Company AB's headquarters is now located in Gothenburg with only 40 employees.

**Terje Saethre red@earlyfordv8.no**



**In 1944, Ford of Sweden started to advertise. They saw that the war was soon to come to an end and, when the peace came, there would be a demand in the market for cars. Note the "license plate" with 1942 on it.**

was contracted to drive for Ford. Similar arrangements had been made in Norway (Trond Schea). Bosse was a very versatile driver, who raced rally, dirt track, asphalt track and in hill climbing. He drove Anglias, Cortina GTs, Lotus Cortinas, a Falcon Sprint (Rallye Monte Carlo) Cobra and Mustangs. In 1963, Bosse won the "Volvo-Class" at Karlskoga Raceway (Kanonloppet) with a Cortina GT and the following week, 800 new Cortinas were sold in Sweden! Without doubt, Bosse Ljungfeldt was a contributory reason for this. Bosse also did very well in the 1964 Monte Carlo Rally with a Falcon Sprint. He came in 2nd place (cars with big engines were heavily handicapped), but Bosse was the winner morally! Bosse won all the speed tests, except for one, where he achieved the same elapsed time as the winner of the rally!

In the early seventies, there was still activity on the premises in Frihavnen. New cars were still being imported and were prepared here. The central parts depot for Sweden was still here; some 2-300 people being employed at the time.



Incidentally, the closure brought to an end the supply of material for all the 'cabin' builders in Roslagen. The crates in which the parts for the vehicles were packed, were made of plywood of great quality and people used them to build cabins (as in Denmark).

**Henry Ford II visited Sweden for the first time in 1948. On the left is Prince Bertil, who later became a personal friend. Behind them is a new 1949 Mercury Woodie."**

At the beginning of the sixties, Swedish Ford made contacts in the racing world and, among others, Bosse Ljungfeldt



**On the assembly line, different cars were mixed. Here we see English and American, as well as a French Vedette.**



# Otherwise – More Unusual Model Y's

Yes folks, there are other Model Y's out there! Here's one I viewed lately – and it has several interesting features and an option of a Briggs and Stratton gasoline 4-cycle engine for just \$129.50. (Although prices were higher west of the Rockies!) It was manufactured by the Meadows Manufacturing Co., of Bloomington, Illinois.

Makes you wonder just how fast it goes! The four wheels seem a trifle undersized.

It just predates our Y's – April 5th 1930 – but obviously a popular brand name in the making. I'm tempted to send off for details. They also sold a Model V "Select-a-Speed" and a "Meadow-Lark."

**This is an original 1930 black and white print ad for the Meadows Vitreous Enamel Tub, 4-vane aluminum underwater agitator Model Y from Meadows Manufacturing Company located in Bloomington, Illinois.**

The Great Depression was most unkind to the household appliance industry, and the Bloomington company fell into receivership. In 1934 Meadows was absorbed by the Hurley Machine Corp., manufacturers of the Thor line of washing machines (the company would later be known as Thor Corp.). Despite the sale, the Meadows name survived since the Bloomington plant became a division of the parent company. By the end of the Depression, Meadows was turning out an average of 50,000 washers a year. (*Ed.- Fords managed to get to about 40,000 per year*)

Reprinted with permission of The Pantagraph, Bloomington, Ill.

### And another Model Y:

I suspect members (and their wives) might prefer this Model Y to the previous one!

**Meadows**  
model  
"Y"

**\$129<sup>50</sup>**  
WITH BRIGGS & STRATTON  
4-CYCLE GASOLINE MOTOR

**\$99<sup>50</sup>**  
WITH ELECTRIC  
MOTOR

Vitreous enamel tub, 4-vane aluminum underwater agitator, 5-position swinging wringer. Drive enclosed in oil bath. Send for details. (Prices higher west of the Rockies.)

**THE MEADOWS MANUFACTURING CO.**  
BLOOMINGTON, ILL.

**Stevens-Duryea**

Model Y, 40 H.P. Six-Cylinder Touring Car

EVER ten years of continuous success account for every feature of Stevens-Duryea motor cars. The principle of the Unit Power Plant supported on Three Points, of the Multiple Disc Clutch and the Six-Cylinder Motor, is inseparably woven around the Stevens-Duryea name. These alone would be irrefutable arguments for Stevens-Duryea preference. To them are added refinement of design, true comfort and positive durability.

