



# Transverse Torque

Issue number 211  
November - December 2014



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# Editorial.

I made an early start to this, just before I took a week off with Judy for a proper holiday without the Y, autojumbles or carnivals! Our season has been quite hectic even though we didn't get to all the shows planned, what with a sprinkling of 50th anniversaries, a nephew's wedding and much babysitting of our grandchildren. My last event was a visit to the John Mould Paradise Collection near Reading, Berks. This turned out to be a fascinating collection with hundreds of cars and commercials, mostly Fords – there were no Y's or C's or indeed any smaller Fords. My little Y was dwarfed in their car park by various A's B's etc, but still attracted much interest. Our ubiquitous Jim Miles was there in a friends car as was Neil Loran, Doug Allen and an old member Julian.

Upon my return – a round trip of ninety miles – the old problem of fuel vaporisation occurred just as I was backing into the garage. It had been a hot day and I'd stopped the engine to open the garage doors. A short wait and wet cloth applied to the fuel pipes soon rectified this and got me re-started.

Being my third edition, I feel more confident now in the post and have not received any significant criticism so I imagine most members are content with my minor changes, but I would stress that more articles are always required and I like to have a few in hand just in case. (If yours doesn't appear in this edition, it'll probably make the next!) Please think over how you can



**Jim Miles considering this new Harley Davidson - personalised number plate included"**

contribute – from one photo (new or old), one anecdote, one 'How to', one event report, one 'seen at' or even 'Please help me'.

Whilst out recently at Marlow Carnival with my local Uxbridge Classic Vehicle Club, I happened to talk to Charles Webb, an elderly gentleman who currently owns an MG

**The Ford Y & C Model Register**

Magnette and an old Singer and he spoke of, and offered some old Ford tools he had and no longer used. I have collected them with our thanks and the club now have another Spring spreader, Hub Puller and a Clutch aligning tool for anyone to use.

At that show there was another Y belonging to Mo Croxon. I rarely see any other Y's so was very pleased to make his acquaintance and compare notes. He's had this Y - APP 625 - for forty years, although it had been off road for some time. Coming up to retirement he had got it out and was also planning the reconstruction of a Y van that was still in bits that was purchased thirty years ago. Talking to him about the club



and its benefits has persuaded Mo to re-join the Register and even purchase a copy of Sam's book!

I'm trying hard to think of suitable Christmas presents before my kinfolk ask me what I want! Choosing presents for self or others gets more problematic each passing year - I guess most of you would agree? A suggestion would be Sam Robert's book - "Henry's Fords for Europe" - it may be an option for some of you, so drop some hints!

Now back from a week in Madeira – a well deserved break that we 'took over' from a couple of friends at the last moment as the husband was called into hospital urgently - and I managed to make email contact with member Herberto Mendes who lived close to our hotel. It was unfortunate though as he was visiting the mainland and we were thus unable to meet up or for me to see his Ford Y. Had I known earlier of the holiday, I would have offered to take some parts out if needed. Perhaps next year? Herberto's Y must be strongly built and have exceptional engine and brakes to deal with their roads. Many surfaces are cobbled still, the bends and curves tight, the roads narrow and the hills so steep. Barely a level road anywhere. I'm sure my Y and my nerves could not cope!

French Connection - Michel Aubrey has emailed me with a set of photographs of his fine car – one of which has made the front

cover. The rest are placed on the Forum.

Recently Michel was having trouble with his starter motor switch and also the carbon brushes therein and as luck would have it, I had spare ones that I was able to send out, enabling him to take part in a couple of important local events. One of these was 'Patrimony Day' when in September each year, many castles, factories, museums and important places open their doors for visits, for free or low price, that are normally closed to visitors.

Michel lives in the Loire Valley; near Amboise, Blois, Rigny Usse, Azay le Rideau and Chambord. He says it would be a pleasure to meet members visiting his country. That might make an interesting tour...

Early it may be, but I do wish you all a happy Christmas and New Year – may all your renovations go well.

## Hands-on at Stoneleigh



I managed to get to the Stoneleigh Restoration Show up near Warwick, picking up some useful Autojumble including a set of stud removers, enamel paint, wire brushes and a few spare parts. Here I met our Andy Bailey assisting on the FSOC stand watching and helping with the dismantling of an engine. Also met there was Michael Leete. Rumour was a certain Geoff Dee was also there, but not seen. I guess in a few weeks I'll be bumping into many more of you at the NEC. Our club have a stand for the 3-day event, so make sure you pay a visit, meet the die-hards and sign the visitors book. See the advert for a code to buy your ticket at reduced prices.

Please have a think about taking a role as a regional Contact. Positions vacant are:

- 01 - Devon/Cornwall,
- 02 -Somersert/Avon/Wilts/Glos,
- 12 -Leics/Northants/Cambs

Regional contacts provide worthy services in their local areas, arranging activities, tours and events to suit local needs.

# Chairman's Report

The weeks seemed to have flashed by and I suddenly realised it was time for my article to go to Roger.

Carol and I went up to Cromer for the Sheringham 1940's weekend - organised again by Jo and Roger Hanslip. We had a most enjoyable time and I must thank them both again on behalf of the Club for all the work that they put in to ensure that everyone had a good time.

My Y did not behave itself at all and it took a replacement petrol pump and carburettor to be fitted to stop it breaking down every few miles. Fortunately for me we travelled up with Graham and Margaret Miles, who luckily carry lots of spare parts. I would have won the most 'breakdowns' completion by a mile. I am glad to report that all is well now.

I was delighted to hear that the first Club Workshop was a great success. This is a new venture where we hope to provide members with some basic mechanical knowledge about our vehicles. [Some of us are in great need of this event John!] I look forward to hearing about the day in detail and would like to thank Peter Ketchell and Roger Hanslip for their organisation and also Bob Jarvis for providing his workshop facilities. I believe some nice young ladies laid on some excellent food - I wish I had been able to come along.

It is somewhat alarming that I already must wish all Club members the compliments of the Season. Have a great Christmas and I wish you all a healthy, happy and of course prosperous 2015.

## SECRETARY'S RAMBLINGS.

Autumn is upon us and winter draws nearer with those dark nights. Just the time to plan to buy the club parts you need to get your car in better fettle for next year. At one time our cars rarely saw daylight in winter. There is no need now, what with continuous insurance and free tax, to stand up the old Ford over winter. Do try to get out and about on those fine, if cold, sunny winter days. We could do with some seasonal pictures in the magazine. [In the snow would be good - Ed.]

Carter and colleagues in the FBHVC. We, and future classic owners, are grateful. The administration surrounding the demise of the "tax disc" is causing some consternation and FBHVC are not happy that DVLA has thought through the implications of this money saving step, (no paper) for those buying and selling a car. Space here does not allow lengthy explanation, and there has been good coverage in the classic press. If you are buying or selling and need guidance, please give me a call.

**Y & C Committee:** Your committee met a few days ago and discussed a range of issues to ensure services to members are maintained and developed. Tours in 2015 and 2016 were on the agenda - next issue will carry more details. Club finances always come under close scrutiny and general cost increases, including postal rates on the club magazine are biting into our balances. It is nearly 10 years since our present annual subscription rate was set and we may have to look closely at an increase or reduce our services to members. It is vital to maintain a healthy balance to provide new parts, and replace existing stocks. No one else will do this for us with any guarantees for the future. We are fortunate in having a dedicated committee to address these issues.

**Ivor Bryant:** Our man in the West Country, Club Regional Contact Ivor Bryant, is relinquishing his post. Ivor has been a stalwart of our club, and the FSOC, for many years giving support and advice to members in his patch. He has also flown the club flag (literally) at events in the West Country for around 20 years and members will wish to thank him. Ivor has sold his CX saloon, has no "club cars" and with limited garage space is concentrating on later classics. Thanks and happy motoring Ivor.

**Tour 2015:** Graham Miles outlined some suggestions for a tour into northern France and invited feedback from members. It is some years since we embarked on a tour across the Channel and it may be a good time to offer this type of club tour again. Recent tours have had one centre as base but a tour involving more distance will suit many members. I have given Graham contact details for a Nordist Fordist Tour weekend in September 2015 (which we could extend) to which we have been invited to attend. The tour embraces Fords over 30 years old, so the group will be an interesting mix of cars and owners. Graham may have news in this issue.

**Electronic copies of club literature:** Thanks to the efforts of Christine Baldock, the process of storing back issues of Transverse Torque onto DVD is under way. However, looking to the future we need to transfer various club books - Model Y & C Handbooks, Parts Catalogues etc- onto DVD as getting hard copies printed again

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**FBHVC:** I attended the FBHVC - AGM and Conference in mid - October at which came more details of the apprenticeships in classic vehicle skills that are now running. This much-needed initiative has been pushed by the FBHVC to provide a skilled workforce to look after our vehicles in the future. Many current workers in the classic car scene are rapidly approaching retirement so it is vital that this gap is filled for the future of our hobby and heritage. Government funding, along with company sponsorship, has launched the scheme that should hopefully spread over coming years. One cannot underestimate the scale of this achievement by Karl

### Diary Date

**Please note down in your diaries that the final copy date for edition 212, Jan/Feb, will be earlier than usual because of Christmas Printer arrangements. Copy should be submitted by Friday 19th December please to allow us time to complete for the New Year. Anything, anyway, anyhow, anysize will be appreciated.**

### Covers

#### Front Cover:

**"Short Rad belonging to Michel Aubrey on his way to win a prize in Joue les Tours - Elegant Concours"**

#### Back Cover:

**A 1937 Eifel Tudor limousine and cabriolet-limousine in Sweden. Note the wire wheels on the limousine.**

would be too costly and given the increasing use of computers by members. Have you the necessary skills, and could you help with that task? If so, contact me.