Send for Our Literature

Even our competitors admit that the most enlightening literature on the subject of automobiles ever issued by a manufacturer, bears our name. Send for it. Prove for yourself, before purchasing, that there is an individual and unrivalled excellence in Stevens-Duryea cars.

Stevens-Duryea Company, Chicopee Falls, Mass.  
Licensed under Selden Patent.

THREE POINT SUPPORT UNIT POWER PLANT

**1910 Ad Stevens-Duryea Model Y 6 Cylinder Touring Car.**

### And yet another one:

### Tesla unveils electric car that can turn into a boat – Tesla Model Y

Besides the Model S, E & X, Tesla has one more model name trademarked, the Model Y. (Yes, that spells S-E-X-Y.) And it seems we've got a good hint of what this vehicle will be. Tesla this week unveiled that it would be building an electric car that can transform into a boat. This would be especially useful in flood-prone areas, which are increasing thanks to climate change. No images are available yet, but CEO and Chief Product Architect Elon Musk said that it would be similar to the Model X. However, instead of falcon-wing doors, the doors will be able to open out in a way that they will look a bit like dolphin flippers. These flipper doors will also be able to move a bit like a dolphin's flippers. And to round out the essentials needed for keeping afloat, an extension in the back will act somewhat like dolphins' flukes work. It sounds very interesting, but I'm sceptical. I can see falcon-wing doors making it into a production vehicle, but flippers and flukes? And how many people will really be willing to pay a premium for something they will seldom use?

**Tesla article by Zachary Shahan**

# Tales from Bert Hopkins

– Number 1

# 20 yea

(Reproduced from issue 63, Transverse Torque)

Over the next few issues of the magazine, I will recount a few stories told me by Bert Hopkins, who, with his son, Dave, runs a small garage in the village of Lover (pronounced as in Rover) near Salisbury. When Bert left school in 1932, there was little work to be found as the country was still coming out of the Great Depression. It took him six months to find a job, and then only by constantly pestering the manager of the Sarum Motor Company, which was the main Ford agent in Salisbury until 1939. The present agents, Edwards, took over the Ford franchise after the war in 1946. Regrettably, a dual carriageway now passes over the site of the Sarum Motor Company, below which, Bert reckons there are countless bits of Fords to mystify archaeologists of the future, from Model Ts to 7Ys.

Eventually, the boss gave in to Bert's pestering and told him he could start the following week, washing cars and working pumps at the grand wage of ten bob a week (50p). Bert insisted on starting the next day, a Tuesday, reporting in at 7.15 a.m. The pumps had to be opened for business at 7.30 a.m. and so, for the next year, Bert washed and polished the cars, mainly Model "Y"s, as they arrived from Dagenham. He recalls preparing the Sarum Motor Company's Blackpool "Y" in 1934. As an advertising gimmick, each dealer in the country collected, from Dagenham, a cream coloured Model "Y", with which he had to report to the Dealers' Convention in Blackpool on the 17th/18th September 1934 (when the Model "C" was unveiled). A contemporary report describes the event:-

"There was a spectacular climax to the Convention on the Tuesday afternoon, when more than 200 cream-coloured Popular Ford cars formed a 2½ miles procession through the streets of the town, along the famous promenade to St. Annes and back. The cars were driven by dealers from every part of the British Isles, the names of the towns being inscribed on the vehicles. Many thousands of cheering townsfolk and holiday-makers lined the route and aeroplanes circled overhead. Uniform in type and colour, forming a seemingly endless line, the cars moved at a steady pace between the ranks of police and spectators. It was one of the most impressive sights ever seen in Blackpool."

There was also a prize of a trip to the Mediterranean for the dealer who came up with the best slogan for displaying on the back window of the Model "Y". The winning slogan was "There is no comparison."

In 1934, Bert started a five year apprenticeship with Sarum Motors, during which time his basic wage went up to one pound a week - "but the ol' man gave us an extra five bob a week, making twenty five shillings in all." Normal working hours were now adjusted to 8 a.m. through to 6 p.m. Mind you, it cost Bert's mother £30 to get her son into an apprenticeship. It would have normally cost £40, but the boss dropped it to £30 as Bert did not qualify for a grant from the various trusts, which helped deprived boys living in Salisbury; Lover being too far from the city. Even so, thirty pounds was a lot of money in 1934. It had cost only £320 to build the Hopkins' bungalow in 1933!