**Club Aims and Objectives:** I have been asked to remind members regarding the aims of our club as set out in our well-established constitution. You will recall reading this when you joined the club. I pick out the following:

(iii) To support members in their intentions to keep, or restore as appropriate, the vehicles as far as is practicable in a condition comparable with that when produced.

Point 3 above raises questions about what is an acceptable alteration / modification. Euro wide discussions at present are looking into modified vehicles and compatibility with Historic status. Our view is that the following are acceptable on grounds of safety and greater user comfort in modern traffic conditions: Upgrade from 8hp. to 10hp. engine in Model Y. Fitting flashing indicators.

Conversion to 12 volt system to improve lighting for night driving.

Fitting later style shock absorbers / dampers.

None of the above materially affects the appearance of our cars and as such maintain levels of acceptable modification. I am advised that such alterations would not contravene the regulations being formulated to cover modified vehicles. Our club does not offer membership to street-rodgers etc. – much as we might admire the engineering and craftsmanship – as we cannot supply parts for these cars. Any views on this topic would be welcome.

**Club Workshop:** Pete Ketchell and Roger Hanslip ran the first club workshop a couple of weeks ago with great success. We had perceived the need to run basic workshops to help newer owners who may not have the mechanical background needed to run an older car. Modern vehicles are not easy to work on and current generations are less DIY involved..... how much do we do on our modern cars? Hence the need for some basic tuition. A report on the day is included in this issue. Feedback on the day has been good and the committee is looking to extend this venture to other parts of the country and also looking at the possibility of running more in-depth workshops. Contact me or Peter Ketchell with your thoughts on finding facilities in your region.

**NEC Classic Car Show:** Thanks again to the efforts, mainly, of Geoff Salminen and Geoff Dee we will have our usual stand at the NEC (Non. 14-16).... maybe just in time for you to arrange to go. [See advert for price reduction codes] Geoff & Geoff have been organising our stand for around 20 years.... an amazing and demanding job. Fewer early cars are represented at the show and our club has flown the flag well at this show. Geoff (Region 11 Contact) is always seeking extra help so if you can help in future years, please contact him particularly if you live in the midlands.

**The Ford Y & C Model Register**

## Bob's Joke Corner.

I have no note as to who sent me this joke to share with you. Beware....

### *The First Apple.*

A woman ran through a red traffic light and crashed into a man's car. Both of their cars are demolished but amazingly neither of them was hurt.

After they crawled out of their cars, the woman said; "Wow, just look at our cars! There's nothing left, but fortunately we are unhurt. This must be a sign from God that we should meet and be friends and live together in peace for the rest of our days."

The man replied, "I agree with you completely. This must be a sign from God!"

The woman continued, "And look at this, here's another miracle. My car is completely demolished, but my bottle of wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune." Then she hands the bottle to the man.

The man nods his head in agreement, opens it, drinks half the bottle and then hands it back to the woman.

The woman takes the bottle, immediately puts the cap back on, and hands it back to the man.

The man asks, "Aren't you having any?"

She replies, "Nah. I think I'll just wait for the police."

Adam ate the first apple, too!

Men will never learn!!

*Please send me your favourite one to share with us.*

**Bob Wilkinson.**

## Parts Report

Once again it's been a quiet time it has given us time to think. You may have noticed the new paragraph on the Parts for Sale List, with respect to the sale of second-hand or pre-used parts, as these are usually supplied by members the Register cannot accept responsibility for these items.

I have been looking into our procurement procedures, as a Limited Company we need to develop systems to assist us in the use of internal controls to satisfy any external audit. These internal controls are essential for us to meet our legal duties and safeguard our assets, manage our finances, keep adequate records and prepare timely and relevant financial information. This will include raising purchasing requisitions, preparation of drawings and specifications, an invoicing system, stock control and invoice payment. It is up to us to ensure the Registers assets are properly used, the funds are spent effectively and the finances are well managed. After all it is your money that we are spending and we should all be fully accountable for what we spend and what we spend it on.

By the time you read this I will be sunning myself in the Caribbean, and, it's not financed from the profits from the sale of spares!

Peter Ketchell  
Spares Officer.



# Y & C Register Workshop.

The first workshop on basic skills was held at The Old Pump House Garage in Adderbury on Saturday 18 October 2014, and ten people attended from far-flung parts for the event.

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

With the ending of MOT's on our cars, the committee had concerns that some members relied on the test to assess their cars safety. The content of the workshop concentrated on this aspect of our cars. With indications of what to look for on wheels and tyres, play on the steering, wear in the braking system and practical demonstrations on changing wheel bearings, setting up brakes and solutions to a range of problems brought by some of the attendees.

The Workshop was enhanced by the loan two 1936 Model 'Y' saloons, one of which was complete and in regular use. The other was part way through restoration, which presented an opportunity for attendees to see and share a fellow member's efforts to overcome the usual variety of problems. Our grateful thanks to Colin and Robert for the use of their cars.

I had a few reservations initially, when only one member had applied to come on the workshop, but in the end we finish up with the maximum number for the space available. I apologise to the members who asked to attend the workshop in the week leading up to it, there will be another similar workshop next year and an additional one on fault finding and running repairs, I don't think it will be called that but you get the drift.

I would like to thank Robert for providing the facilities and acting as host, Lorraine, Penny and Sue for the never-ending supply of food and drink, I asked to cater for 15 people and I am sure there was enough food for 25, Colin and Robert for the use of their cars and Roger for his enormous input to the workshop.

It only leave me to say a big thank you to all the attendees, from your comments it seems you had an excellent experience and the workshop was very successful, it gives me confidence that we are in a good situation to repeat the workshop next year.

**Peter Ketchell.**

## Edwina - ED 7432

*Robin Jager, a recent new member, writes in:*

When I left school in 1958 my all-consuming passion in life, even to the exclusion of girls, was Austin 7's and Ford Pops, which were what my mum used to run. Before long I was heavily involved with trials cars, which then were mainly Ford sidevalve-engined Cannons, and indeed have competed nationally in the sport for 55 years, retiring finally this September. The Cannon trials cars used the Model Y front axle with Morris 8 stubs and wheels, so that fact, together with a craze for building Ford specials in the fifties and sixties, was responsible for the cannibalising of countless Model 'Y's, hence their comparative rarity today. My own Model Y is a short rad version first registered in February 1933. Its second owner was Jim Gibson who bought it in around 1952, and was a blacksmith in Windermere and who I knew well latterly until his death 12 years ago. He sold it to David Cheeseman, a poultry farmer near Kendal, in the early 70s who then proceeded to fully restore the car, after which ED7432 spent the next 35 years or so tucked away in a barn, going nowhere.

*[Our Archivist notes that during this period, it was lent out to a museum – he saw it in 1995 at the "Yesteryear" exhibition at the Stapeley Water Gardens, near Nantwich and it was returned in 1999]*

David Cheeseman was an avid car restorer and when he sadly passed away last year in his mid 80s there was an impressive fleet of restored cars including an XK120, an XK150, MK2 Jags and a Daimler SP250 plus a Triumph Stag, 9 or 10 cars in total. His widow Olive was advised to put them all up for auction, and I only came to hear of the Model Y because a friend of mine was brought in to get them all running so at least they could be driven on to the transporter. The Model Y was the last to emerge from the barn, on flat tyres and covered in cobwebs and bird muck. I was so lucky to be able to buy it from Olive, particularly as she wanted it to remain local before the auctioneers could spirit it away to Beaulieu along with the rest of the collection.

Edwina, as she is now called, is running like a sewing machine (a vintage Singer!) stops pretty well considering and is immaculate throughout; this coming weekend she is performing a wedding car function. The mileage is still only 39,000, which I believe to be correct since I am only the fourth owner and in the last 40 years has done no mileage. My wife Sue and I belong to the Lakeland Historic Car Club and we already have a 1962 Triumph special, and Edwina has already attracted much admiration from the Club members.

We are really keen to make contact with other Model Y owners but know of none in our neck of the woods.

*[There are four or five nearby in the Cumbrian area – Ed]*

**Hopefully this article will produce some response. We already have marked our calendar for the 2015 Gaydon meeting and really look forward to meeting other Model Y and C members. [Make contact via Editor]**



**Good-looker with On-lookers**

# News of new members

Prepared by Mike Malyon 24th October 2014

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 3 new members

Mo Croxon	Co802	Marlow Buckinghamshire
Robin Jager	J1701	Kendal Cumbria
Ron Lewis	Lo802	Milton Keynes Buckinghamshire

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

**Mo Croxon** has a black, 1934 Tudor first registered 17th June of that year. It carries the registration number APP 625, chassis number Y65826 and Briggs body number 167/5194. The vehicle was purchased forty years ago in boxes. Mo met Roger Corti, our Editor, at Marlow carnival, where Roger used gentle persuasion to get Mo on board!! [Mo has a Y van to complete as well] As the car is on the road, we hope you have many hours of enjoyment driving your "Y" and a very warm welcome to the Club.

**Robin Jager**- we extend a warm welcome to Robin who has joined the Club. He has recently purchased ED 7432, a blue/black Tudor, from the estate of the late David Cheeseman. The chassis number is Y11102 and Briggs body number 135/8752. It was first registered on the second of February 1933. As the car is on the road we hope you enjoy many happy hours of motoring in your "Y". [Featured on previous page]

**Ron Lewis** is the owner of PV 4403, a 1938 green/black Tudor, first registered 31st December of that year. The chassis number is Y194061 and the Briggs body number 165/71521. The car was featured in "member's cars" – issue 133 of Transverse Torque. The car is on the road with a few jobs to be done as the car stood for six years. We hope you enjoy motor-

ing in your "Y" and a very warm welcome to the Club. [Ron has promised to do a continuation of the car's history once he's been through the pile of documents that came with the car! – We await with keen anticipation!]



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.

I can't believe it is nearly the festive season again so I would like to take this opportunity of wishing everyone a Happy Christmas.

**Mike Malyon Membership Officer**

## Photographic finds.



Lune Street, Preston, Lancashire, May 1937. A view from Fishergate looking towards the Public Hall, beyond the Model "Y" Macfisheries van. The van is well off its home turf with a March 1937 Surrey registration. Note the post-production additional oval windows. The street decorations are in place for the Coronation of King George VI on 12th May 1937. The parked Tudor Model "Y" has an April 1936 Lancashire registration. Image courtesy Karl Dillon.

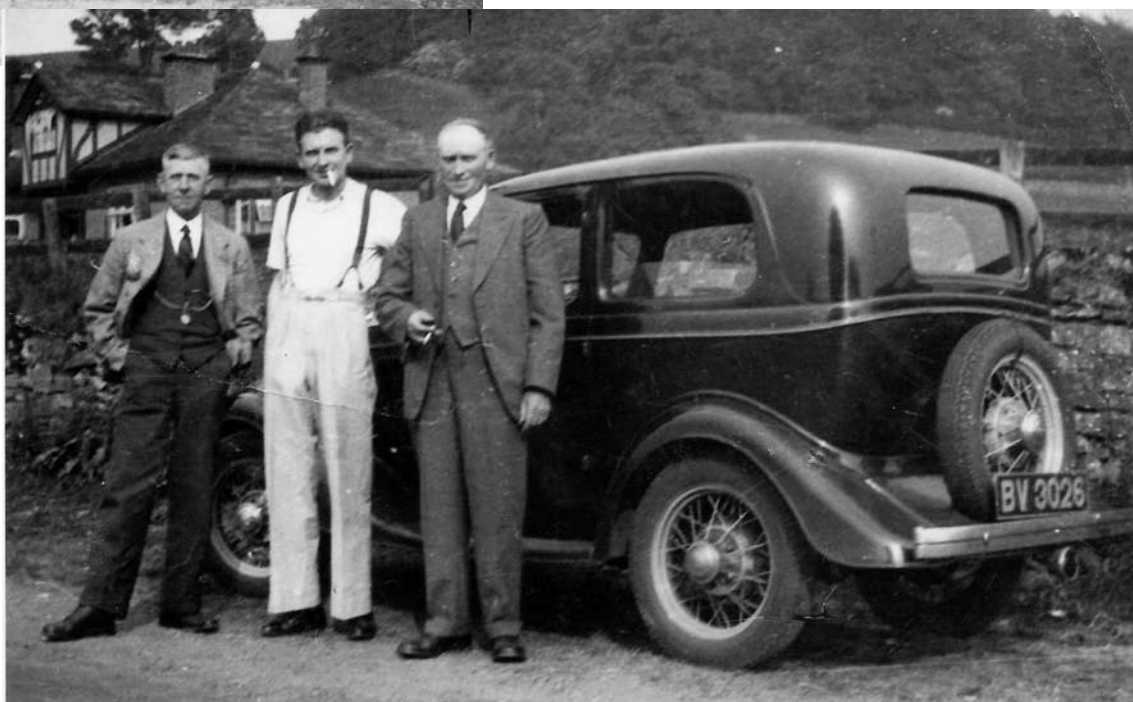




A post-war family outing, complete with pram anchored onto front headlamps and rear door handles. The Fordor Model "CX" was registered DPF 664, a December 1935 Surrey registration.



Three gentlemen demonstrating various forms of sartorial elegance beside their 1934 Blackburn, Lancashire-registered, Tudor Model "Y".



Severalls Hospital was opened as a psychiatric institution (lunatic asylum) in Boxted Road, Colchester, Essex, in 1903. It closed in 1997. Here we see a couple of lads in Culver Street preparing an entry for the 1963 annual fête. The Tudor is a March 1937 Essex registered Model "Y".



# Archivist Notes.

## Electrical Test Set Instructions.

Bob Brown has donated a copy of the 'Ford Laboratory Test Set Instructions' issue by the Facilities School – Dept S6 in September 1947. Having described the various components of the test set; the Master Meter, Group of Leads, Wander Plug, Interrupter Breaker Points, inbuilt Battery and the following gauges; Compression Gauge, Vacuum Gauge and Oil Pressure Gauge, the instructions describe tests for the electrical components of British Ford cars; 8 & 10 H.P. Models, other 4-Cylinder Models and V8 Models. The Lincoln Zephyr (V8) and Lincoln V-12 as well as the W.O.T.s (War Office Trucks) peculiarities are also covered.

*Our thanks to Bob for adding these instructions to the Club archive.*

## Motor Vehicle Mechanism.

We already hold a set of the Ford Motor Company, Facilities Department, series of instructional booklets from 1942: Vol.1 The Engine, Vol.2 Transmission, Vol. 3 The Electrical System, Vol. 4 Brakes, Steering and Suspension and Vol.5 The Fuel System. These are all in the 3rd Edition series. We have now received, with thanks, a copy of the 4th Edition of Vol.1. It is assumed that these booklets were reference handbooks for boys in the Trade School, the Ford Scholars and for dealers on request.

## Where is it?

Non-member Tony Hudson emailed, "I have recently discovered in some old effects a photo of me sitting in my uncles Ford which I believe is a Y type [Ugh !!]. The photo was taken when I was about four years old, some 65 years ago. The car probably does not exist any more but if it does then there is always the possibility that you have it on your register and I would be grateful to receive any information regarding this car, if its whereabouts are known."

Regrettably, we do not know of this car and presume that it has long gone to that scrap yard in the sky. CGU 64 was registered in London in September 1935.

The ever-vigilant Robin McCullagh, member of the Irish Vintage and Veteran Car Club of Ireland and Friend of the Y&C Register, spotted a couple of items of interest. Firstly, in the April issue of the 'Irish Vintage Scene' appeared a couple of photographs of the remains of a blue Fordor Model "Y" under a collapsed garage roof in Co. Dublin. The report indicated that the car has since been scrapped. Seeing a blue Fordor in the south of Ireland is unusual as only black Tudors were assembled in the Cork plant of Henry Ford & Son Ltd. It must have been an import from north of the border.

Of greater interest was an advertisement for a Model "Y" Smithfield tourer, which appeared in the 1935 Pheonix Park car race programme. At long last we have a picture showing the body design of the Smithfield, previous advertisements being excessively blurred. I am pleased to say that the body line is the same as that on the only known surviving Smithfield tourer, owned by Rob Klinkert in Tintern in the Wye valley. Rob has recently rejoined the Club having now retired from his garage. I hope he is seriously thinking of starting the restoration of the

Smithfield.

## E.D. Abbott Ltd.

We know of only one surviving Abbott coachbuilt Model "Y" tourer and that is waiting restoration in Cambridgeshire. Len Huff, who runs the Abbott's of Farnham Register, sent in a photograph of the coachbuilder's plate which sat on the door sills **The E.D. Abbott coachbuilder's plate which sat on top of the door sills of their cars. of their cars.**



Hopefully another member, Andrew Carter, will be sufficiently enthused to start the restoration.



**Tony Hudson, aged 4, in his uncle's Model "Y", CGU 64, in 1949. We have no record of this car surviving.**

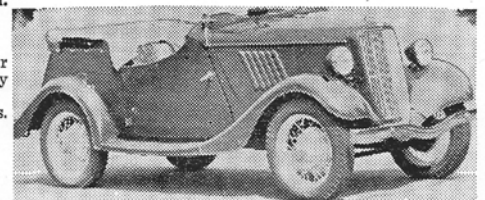
**At long last we have a complete photograph of the Smithfield tourer showing the body lines atop the doors. Hopefully this will spur Rob Klinkert into starting the restoration of the only known survivor.**

## Have you seen the 8 h.p. Ford Sports Model ?

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**Lancaster Insurance at NEC. Our Club as usual will be in action at the NEC on the 14th-16th November. The stand being set up by our Geoff Salminen and Geoff Dee with the help of other members. Please support them by visiting and enjoying the 'Show'. Discounts are available to members – see advert for details – by phoning and quoting the reference. Our club benefits and you save £5 on entrance price.**

## Events 2014

14/16th Nov.	Lancaster Insurance Classic Motor Show NEC Birmingham	Geoff Salminen 0121 427 2189
13th December	Y&C Register Christmas dinner Red Lion, Adderbury, Nr. Banbury	Colin French 01295 262707
<b>Events 2015</b>		
8th February	Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
12th April	36th Annual General Meeting Village Hall, Willoughby, 2 pm.	Bob Wilkinson 01832 734463
19th July	The Old Ford Rally – Gaydon Gaydon Heritage Centre	Bob Wilkinson 01832 734463

**Would members please advise the editor of any new events for inclusion or changes.**

# 1940s Weekend in North Norfolk

Another fabulous mid September weekend in Holt and Sheringham was organised by Jo and Roger Hanslip, and enjoyed by more than 30 members and friends, many of whom were resplendent in various period costumes throughout the weekend. The usual mix of old Fords was enhanced by a lovely black mid 30s Hillman Minx and the now familiar and 'ready for action' Series I Land Rover Recovery Vehicle of David and Margaret.

Mike and Elsie Malyon arrived late on Friday evening after a long and difficult journey from some foreign country up in the North West, the lateness was probably just a ploy to avoid his round at the bar (again)! After a sound night's sleep, Mike spent about 5 hours searching for the keys of the 'Y' and to cap it all, after Saturday night's concert left his wallet behind. Since the hotel staff could find no money in it (no surprise there?), they sent it back by special taxi.

Sheringham was decorated everywhere in its wartime glory, and packed with visitors as usual. The atmosphere had to be seen to be believed, with happiness evident on everyone's faces, and the daily line-up of old cars at Holt railway station was just wonderful. Parking would have been completed in half the time without the Dad's Army veteran who didn't know his left from his right, and ended up just waving his cane at everyone, but that simply added to the fun of the occasion.