Bert was to finish his apprenticeship the week before he joined the RAF in February 1940. When I visited him in Lover in September, 1989, he was working on a transparent six inch long model of a Witney bomber. He had started making the model in 1942 from some thick Perspex he had obtained from the bomb-aimer's window in a crashed U.S. Liberator bomber! It looked as though the model is nearing completion.

I digress! Six months before his seventeenth birthday, the government introduced mandatory driving tests for all drivers, so, two weeks after his birthday, in October 1935, Bert took and passed the test in one of the company's 10 h.p. Model "C" cars. As you will read in subsequent articles, this achievement, as a 17 years old apprentice, was to provide Bert with some fascinating experiences, not least of which was testing standard Model "Y"s flat out, at 75 m.p.h. down the hill past the Green Dragon on the Salisbury to Southampton road!

– issue 89, June/July 1994.

As with this present day issue, the two key events written up in issue 89 were The Enfield Pageant and the Club annual gathering – in 1994, we gathered at the Wellingborough Vehicle Preservation Society rally in Northamptonshire. The Enfield Pageant was a soggy one. The ground was so waterlogged that it felt as though we were walking on a waterbed. The ground was so heavy that some of the heavier classics came to grief, especially those with a low ground clearance. We were entertained for most of the Sunday at various attempted to extricate a Stingray out of the mire in front of the Register stand. On this, the 60th anniversary year of the launch of the Model "C", we were pleased to see Frank Croucher in his "CX" tourer, now owned by John Beaumont and Tony Eldridge in his (still) immaculate "CX" saloon. A variety of Model "Y"s were present, Kevin Briggins's short rad being the oldest (now owned by Ray Green). The furthest distance travelled was either Tim Brandon from Stonham Aspal in Suffolk, or Tony Hurst from Mayfield in East Sussex; Tony's May 1936 Tudor is now owned by Dave Hole. As was usual, Ian Buckler was displaying his market garden pick-up in with the commercials. Come 3 o'clock, just as we were about to drive round the arena, the heavens opened and the organisers called it a day.

The Wellingborough rally was quite different. Not many visitors, but a good turnout of cars on the Y&C stand, made it worthwhile. Roy Hocking was the first to arrive, followed by Paula and Sam in the Kerry from Andover, Owen and Christine Baldock from near Tonbridge in Kent in their newly refurbished Model "Y", 'Fordy'. Peter Ketchell and Kath Devine arrived towing their Model "CX" tourers followed by Reg and Jean Hunt, who had been on a shopping spree all day whilst driving from Nantwich in Cheshire in the oldest of our cars on the road (Y982). The day was made when one of the members of the public, Mark Verdier, arrived on the stand waxing over the Model "Y" Kerry tourer. He had been looking out for one for years as he said his father had owned and rallied one both pre and post war. He said its registration number was AJJ 100. Coincidentally, this was the car that had appeared at the All Ford Rally in 1989 in a poor state on the back of a trailer. The owner, regrettably, was a number plate dealer, who brought it along to identify its make. The car now belongs to Nick Pinkett in Somerset, unregistered. However the encounter with the son established the provenance of Nick's tourer. Although it was thought to be a Kerry (Terrier), closer inspection of photographs subsequently provided showed it to be bodied by Abbey Coachworks Ltd. Once again, the Model "C" owners provided a superb display to celebrate the "C"'s 60th anniversary on the Sunday. Brian and Roger Gurney, with their 1935 Tudor Model "C" and their 1937 Fordor "CX", as well as Dave Curtis and Frank Croucher in their Model "CX" tourers added to Peter Ketchell's and Kath Devine's, making a total of six 10hp 'De Luxe' in total. Other Model "Y"s present were Tony Hurst's, Kevin Briggins's, Dave Jarman's, Chris Child's and Graham Miles' van. The Chairman awarded John



# rs ago

Griffiths the Maurice Billing trophy for his work on the manufacture of spares for the Club: a fitting finale to a good gathering.

**Mark Verdier's father (Robert) and mother struggle up a hill climb in their Model "Y" Abbey, AJJ 100, in the 1950s. See also page 108 of the Y&C book.**

None of the eight new members introduced in issue 89 is in membership today, but their cars live on, all of them, less one, apparently with the same owners, whose memberships have lapsed. The one exception is BKK 325, the green and black Tudor Model "Y" which was owned by new member, Nigel Pritchett, in 1994, but now belongs to member Ian Smith in Chesterfield, Derbyshire.