The Andrews Sisters were the undoubted stars at the Saturday night show at The Links, but the star expressions of the night were quite definitely on the faces of those who had chosen the vegetarian option for dinner, when they found that their stuffed cabbage leaves were stuffed with ..... just yet more cabbage!



There was a great mix of steam engines on the railway throughout the weekend and every carriage was full on both days with great entertainment resulting. One trip was most memorable when Jim's missus felt it necessary to apologise to strangers in the compartment for the somewhat unusual behaviour of certain Oxfordshire members, who weren't aware that cross-dressing was breaking the code on the M&GNR. She's a Sharpe one, that Joan!



One member voiced the major complaint that there was far too much tempting stuff for sale during the weekend, with some of us almost needing a trailer to carry back the new furs and clothes. There will certainly be some well-dressed members at next year's event.

There was a disturbance late on Sunday night when it seems that Penny escorted several ladies (who really should have known better) to various bedrooms showing her unique way of measuring the width of each of the beds. Don't ask, chaps, it's better that way!

After the Last Supper on Sunday night, Chairman John Argent echoed all our thoughts in expressing appreciation for the huge efforts of Jo and Roger on our behalf. Members present were each given a lovely gift by Jo and Roger, who were themselves then presented with small gifts to wreck their diets and sobriety, purchased with donations from those on the trip. Oh, and the final presentation was to the long-suffering Mr. Malyon. Roger had managed to get a long length of strong steel chain on which Mike could keep his car keys (or perhaps for use in one of those special dances which seem to occur in North Wales at night in the woods).

Long may these wonderful 1940s weekends continue. Bring on next year!!



**Colin French.**



# Basics Workshop in Adderbury

(An insider's report)

The first workshop of this type was held at The Old Pump House Garage in Adderbury on Saturday 18 October 2014, and was attended by members and friends who had travelled from far and wide.

Photo: 2

Demonstrators on the day were Peter Ketchell and Roger Hanslip, with occasional support from Robert Jarvis, Colin Rowe and Graham Miles. Major topics covered were Wheels and Tyres, Brakes, Steering, Wheel Bearings and Tracking, and members were able to see demonstrations of these operations on two 1936 Model Y Tudors. CNN 125, the ex Sam Roberts car currently owned by Robert and Lorraine Jarvis, is complete, on-the-road and in regular use, whereas BOD 978, the car owned by Colin French and Penny Stevens, was shown in half-restored form without doors, floorboards, windscreen, seats, front and rear wings, side windows etc, but was complete under the (missing) bonnet.

Lorraine and Penny presented coffee, tea and biscuits as members arrived around 9.30am, followed by elevenses and later a superb buffet lunch and fresh fruit. Lovely cakes had been made by Sue, Robert's Office Administrator, for afternoon tea. The official photographer on the day was Bob Wilkinson, which was probably the organiser's way of ensuring that Bob wasn't involved in showing visiting members how to fit new wheel bearings! Apparently he has history?

Members took many photographs and made copious notes throughout the day, before leaving at around 4pm. The feedback has since been extremely positive. [See below – Ed] Everyone seemed to enjoy the day and felt that it had been a really worthwhile experience. In the event of a breakdown, however, after a quick straw poll, members unanimously advised Peter Purdy simply to call a breakdown truck and then a garage, advising Peter that the most important tool in his box might just be his mobile phone!

Others attending were Richard Crabtree, Ron Lewis, Rod Viveash (with his lovely green 'Y' Pickup and accompanied by friend Dilwyn James), Bob Brown, Mike Murphy, Sean Ring and Colin French.

Our appreciation went to Robert Jarvis for kindly making his Pump House Garage facilities available to us for the day. Our thanks also went to those members and friends who had travelled so far to make the day successful and so much fun.

One very important lesson was learned during the day; If you believe that your Model 'Y', after hundreds of hours of hard restoration work, blood, sweat and tears, is near course, under no circumstances let Roger Hanslip or Peter Ketchell anywhere near it. They will soon put you right!

**Colin French**



## Feedback received.

*First all a big thank you to Robert for providing the facilities for the day at Adderbury and for the continuous supply of hot drinks and the lunch, although I'm sure Lorraine and Penny must take the credit for most of that.*

*I saw things on Model Y's that I'd never seen before and hope I never have to see again. However, it did give me an insight into how things are linked together and how they work. Thank goodness I know people who understand these things. I found it useful in that I can now name the parts rather than 'that thingy under there'.*

*"I felt the whole exercise was most worthwhile as in addition to the focus on brakes and steering the group was able to share experience and knowledge about a host of other things to do with the cars. As a suggestion for the basis of a future workshop I would like to see if there is any support for a practical session on what to work through in the event of a breakdown on the side of the road." All in all boys, a really good day, many thanks.*

**Peter Purdy**

*I attended the Y&C Basics Workshop yesterday at the Pump House Garage.*

*Having only bought my Y at the end of August, and knowing absolutely nothing about them, the timing could not have been better for me. Peter Ketchell and Roger Hanslip did an superb job of showing us the quirks of the Y – especially the braking system!*



*Several other officers and long established*

*members of the club were there, and everyone was happy to help us less knowledgeable souls about anything and everything to do with this lovely little car. Robert Jarvis allowed free rein of his premises and his car. We also had excellent food provided by the ladies present.*

*All in all, it was a very useful and enjoyable day for me – thank you to everyone involved.*

**Ron Lewis**

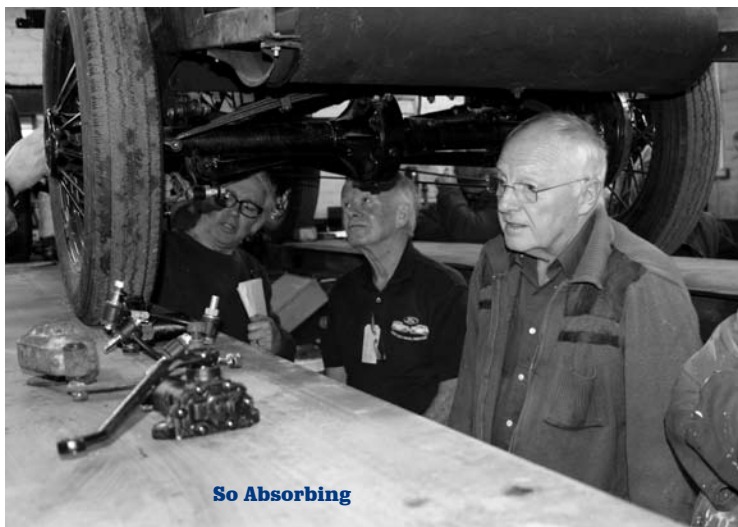
A brief note of thanks to all concerned, and not forgetting the ladies, for an excellent day yesterday. Although it was quite a long haul for me it was well worth the effort and as always with such events I learned a lot. The section on the brakes being of particular interest.

It was very generous of Robert to act as our host for the day and to be present in a garage which knows how to maintain and service elderly motor cars. Regrettably they are fast becoming few and far between and unless the 'computer' can tell them what to do they do not have a clue. Please pass on my thanks to all concerned.

**Richard Crabtree**

Thank you for a most enjoyable day on the 18th, I certainly picked up a lot of useful tips on the maintenance of our cars. Rob and his family and friends made us so welcome; the Pump House Garage was a superb venue for the day.

The food was totally unexpected in the amount and quality, once again Rob and his family excelled. I would like to thank



So Absorbing

all the club members who gave up their valuable Saturday to demonstrate basics on the car maintenance, thank you.

**Mike Murphy.**

## Forum Conversations

### For Sale.

1933 Short-Rad Model Y 2dr. saloon for restoration (Y2793). Sound car but needs some restoration to paint-work, electrics, interior etc. Unused for several years so tyres & brakes need attention. Offers on £2750. More details Tel: 01332872005 (Non-member, Derby area).

CX Parts: Full set of doors for a CX 4 door. All straight but in need of repair. Including some glass and winding gear. Bonnet, radiator grille, osf wing, osr wing, hub caps, steering column and wheel, top door hinge, pair of headlights, pair of axles, new king pins, new track rod ends, gearboxes, engines for rebuilding. Handbrake lever for a model Y, Front seats for a 103e, Spare wheel cover for a 7Y.

Tel: 01454 411028 (Member-Bristol).

August 1936 Ford "CX" tourer (C49148). Good wings and doors. Body tub thin in places. Engine non-runner. Brakes do not work. Mostly complete - bumpers, lights, etc. Seats poor. Any questions please ask. Asking £2500, but will swap or p/x cash up or down for Pop/Anglia, 103E, 7Y, 7W, old Ford Y - anything considered. (Non-Member) Richard Hudson. Tel. 01757 618467 (Drax, North Yorkshire)

**Q. In Transverse Torque #206, page 25, an article discusses the difficulty of fitting a new ball joint bush. I have discovered that the bush in my vehicle has perished. Has anyone attempted this replacement and have suggestions for the car owner to aid in this home garage procedure?**

See part R3 on the spares listing. If you can't wait for one to be imported from UK, a squash ball (hardest grade) will do the job. With a dollop of grease on the ball and patience, the bush slips over the ball

How right you were. The new bush went on so easily, with a dollop of grease, that I thought I had the wrong size bush. So much for having it done by a Ford dealership.

**Talk.** hi all - just joined this forum I'm Richie from Garn Motorcycles, Pontypool This is the car in France last week - hope everyone is loving the summer so far

A really nice photo there. Well done on your nearly 1100 mile trip. I only did 550 on our Midlands tour. Do you know you can have your own album here on the Forum? Go to 'photos' and add album, select photos and pics for all of us to enjoy. Best use your registration number as album title. (This was done - See his album AAS 573 on the Forum. 29 fine photos there.

**Q. Can somebody tell me how to remove the ignition switch of a Y-dashoard without making distortion?**

I've never seen a Bakelite dashboard like yours, so removing the switch is beyond my experience. I hope there are more knowledgeable members who can help.

If it's like the switch in the later models there are 2 screws in the back into nuts set in the Bakelite

**Q. Anybody know the fix for serious clutch judder on a 1936 Y. Just bought one and it would be good to fix!**

Hi first remove the gearbox then the clutch pressure plate and clutch plate, inspect pressure plate and clutch plate, making sure there are no broken springs in the pressure plate no oil on clutch plate. If there is, then fit new clutch assembly. Check gearbox rubber mounting gearbox tie rods, and engine mountings, there are a few more things that can cause judder, excessive play in the transmission and rear axle. Hope that helps best of luck.

It could be oil on the clutch plate. And/Or - Change the gearbox mount.



Fitted to glove compartment, speaker below to keep feet warm.

Note: This subject was covered by Sam Roberts in "20 Years ago" feature in the last issue.

Photos of the inside of the early shock absorbers were added as well as advice on making sure correct hydraulic oil was used to fill them. Often suitable oil is available from Motorcycle shops.

There was also an ongoing conversation on the original Ford Radios fitted as an extra. It appears it might have been made by Lissen. Further instalments hopefully next edition.

Many photos were added also including those of the latest parts as available from our Spares Dept. See "Stores Spares" album

# Technical Advice

## **Nigel Stennet-Cox is pleased to respond to technical queries as seen below:**

*"I bought my Y a few weeks ago, and immediately joined the club. I would value your advice on a couple of points please:*

*My front offside brake locks up – particularly entertaining at over 30 mph as it tries to veer into oncoming traffic! Car does pull up though, but not exactly like my Lexus!! I have jacked up that side, removed the wheel/hub, and have discovered that the shoes are almost down to the rivets and contaminated by grease on the bottom. Everything else looks fine to my novice eyes, so I cleaned up the hub/shoes and tried out on road. It was a little better, but got much worse once I had gone about 5 miles. This makes me think that it is an isolated problem – almost certainly down to worn shoes/contamination – rather than needing to adjust the brake rods (which I understand is a black art). My plan is to have a look at each corner and, unless I spot something badly wrong, just clean up and replace the shoes all round. Given that the car has only travelled around 200 miles in the last ten years, and has stood in a dry garage unused since 2007, I think that this known problem was not addressed – although the last 2 MOTs (2006/2007) show that the front brakes were 'unbalanced'. Is my plan sound, or would you advise anything else?*

*I used the Ford jack to do the front wheel – remarkably effective, I thought! However, I prefer to use my trolley jack and place the car on axle stands. Would you please advise the safest place to jack the front/rear up and where to best place the axle stands.*

*Finally, I am going to the Basics Workshop on 18th October and would like to drive there in the car. I was hoping to get an experienced owner to test drive it for me and check that it drives OK. Do you think I will get any volunteers if I ask nicely?*

### **Reply by Nigel:**

"Sorry, but you will not get away with avoiding adjusting the brakes properly from first principles, and, with respect, nor should you expect to! I wouldn't want to be on the other side of the road when you're coming for starters, and the last thing I would regard a Model Y swerving towards me as would be "entertainment".

The brakes on a Model Y are mechanically actuated and not compensated. That means that they incorporate no inbuilt means of "evening up" the braking effort between wheels, it all has to be done at the setting-up stage.

Brake adjustment has been covered in the Transverse Torque, [contact Sam for references] and is in most manuals covering the model. The car almost certainly doesn't drive OK."

*"I sent the distributor from my 1172 cc Model Y engine out to have it refurbished and have received the following email back from the shop;"*

*"Got it all together tonight but learned a sad fact. The range of advance seems to be only about 5 degrees and that part isn't working quite right. The springs are the ones that came out of it originally. However, they don't pull the flyweights back to the stopped position. It appears that the specs you sent along (Sam Robert's book Ford Models Y & C, page 255, Distributor) are that the advance should be starting to advance at 600 rpm and should advance a maximum of 29 degrees at 2400 rpm. I'm not sure if the writer of the specs was meaning distributor rpm or engine rpm. Any idea about which rpm is intended? I have a few springs to try to see if we can get it into range.*

*With the right spring tensions, we should be able to get the dis-*

*tributor into the right range of advance at these rpms. I suspect that the 29 degree advance refers to 29 degrees at the engine crank - not distributor advance. I think I'm seeing the distributor advance should be about 10 – 11 degrees. We normally figure a tolerance of a degree or two for most applications (meaning at the distributor) - not crankshaft degrees.*

*In the first line (Page 255, Distributor) it specifies to set advance to 8 degrees. In the 3rd and 4th lines it specifies a max total of 29 degrees. 29 minus 8 = 21 degrees of automatic advance thus allowing me to assume 10 1/2 degrees of distributor advance (21 degrees of crank shaft advance). 21 degrees of distributor advance is highly unlikely - or so it seems to me who is used to the lower numbers for most engines. The older engines often run distributor advance of as little as 5 degrees but for this engine I'd say 10 degrees is a normal amount at the distributor. I'll be playing with springs - but not 'til next week. At least we know all else seems to be just as expected for a newly built unit! "*

*"Can you clarify which rpm range, engine or distributor, the specs refer to? Also, any other comments/advice you might provide regarding setting parameters for the distributor would be appreciated."*

### **Reply:**

"I can say with certainty that the 29 degrees of advance being referred to is a crankshaft figure at a crankshaft 2,400rpm, so it's a distributor 1200rpm. The engine would simply not attain double 2,400, i.e. 4,800rpm in standard trim, and one would expect the advance to attain maximum at well below peak revs of maybe 4,000.

So, yes, we've got static advance of 8 degrees, plus 10-11.5 at the distributor, as said by your man, who seems to be both knowledgeable and conscientious!

It might be helpful to bear in mind, and tell him that the correct static timing is easily arrived at by setting the distributor with the [correctly gapped] points JUST breaking with the rotor arm pointing to number one plug lead segment, at the point where the timing pin in the cam chain cover can be felt to enter the "dimple" in the cam sprocket.

In case you don't know, the pin is the one screwed into the timing cover and sticking out, which you take out and "reverse", so that the pin end goes in the hole, and then you press on it whilst turning the engine over slowly. The crankshaft and camshaft are then in exactly the right place for correctly timed [static] ignition to take place."

So long as he fits suitable springs and ensures that the flyweights go right back to base everything should be fine. He is clearly well capable of that!

*[Due to available space, Nigel's contribution was missed off last issue, for which we apologise. It covered a member's wiring and fuel gauge. Space permitting, this will be included in part next issue. – Ed]*

# International news.

## New Zealand.

On 9th August, David Green's daughter, Stephanie, was married in Christchurch to Karl. It was only natural that the wedding car should be David's late 1933 light brown Model "Y" (Y40558). Although the registration (known as the 'rego' Down Under) is LY 1933 (the 'L' usually being partially discoloured), for the wedding day, the false TUCKER TWO plate symbolised Stephanie now becoming a Tucker by marriage.

## New Zealand economy test. From the Auckland Star, 19 Feb 1935

"Conditions were far from ideal for the petrol consumption tests made on February 7 and 8 with the new 8hp and 10hp Ford cars by Mr. N. N. Small, of the technical staff of the Colonial Motor Company in Wellington, accompanied by an official observer. Both cars went to Hamilton and back, with stops at Rangiriri on the way south and at Drury on the way north.

Although it added only 2 and a half miles to the distance each way, the 8 and a half miles of deviation from the Pukekohe East Road to the Bombay-Pukekohe crossroads on the Bombay deviation, to avoid the construction works on the Great South Road, greatly increased the petrol consumption. The A.A. patrol declared that consumption over that section would probably be as much as would take the car 20 miles on the main road, as the deviation winds through hilly country, dipping and rising sharply and is deeply covered with loose metal.

Droves of sheep and herds of cattle frequently slowed up the cars, so that, although the driver maintained a steady speed of about 28 miles an hour on open stretches, the average speed for the two-way run worked out at about 23 miles an hour for the 8hp car and a little faster for the 10hp car."

## Norway.



Marius Jorgensen's light blue 1934 Model "Y" (Y61143) in the process of its restoration in Bergen, Norway.

Our Spanish representative Luis Cascante reports, "During our stay in Bergen, Norway, I met my friend and Register member Marius Jorgensen, who owns a recently acquired Model "Y". We went to Marius's garage where I could see his new acquisition. It is a 1934 Denmark assembled Model "Y", registered in Norway, in storage

since the sixties, but in a remarkable original condition. The car is provided with a front radiator blind that can be rolled up from the dashboard by means of a little chain, perhaps a Ford of Denmark's approved accessory. I showed him where the chassis number had to be stamped; once grinded with emery paper, the numbers appeared, matching those on the car's log-book (Y61143). Marius is now restoring the car and needs some spares, such as the inside door handles and other parts."

## Australia.

Bill Hamade, in Sydney, is no stranger to the columns of this magazine with his superbly restored long rad Model "Y", 'Bucephalus', which had been driven out to Australia in 1966 by Iain Schofield and found and restored by Richard Flashman in South Australia. The evocative posed photograph shows the extent to which the Hamade family have embraced 'Bucephalus'.

Also in Australia, an almost complete, eminently restorable 1936 Model "CX" roadster has appeared on ebay, located in Brisbane, Queensland. It can only be hoped that it is bought by a sympathetic classic car enthusiast and not a 'hot-rodder'. (photo next page)

## Sweden.

Bill Ballard, in Australia, writes, "I am slowly downloading my massive collection of photographs onto my external hard drive and came across these of two Swedish "Eifels". The blue cabrio-limousine, registered LDE-023 belongs to Borje Jenheim. I know nothing else about it, but I do note that you have this car listed halfway down page 28 of the current (2013) edition of the List of Known Surviving Vehicles.