During the previous two months, we were visited by Luis Cascante Davila (father of Luis Cascante Gomis, our present representative in Spain). Luis (Senior) owned a Model "C" and had been a member of the Register for many years. He was in UK as the Chairman of the Historic Committee of FIVA (Federation Internationale des Vehicules Anciens), a position he assumed after standing down as the President of FIVA in 1980, handing over the post to Lord Montagu of Beaulieu. FIVA looks after the interests of classic car owners internationally and is the body to whom FBHVC belongs (The Ford Y&C Model Register is a member of FBHVC). We were very honoured to have Luis on board as a member until his death in March 2008 at the age of 88. On his visit, he contributed a number of photographs associated with the Ford Ibérica plant, which enabled the Chairman to compose an erudite article on 'El Ford Ibérica' in issue 89, as well as adding to the Club's archive of knowledge on the Spanish production.



**Luis Cascante (Senior and Junior) with 'Forito', Luis (Junior's) Barcelona assembled 'Modelo 8' and his Y&C Register shirt! The photograph was taken in 2002.**

# Rosie the Riveter.

In the Saturday, 3rd May 2014 Daily Telegraph was an article headed 'Rosie the Riveter's US factory to be saved.' It read, "The Michigan aircraft factory where the real Rosie the Riveter worked is to be saved and will become a museum. A poster of "Rosie" was created in the 1940s to inspire women workers in the United States in the war effort. Rosie was praised by Eleanor Roosevelt, the First Lady, as an inspiration to the country, the epitome of women who left their homes to work in factories while the menfolk went to the front.

Owners of the now derelict Willow Run Bomber Plant in Ypsilanti Township, Michigan, where more than 8,000 B-24 Liberator aircraft were built, set a May 1 deadline for campaigners to raise \$8 million (£4.75 million) to save it. Fundraisers have now sealed a deal to buy the building within the next 10 days.

Never an architectural gem, the building, which later became a car plant, is pockmarked with rust and weeds grow near its entrance. At its height, the factory was turning out a bomber every hour. Even though some of the plant is still to be razed, the factory site itself will become the new Yankee Air Museum, dedicated to the efforts of Rosie and other women in the 40,000 strong workforce.

The phrase "Rosie the Riveter" emerged in a song written in 1942, recorded by a group of artists to bolster morale across the United States. Rosie, pictured in the wartime propaganda posters wearing a bandanna and with her sleeves rolled up, has since become something of a feminist icon.

However, which of the workers she was based on remains a matter of debate. Some believe she was Rose Will Monroe, who was born in Pulaski County, Kentucky, in 1920, and moved to Michigan during the war, where she worked as a riveter at the Willow Run Aircraft Factory ."

Although the image of "Rosie the Riveter" reflected the industrial work of welders and riveters during World War II, the majority of working women filled non-factory positions in every sector of the economy. What unified the experiences of these women was that they proved to themselves (and the country) that they could do a "man's job" and could do it well. In 1942, just between the months of January and July, the estimates of the proportion of jobs that would be "acceptable" for women was raised by employers from 29% to 85%.

Researching Rose Munroe further, at the age of 50, she realized her dream of flying when she obtained a pilot's license. In 1978, she crashed in her small

propeller plane when the engine failed during takeoff. The accident resulted in the loss of one kidney and the sight in her left eye, and ended her flying career. She died from kidney failure on May 31, 1997, in Clarksville, Indiana, at the age of 77.

## The Willow Run.

What wasn't mentioned in the Daily Telegraph article was that the Willow Run project was part of the huge contribution to the war effort made by the Ford Motor Company, driven by Edsel Ford and Charles Sorensen, but with the blessing of the 80 year-old Henry Ford. The suggestion that Ford should build the B-24 in bulk came from the U.S. Army Air Force, which was worried that the Consolidated Aircraft Corporation, in San Diego, could not build the plane in sufficient quantity.

A huge one-mile long single-roofed factory, designed by Ford's own in-house factory architect, Albert Kahn, was built on Henry Ford land beyond Dearborn, astride the Willow Run stream, which Henry said should not be diverted in the exercise – it ran in a concealed conduit below the building! At the time of its opening in 1942, it was the largest industrial structure under one roof in the world. Charles Sorensen used the same principles that the Ford team had devised for the hugely successful automobile assembly line at Highland Park and which took industry world-wide by storm. Imagine the thousands of components and parts,

all precision made to be interchangeable, that go to make up a Liberator bomber. The layout of the factory and the production schedules with numerous suppliers were such that, at its height, one bomber came off the production line every hour. Over 8,000 bombers came out of the Willow Run plant by the end of production.