The green limousine with a "normal roof" and wire wheels (very similar to the 'CX' Fordor in style) is registered X 3117 and is owned by Bengt Dorhjord and dates from 1937."

See Back Cover

Both cars were assembled in the Ford plant in Copenhagen. At that time (1936/37), Ford Cologne, in Germany, was desperate to meet the demands of the Third Reich to increase exports and bring in much needed cash to Germany for its re-armament programme. To help Ford of Germany, Sir Percival Perry, in England, instructed the Ford plants in Barcelona and Copenhagen to accept Eifel bodies and parts from Ford of Germany. Hence the Copenhagen plant was assembling "CX"/Eifel hybrids. The wire wheels on the Eifel limousine is one example.





**A period pose by the Hamade family in Sydney. Draped over 'Bucephalus' is Bill Hamade and his wife Amal. Sitting are his son, Rami, his elder daughter Zaynab and his youngest daughter Lana**



**An unusual 'barn-find' in Brisbane, Queensland. A 1936 Model "CX" roadster, bodied in Geelong, Victoria.**

**Spain.**

In November's issue of 'The Automobile', there is a lengthy, well-researched, erudite article on the little-known car, the Antrás; a pioneering car built in Barcelona at the turn of the 20th century. The article was submitted by member, Luis Cascante Gomis, who, along with his father, the late Luis Cascante Dávila, also a member of the Y&C Register, was given the details of the car in the early 1970s by an elderly industrial engineer.

Although the Antrás has nothing to do with our little cars, it is fascinating to note some of the other interests of our members. Luis is a much-respected member of the Clàssic Motor Club del Bages and contributes regularly to their quarterly 100-plus-page magazine

**France.**

Member Michel Aubry from St. Cyr sur Loire, near Tours, has been very active in his very smart light green and black short rad Model "Y". The left-hand-drive car was assembled in the Ford plant at Asnières, to the north-west of Paris (Assembly no:- 1730) in January 1933 (Dagenham chassis no:- Y9770). The car has been in the Tours region of France since its first registration, Michel being only the third owner. It has recently been in regular attendance at the local Amateurs et Collectionneurs de Automobiles de Touraine (A.C.A.T.) club rallies with some success.



**Michel and his wife, Annick, in period costume, receive the applause for their turn out at a club rally in Tours last September**

**One of the handful of Antrás cars built in Barcelona during the first few years of the 20th century: the subject of Luis Cascante's expansive article in November's issue of The Automobile**



# Tales from Bert Hopkins

## – Number 3.

In tale number two, we heard of the 1935 exploits of this 17 years old apprentice from the Sarum Motor Company on his journeys to and from the Ford Motor Company, collecting new cars for the Salisbury Ford agency. We read of how he would catch the bus from Barking to Dagenham and then walk the three quarters of a mile down Ford Road to the Motor Company on the left hand side, opposite Briggs Bodies Ltd. With his trade plates under his arm, he would pass through the narrow gate, which was the width of a Model "Y" with a foot to spare either side, and walk across to the office at the end of the production line. Here he would present the paperwork from the Sarum Motor Company, plus a cheque. As from 1936, the cheque was made out for the sum of £87 10s for the standard Model "Y" Tudor, which then retailed at £100 back in Salisbury. The internal mail at Dagenham was dispatched using those fascinating cylinders and vacuum tubes. The paperwork and cheque were placed in the cylinder and the cylinder put through a flap into a chest at the base of a

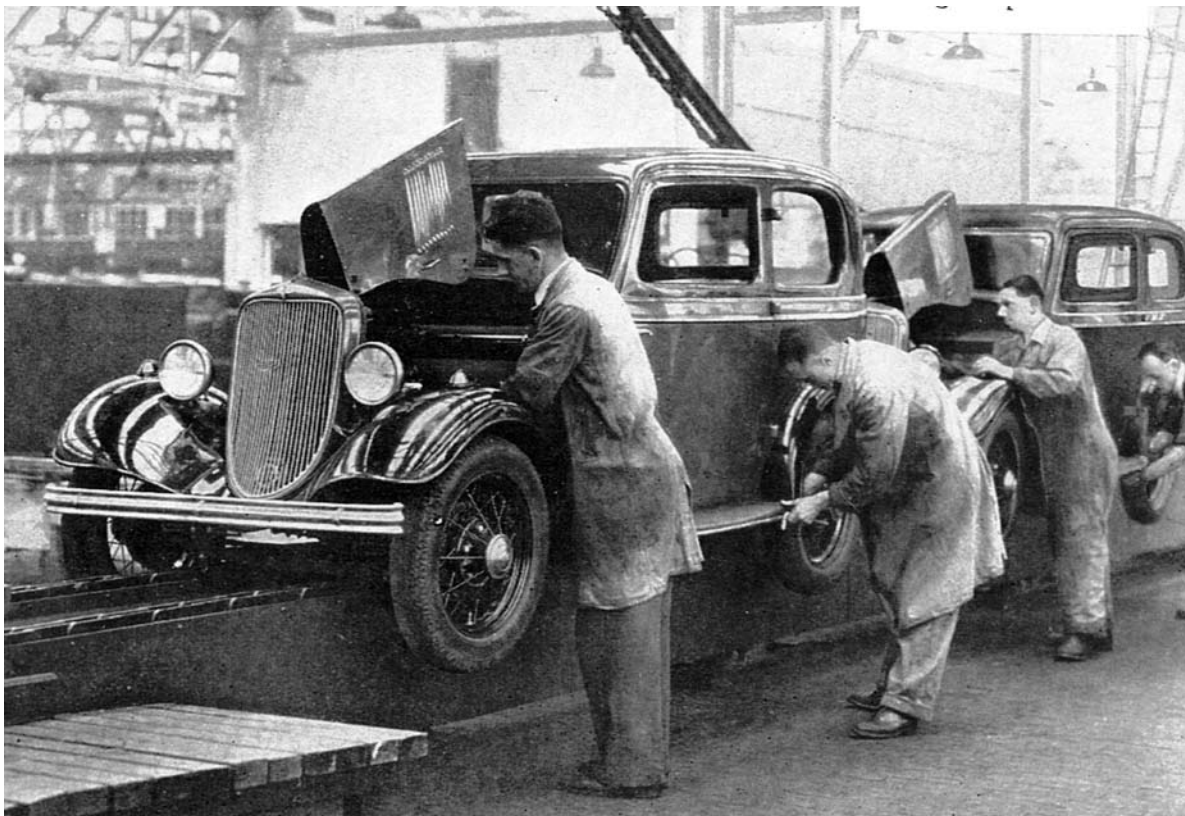
vertical tube about six inches in diameter. As the flap opened, you would hear the sound of rushing air sucking the cylinder up the tube, rattling it round corners and off into the far distance, presumably to the centre of some vast spider's web.

That having been done, it was left only for young Bert to wait with the other drivers in the waiting room. It would not be long before boredom and the natural inquisitiveness of the young apprentice would take over. Off he would go, walking down the production line, looking for the car he was to drive back to Salisbury; recognisable by the notification on the windscreen. It usually took one hour from the dispatch of the vacuum cylinder to the car appearing on the line. Presumably, in that time, the correct bodywork and colours were being selected and brought together. Body styles available were Tudor and Fordor, each with either a Fixed Roof or a Sliding Roof. You could have ordered a van, or even a rolling chassis on which to put your own body. Whatever,

it appeared remarkably quickly at the start of the assembly line. Sometimes it would take longer than normal for young Bert's car to reach the end of the line as the older and wiser dealers' drivers would slip the charge-hand on the line thruppence (3d) and swap Bert's windscreen ticket for theirs at the back of the production line!

Bert was fascinated by the line. He recalls a

appear and to remove unwanted scratches. Finally, to the petrol pump where the tank was filled up. The cars were driven from the end of the line to the pump, so there must have been some petrol in the tank on the line. Whilst the tank was being filled, Bert would be strapping on his trade plates front and rear. Then into the driver's seat; the engine was already running. He would drive through the hot air jets, which blew down



**The end of the Model "Y" production line at Dagenham. Actually, this is a posed promotional photograph as the car shown is the vineyard green pre-production model; note the ten bonnet louvers and you can just make out the end of the Model A door handle behind Bill Baker's back. Mark William 'Bill' Baker was the final inspector.**

huge man who fitted the doors using a piece of 4 x 2 and brute strength to make them hang perfectly and close properly. Perhaps most fascinating was the one man who fitted all the tyres by hand! The tyres would arrive by him with the inner tube already inserted and partially inflated. He would paint the inside of the tyre with a white soapy liquid from a pail using a whitewash brush; put both beads on the wheel rim, with the valve through the hole, and with two blows with his hand on each side of the tyre (occasionally three) the tyre would be on the rim. The air hose, once placed on the valve, automatically filled the tyre to the correct pressure.

At the end of the line, tools were the last bits to be added. One jack, one large yank, one small yank and a combined starter handle and wheel brace. Then came the final checker. He reminded Bert of an ice cream man with his smock and box of goodies. In the box were dollies, hammers and touch-up paints to encourage minor dents to dis-

appear and to remove unwanted scratches. Finally, to the petrol pump where the tank was filled up. The cars were driven from the end of the line to the pump, so there must have been some petrol in the tank on the line. Whilst the tank was being filled, Bert would be strapping on his trade plates front and rear. Then into the driver's seat; the engine was already running. He would drive through the hot air jets, which blew down

over the exit door in winter, and across the half mile stretch to the narrow exit where he had entered about four and a half to five hours beforehand. There, the man on the gate would take yet more paperwork from Bert and note the chassis number before waving him on his way.

Although Bert collected Model "Y"s from Dagenham, he occasionally was asked to collect a Model "C". He recalls only collecting one Model "C" Tourer, which was subsequently bought by an RAF pilot, who ran all the big-ends on it after only one month! Sarum Motor Company replaced the engine under warranty, only to have repeat performance after another month. When the third engine ran its big-ends, the pilot was asked why this should be. He then let on that he had been fitting a Shorrocks blower to the engines to get greater power and speeds! He rolled the car shortly after that, which spelt its end.

**Sam Roberts**

# The All-British Light Ford

## An 8h.p. Car That is Roomy, Fast and Economical

There are, no doubt, thousands of "Land" readers to whom the name of Ford, in connection with motor cars, is a household word, and who will be specially interested in the performance of the latest addition to the Ford family. A road test of this fine little 8 h.p. car is described herewith.

Probably no car, either big or little, has ever created as much interest in England as did the 8 h.p. Ford when it was first shown to the public at the Albert Hall, London, in February of last year.

The car, as then exhibited, had been, so it was stated, designed and built in the American Ford factory, and although the critics had much good to say of the car, it was generally felt that full use had not been made of the knowledge and experience of English engineers and designers, who are justly credited with turning out the finest "light" cars in the world. Henry Ford, great master of his craft as he undoubtedly is, quickly realised this, and during the next few months the car was almost entirely re-designed in the great English Ford factory at Dagenham - a factory which was built and equipped at a cost of £6,000,000, and is probably the largest in Europe.

Before being put into production, however, the car had to be tested out thoroughly on the road, and some of the most notorious hills, such as Bwlch-y-Groes, in Wales, were chosen for the purpose.

Finally, when the Ford "youngster" - it would be absurd to call a car with so much passenger accommodation and such lusty performance a "baby" - had been put into production at Dagenham, and was offered for sale in England in August last, critics waxed enthusiastic about it, in no half-hearted manner, and since that time, I understand that the British public has taken to it wholeheartedly, as is evinced by the numbers now to be found on the Old Country roads.

This all-British Ford was first shown in Sydney at the last Royal Show, as a four-door sedan, where it attracted great attention. It is now in full production, as far as the bodies are concerned, at the Ford Australian headquarters at Geelong (the chassis, of course, comes out from England), and in the course of a few weeks, the car will be on sale throughout Australia.

### The Four-door Sedan.

The model which I had the pleasure of testing out a few days ago, was a four-door sedan, which had already covered some 2600 miles on Australian roads. The first thing that strikes one about the new Ford is its smart appearance and fine lines. The rakish set of the stone-guard of the radiator, and the sweep backwards to the eddy-free front seems to create the idea of speed and utility. Then, again, it does NOT strike one as belonging to the small car class, for such excellent use has been made of the 7ft. 6in. wheelbase and 3ft. 9in. track that the body provides ample and comfortable seating for four full-sized passengers. The two front seats are of the tip-up bucket type, the one for the driver having a considerable range of movement backwards and forwards, so that a perfect driving position can be obtained.

The transverse cantilever springing front and rear, assisted by four hydraulic shock absorbers, and well-sprung cushions, makes for comfort in riding which has to be experienced to be realised.

### The Power Plant.

The engine, which is rated at 8 h.p., actually develops 23 b.h.p. It has a very sturdy three-bearing crank-shaft, and is suspended on three rubber mountings. The carburettor, which is of the latest down-draught type, is fed from the rear 6½-gallon petrol tank by engine-operated fuel pump.

Ignition is by coil and battery, with automatic spark control.

### The Ford on the Road.

Rubber mountings are used on all parts of the steering system, and as soon as one takes the wheel, one feels rather that one is driving a car of much bigger dimensions than the Ford. The steering is extremely light and positive, and entirely free from road shock. The car holds the road remarkably well, particularly when fully loaded.

### Synchro-mesh Gear Box.

The gearbox has three speeds forward, the top and second gears being of the synchro-mesh type, so that changing up and down in these gears is simply child's play. The gear ratios are 5.43, 9.58 and 16.6 to 1 respectively. The single-plate clutch is very smooth acting.

### Delightful to Drive.

The Ford "youngster" is a really delightful car to drive, particularly at speeds of 40 to 50 m.p.h., at which range one can keep the car going all day long, with very little effort on the part of the driver and without the engine showing any signs of roughness or vibration. With a load of 32 stone-odd, I drove the car from Homebush-road through Parramatta to Windsor, a distance of 26½ miles, in 35m. 10s., giving an average speed of 45.2 m.p.h. This trip naturally entailed slowing down when passing through Parramatta, so that at times the speed actually reached 60 m.p.h., which is about the maximum speed in top gear that the car is capable of (see Summary of Road Tests).

### A Wonderful Hill-climber.

One of the greatest surprises that one gets with the new Ford is the way in which it romps up hills in top gear. For instance, the hill between Tom Ugly's and Sutherland was taken in this gear with the greatest ease. A maximum speed of more than 40 m.p.h. can be obtained in second gear, so that if one strikes a hill too steep for top gear, one has no need to crawl, and even in bottom gear, which has to be resorted to only under exceptional circumstances, speeds up to 24 m.p.h. can be registered. (For special hill climb tests, see Summary of Road Tests.)

### Concluding Remarks.

The 8 h.p. Ford is certainly a worthy stable companion of the V8 and 24-h.p. four-cylinder models. For its rated horse power, it has an outstanding performance on the road, whether considered from the points of view of speed, acceleration, fuel economy, or riding comfort. Ladies will delight in driving it, as will the suburban dweller, as even deep ruts in the country will not deter it, for its ground clearance is no less than 9in. In the light car class, it is sure to become in Australia, as it has already done in New Zealand, one of the "best sellers". Finally, it is a worthy product of a worthy maker.

experienced motorist who revels in getting over the ground. It should appeal equally to the motorist of the "never-never" as to the city and suburban dweller, as even deep ruts in the country will not deter it, for its ground clearance is no less than 9in. In the light car class, it is sure to become in Australia, as it has already done in New Zealand, one of the "best sellers". Finally, it is a worthy product of a worthy maker.



The 511P. FORD FOUR-DOOR SEDAN. A Road test of this fine British built car is described herewith

### THE ALL-BRITISH 8 H.P. FORDS

#### Summary of Road Tests.

##### PETROL CONSUMPTION TEST.

The Ford four-door sedan, was driven over a 6½ mile circuit at Silvania in exactly 12 minutes, and the volume of petrol used was 26.2-3 lb. oz. so that the fuel consumption in this test worked out at 40.5 m.p.g. at an average speed of 33.75 m.p.h.

##### HILL CLIMBS

The R.A.C.A. test hill climb of 1.8 mile up Kurrajong Heights, from a standing start with four passengers, except for the last steep pinch of 1in 4, which required bottom gear, was taken entirely in second and top gears in 4 minutes. 35 sec., corresponding to an average speed of 23.5 m.p.h. The R.A.C.A. test hill climb of 7.8 of a mile up Artillery Hill, National Park, with two passengers was covered almost entirely in second gear in 1 minute 35 sec., indicating an average speed of 33.1 m.p.h.

##### BRAKE TEST.

When travelling at 30 m.p.h., on applying the foot brakes, the Ford was brought to a standstill in 33 feet.

##### ACCELERATION TESTS.

ACCELERATED HALF-MILE.- From a standing start, using all three gears, an Accelerated Half-mile was covered in 40 sec., which corresponds to an average speed of 45 m.p.h. Other acceleration tests are shown in the following table:

Range of Speed in m.p.h.	Gears Used	Time in Secs.
0 to 30	First and Second	8 1-5
0 to 50	First, Second and Third	22 1-5
10 to 30	Second	7 1-5
15 to 35	Third (Top)	10 3-5

##### HIGH SPEED AND FLEXIBILITY TEST.

In top gear, a Flying Half-mile taken in both directions (29 4-5 sec. and 29 3-5 sec.) was covered at an average speed of 60.4 m.p.h.

Driven as slowly as possible in top gear, without using either brake or clutch, over a level one-fifth of a mile, the time taken by the Ford was 2 min. 20 sec., indicating an average speed of 5.14 m.p.h.

From these tests, the flexibility of the Ford in top gear ranges from 5.14 m.p.h. to 60.4

## Obituaries

John Nee from Mountbellew, Co Galway, (Member N1911) passed away suddenly on 3 May 2014.

His daughter Claire has been in touch. Condolences have been sent on behalf of the club.

John's 1936 Model Y wasn't fully restored, so his daughter is hoping to finish the restoration, as the car was her dad's pride and joy.

John and his wife Mary attended the Powerscourt Y & C



Register gathering in August 2007, when a number of us went in our cars to join in with the Irish Vintage and Veteran Club to celebrate 30 years of the meeting organised by the Fitzgerald family.

Charles Rowe from Tamworth, Staffs - member R110, passed away 9th June 2014

Sir Nicholas Scheele. 3 January 1944 – 18 July 2014.

The previous President and Chief Operating Officer of Ford Motor Company in Dearborn, under Chairman, William Clay Ford Jr. was Nick Scheele, who had risen through the ranks of Ford at Dagenham (1966 – 1978, where he launched the Cortina Mk II) and then in the U.S.A. and Mexico for 14 years. Following Ford's acquisition of Jaguar in 1989 from British Leyland and Jaguar's subsequent, continuing plunge into debt, Scheele took over the company in 1992, at a time when it was losing \$1 million per day. He turned it round beginning with an update of the XJ model range and leading to the launch of the S-Type in 1998. He also converted the Halewood factory in Liverpool to build the X-Type from 2001. By the end of his tenure in 1999, the image of Jaguar as an icon of design excellence was on the way to recovery. Sales had doubled, reliability and productivity greatly improved and losses reduced.

Nick Scheele went on to be Chairman of Ford of Europe and it was his decision, in 2000, to cease production of the Fiesta at Dagenham and concentrate instead on engine manufacture. In 2001, after heavy losses in the parent group and the ousting of Jacques Nasser as Chief Executive, Scheele was recalled to Dearborn to serve as the global number two to William Clay Ford Jnr. a position he held until 2005 when he retired; leading to Bill Ford head-hunting Alan Mulally.