The Willow Run factory and all the 'Rosie the Riveters' employed there were the pride of America.



**Rosie the Riveter' - the poster that inspired thousands of women to join in the war effort in the USA**



**The mile-long Willow Run factory, the largest industrial structure in the world in 1942.**



# Obituaries

## George W. Pierce. 1927 - 2014

It is with great sadness that I report the passing of George Pierce in Santa Maria, California, U.S.A. on Monday, 12th May at the age of 87. George joined the Y&C Register in June 1996 and, although we never met, he has seemed like a long term friend with his regular cheerful contributions to 'Transverse Torque'. Longer serving members will recall his contributions; mainly photographs of him and his granddaughter, Rachel, at various car shows. The last photograph we published was displayed on the back cover, in glorious colour, of issue 188, January/February 2011. It was of George driving his beautifully decorated short rad Model "Y" in the Santa Maria Christmas parade with his daughter, Sue, in the passenger seat.

On joining the club, George wrote, "When I was stationed with the U.S. air force at RAF Upper Hayford, I lived in Bicester, Oxfordshire. In November 1973 I purchased a basically sound early 1933 short radiator Model 'Y' Ford for £300 from a neighbour. The motor is the original 8 H.P. (Y30298) and was completely overhauled just before I got the car. The car was almost complete, including the engine compartment oilcan. All my spare time in 1974 and an additional £200 were then spent on a minor restoration. It was, and still is, missing the two rear shocks.

I have the original Jack, Crank Starter and owner and service manuals, which were obtained from a Ford dealer in Nepal. I overhauled the starter, generator and put new brakes on the car. Two hubs were destroyed during the brake job; one was so rusted on that I had to chisel it off and one was machined so thin in an attempt to smooth out the grooves, that it split the first time I put the brakes on hard. Replacement hubs were hard to find and expensive. The engine had an electric fuel pump, which worked well, but I removed it and reconnected the mechanical pump as original.

The body was in basically good condition. However, both running boards were rusted beyond repair, as was part of the left rear wing. I fabricated new running boards from wood without too much trouble, covering them with rubber matting and they look original. One door, which was sprung, had to be repaired and all new window channels were installed. By using the number stamped on the door handle rod, the Oxford Ford dealer found the correct key for the door lock which was missing. I also recovered the seats, kick panels, side panels and the cubby holes; and was able to find the correct hubcaps.

We did show the car at a couple of steam fairs in England before I shipped it home to California at the time of my retirement in 1975. It was purchased with the idea that a complete restoration project would be a time filler and contribute to a happy transition into retirement. A time filler it was; the restoration took 1,000 hours and about another \$3000. It was a great learning experience."

George's cheerful contributions and enthusiasm will be sorely missed. As the much-loved patriarch, our condolences go to George's family.

As can be gathered from above, the Model "Y" is very much part of the family. Being a rare car in California, it received many admiring glances on the frequent Model A club outings that George enjoyed. Sue tells me that George's son Bill, will inherit the car and Bill's son George after him! Bill lives in Las Vegas, joining ex-member Dick Sterrett and his Model "Y". Betsy.

**George with daughter, Sue and granddaughter, Rachel, on a Model A rally in December 2010. Note that George was able to retain his UK registration, AMG 448.**



## Mr W Beattie of Onchan, Isle of Man

We are sad to announce the recent death of Mr William Beattie, known as Billy.

Billy had been battling with Parkinson's disease for about 3 years. He had a fall down stairs, at home, banging his head and never recovered from the haemorrhage. He died on May 16th.

We recall that he had enjoyed using his Model Y on the Isle of Man in his retirement years. With his wife Irene he joined in the IOM tour of 2003. Travel from the island limited other club involvement.

Billy had bought his Green and black 1937 Tudor, FPF 458, in 2005 from Lester Bennett in Somerset, imported it to the Isle of Man, where it now carries the IoM registration, CMN 837. Billy was our member B1721.

## Also Eddie Parkin, of Batley - West Yorkshire

Members will be sad to hear of the passing of Eddie Parkin, - at the age of 84.

*Always active in the "old car scene" he became a member in the early 1990's on acquiring a C Model saloon. Learning of some 1930's conversions, by a prominent Ford dealership, he set about making a "replica" pickup based on the originals. The finished vehicle was subsequently, and for 15 years or so, displayed in the grand Skopos Mill Classic Car Museum in his home town. Eddie was a volunteer at the museum until the closure in 2012 and worked on the care of display vehicles many restorations. In earlier years he personally had restored, nay rescued, several classic cars. I was fortunate to meet him on several occasions - he was a colourful but modest character and will be sadly missed.*

Bob Wilkinson.

(Chris Green now owns the C Pickup (converted saloon) which Eddie had for many years.)

Also announced **Jerry Harrington of Enniskeane**, Co. Cork who passed away on 12th February 2013

And **Gerard McSweeney of Ballymakeera**, Co. Cork on 17th June. Described by Phil Denson as "Such a nice man."

# VIEWS FROM THE BACK SEAT!

The back seat of a Ford Model Y may be a pretty odd place to start writing an article for "Transverse Talk" but so it happened last week during the Purdy's "Oops a Daisy" club tour (thanks to our new Chairman, John Argent, for coming up with such a glorious title for the tour – especially since the Purdy's beloved Model Y "Daisy" did indeed have an "Ooops" moment).

Since Colin and I were giving Jean Purdy a lift back to the hotel from Loughborough I felt it only polite to offer to "go in the back". Do you ever ride in the back of your cars? It is amazingly spacious – plenty of leg and elbow room – a far cry from the very cosy front seat – when you really do need to know the driver very well indeed. Or you will after driving any distance!

So what are "Views from the Back Seat" all about? Well, at dinner one night during the tour Roger Corti mentioned that he felt a light-hearted column from and for the ladies of the club might be in order. So muggins here said "I'll write the first one". Talk about snatch your hand off! Thanks Roger, I'll be counting my fingers later. But with only a week to go before the deadline for ar-

What should the ladies' column be all about? Well I guess it has to be of the era of our old cars. So stories, music, fashion, wartime diets, and lots more no doubt as we go on? I might draw a line at knitting patterns – although if anyone has ever designed a pattern for a knitted Ford Model Y or C (not necessarily in black!), who knows.

It might not be knitted, but how about this for a very appropriate birthday cake? It was made for the club's secretary Bob Wilkinson's 70th birthday – what a stunner eh? I'm talking about the cake, Bob.

To keep the idea going of "views from the back seat" – an idea has just crossed my mind. What, in history, has gone on in the back seat of a Ford Model Y or C? Apart from the obvious, of course – OK so it's got quite a bit of leg and elbow-room but you'd have to be pretty flexible (and young!) ..... I'll leave it at that.

Did you know, though, that it is believed that the four Scottish students who stole the "Stone of Destiny" from Westminster Abbey in 1950 and took it back to Scotland,



**Dressed to kill in the naughty forties**

carried the stone in the back of one of Henry's pre-war models - probably an 8hp 8Y or 7Y – but they did manage to manhandle the estimated four hundredweight stone into the back seat, doing no end of damage to the springs no doubt. If you want to read about the adventure, I can thoroughly recommend Ian Hamilton QC's book "The Taking of the Stone of Destiny" published by Corgi Books in 1992. Ian Hamilton QC was one of the four students and his account is very readable and amusing. In October 2004, the Sidevalve Club magazine, Sidevalve News, also published an article on the adventure based on Ian's book.

Do you and your old car attend any of the many "1940's Weekends" or "Railway at War" events dressed in period costume? Please do send us your photos of you in your finest and hopefully Roger will find space to print a few from time to time. Here's one of Colin, Billy and myself at a local air display – Colin in a demob suit found in the boot of a friend's newly purchased classic car – and me in my grandmother's fur coat – which must be at least as old as the 1937 car.

For those keen knitters and dressmakers in the club, I've found an excellent website (<http://www.fab40s.co.uk>) for all kinds of knitted clothes for men, women and children from the 1940's. Just please do not ask me to make or wear the two-piece knitted swimsuit. Wartime rations did at least keep one slim.

**Chris Rowe**



ticles for Roger's first edition as new editor (thanks to Sam handing over to Roger such a thriving and readable mag) I had to start composing what I would say. Hence doing quite a bit of thinking in the back seat of "Billy".





**Will Sonia become our youngest member? Sonia is the granddaughter of Luis and Tatat Cascante of Spain, having now been introduced to 'Forito' (Little Ford) "**