Sir Nick Scheele was knighted in 2001 for his services to Jaguar. He died at his home in Stratford-on-Avon on 18 July, aged 70. He leaves a wife, Rosamund, with whom he had been a fellow student at Durham University, and two sons and a daughter.

## Voltage regulator

The original generator in our Model "Y" and "C"s is a traditional, so called, 3-brush generator. It is a constant current device, which means that, at a given adjustment, it delivers an almost constant current, regardless of voltage of the system and status of the charging level of the battery.

The current is adjusted by moving the third brush back and forth when the engine is running at a high idle to a level of not more than 6 amps, which is 1/10 of the size of the battery in Ampere hours. Here I assume a 60 Ah size battery. It is assumed that, if the current is held under this 1/10, it will not damage the battery – that much.

That 3rd brush feeds the field in the generator so, moving it back and forth, will change the voltage and hence the magnetic field. In later generators, this is accomplished by taking the supply to the field to an external terminal. The cut-off relays are then extended with another relay, which feeds the field through that external terminal until 7.2 volts are reached, where it shuts off the supply to the field. The voltage in the system then drops and the voltage regulator relay turns the supply to the field on again. Modern alternators do something similar but often electronically.

Let's see how much current we need to keep balance between consumption and production. We have at least 2 x 35 watt front light bulbs, 2 x 5 watt bulbs in the rear lamps and 2 x 5 watt bulbs in the instrument lighting. That totals 90 watts or 15 amps at 6 volts - watts = amps x volts (Ohms law). We have now two problems. The generator is a 100-120W unit and if we adjust the generator to give above 15 but below 20 amps we will keep up with the consumption with the lights on and even have a little surplus for charging/maintaining the voltage of 7.2 volts on an operational 6 volt system. However, if you switch the lights off you will severely overcharge the battery and damage it.

This dilemma has been handled in various ways. Ford back then instructed their mechanics to adjust the 3rd brush to 6-8 amps, assuming people did not drive for long at night – which they probably didn't. Others adjust their 3rd brush when they have to drive at night and have the lights on for a long time.

Of course, you could drop the original generator and go with a newer type - maybe even 12 volt or go all the way for an alternator. The latter may even give much more power – several hundreds of watts. It's just not so simple with the original generators that sit on that stick. It may be a little easier if you've got your original engine exchanged with an E93A or similar (many Danish Y's and C's have that done in the 1950's) or just swap the cylinder head with one from the newer engines.

However, there is another way; an electronic voltage regulator for the 3-brush generator. It is developed by a U.S.A. company that calls itself 'Fun Projects' and was designed originally for the Ford Model T. They have extended the coverage to the Model A and the V8's positive and negative earth, 6, 8 and 12 volts systems. It replaces the ordinary cut-off relay. Once you have it installed, you switch on the headlights and adjust the third brush so that the charging is just a few amps with the lights switched on. Now, when you switch off the lights, the charging will gradually fall to just a couple of amps. When you switch on the lights, the discharge will be maybe 15 amps, but it will quickly drop and end on the few amps charging.

There are no modifications required to the original generator or the circuits. You just exchange the original regulator.



# 20 years ago.

Issue 91 October/November 1994.

In this issue, the late Carlton Thisse in Grand Rapids, Michigan, U.S.A., contributed a couple of articles; one on the two Model "Y"s he imported following his tour in England as a teacher and another on Ford of Canada.

**Article in the local 'Chronical' newspaper:**

"8 - horsepower 'Little Fordie' inspires love in a big away.  
by Carlton Thisse

This is it - our favourite car - a 1937 Model Y English Ford, also known as the "Ford 8", meaning 8 horsepower (it has 7.96 RAC horsepower). It was known as the 'Poor Man's Car' because it was the first enclosed car to sell for as little as 100 pounds in Great Britain.

Some specs: two door, four cylinder, flat head, 933 cc, 6 volts. Total length: 11 feet, 11 inches. Weight: 1,456 pounds. Brakes: four-wheel mechanical. Gearbox: three speed stick. Air conditioning: open the windscreen and windows. Actual miles from new: 61,000.

This little gem has never been restored and is in quite good condition with the original black paint and traces of the green pinstripe. The original green imitation leather upholstery, floor covering and running boards are still very presentable.

In 1960, my family and I went to Skegness, Lincolnshire, England, where I had been assigned as an exchange teacher from Dearborn. These little cars were in abundance. They looked like unsanforidised 1933-34 American Ford V-8s. Nearly 200,000 of this same model were built from 1932 -37 at the plant at Dagenham, Essex, England. We just had to take one back to America because no one would believe our stories.

The previous original owner, Murdock MacKay from Scotland had put on 48,000 miles on "little Fordie" as he called her in his 24 years of ownership. He said he never took it out on cloudy days (it's always cloudy in Scotland) and "leathered it down" and wiped it off underneath after each drive. I bragged to him a few weeks later that I had not driven Little Fordie over 35 miles per hour on a 400-mile trip. He was quite upset when he told me "It never saw 25 miles per hour during my ownership."

In 1974, we displayed this car at the 24th annual Old Car Festival at Greenfield Village (Dearborn). Ours was the only Model Y there. We sold the car twice after that and it was gone eight years each time. It accumulated a total of 16 miles during these periods. During the last absence in 1989, we acquired another Y; identical but four years older (1933) and restored with blue body, cream wheels and black interior.

That March we bought back our 1937 Y, so we now have a pair. We plan to show the

There were a lot of sceptics in the early days of motoring, but Canadian, Gordon M. McGregor was not one of them. Early in 1904, McGregor, president of the Walkerville Wagon Company, located in what is now Windsor, Ontario, felt there might be substance to the speculation that the automobile would replace the horse. His enthusiasm was kindled by the imagination of Henry Ford and, together with John Carey, his friend and banker, McGregor went to see Mr. Ford. Subsequent meetings resulted in an agreement to manufacture Ford products for Canada and the British Commonwealth of Nations.

On August 17th, 1904, Ford Motor Company of Canada, Limited, was born. By October 10th, 1904, the company started to manufacture automobiles in what had been the Walker Wagon Company. Later that month, the first Canadian-made Ford car, a Model C, was proudly driven out of the plant.

The Model C became the prototype for the Model F which followed a year later. Other automobiles produced by Ford of Canada have included Models K, N, R and S. In the late fall of 1908, the Model T was introduced into Canada and became legendary for its dependability and durability. The Model A followed in 1927 and in 1932 the V-8 motor was introduced. During World War II, Ford of Canada produced more than half of all Canadian-made military vehicles.

Throughout its history, Ford of Canada has kept pace with its American counterpart. In 1946, the Monarch was introduced as a comparable model to the American-built Mercury. Other such models followed - the 1949 Meteor, an all-Canadian car com-



One of the Thisse daughters' weddings; this one in June, 2000 in Greenfield Village, Dearborn.

1937 Y at several shows in Muskegon. Two of our children drove away from the church at their weddings in this car. Now their children have ball when they visit us. We are members of two car clubs in the Tampa Bay area and two in England. We meet many fine people through the car shows and clubs. It's a great hobby and cheaper than golf if you are careful."

**Ford Motor Co. Canada, Limited.**



A map showing the relationship between Dearborn, Detroit and Windsor, Ontario. Note also Highland Park, along Woodward Avenue out of Detroit. It was in the Ford plant here that the moving assembly line was born and the thousands of Model Ts were built

parable to the Ford; the 1960 Frontenac, comparable to the Falcon; and the Mercury Bobcat, comparable to the Ford Pinto.

[Archivist's note:- Henry Ford gave Ford of Canada the Ford franchise for the British Empire because the import tariffs within the Empire were minimal. Hence, all orders for Fords from within the Empire had to be placed on Ford of Canada in Windsor, Ontario. Orders for the small Dagenham Fords were passed from Ford of Canada to Ford Motor Company Ltd. in England, from where the vehicles were shipped. You will note from the map that Windsor, Ontario is just across the Detroit River from Detroit, so communications between McGregor and Henry Ford were relatively simple. It is also interesting to note that at this point on the U.S.A./ Canada border, Canada is south of the U.S.A.!]

### **Winter thoughts for the Model "Y". By the late Jeff Cole, Technical Adviser.**

The large majority of Small Bore Flat Head owners tax their vehicles for the so-called better months of the year, with the six months' excise licence expiring in a August or September, the next six months they are in hibernation. Now during this time off the road, there are certain small operations that can be undertaken to minimise those irritating breakdowns the could occur during next year's rally season.

Let us start with the battery, which works hard over the season. It's a good idea to remove it from the vehicle, making sure the spanner you use does not come into contact with the connecting straps on top, or any metal parts of the car while you are disconnecting the terminals. It is best to remove the Positive + or earthing strap first, then the Negative terminal, in that order, after which the two battery carrier bolts and carrier can be taken away. Lift out the battery, taking care not to hold it against your clothes; sulphuric acid burns clothes and skin. It is also an excellent idea to wear eye protection during this operation and keep children away from the battery – they have inquisitive fingers.

Having removed the battery, clean the top and outside casing with an alkaline soaked rag, to ensure there is no electrical path between the terminals, and liberally Vaseline the positive and negative posts and also the two battery terminals on the connecting cables. If these are corroded at all, the best way to clean them is to place them in an old tin of boiling water. They will emerge nice and clean, ready to be Vaseline. A slow trickle of charge of around 1 – 2 amps for 12 hours every month or so will keep it healthy as long as the electrolyte level is regularly checked and topped up with distilled water.

The electrical system can do with a once over. Remove the four spark plugs, after first making note or marking the negative leads from the distributor. Check the gap between the electrodes, which should be .020 - .022 inches. When adjusting this gap, bend only the side electrode, never the centre one, as you will crack the insulation and ruin the plug.

Before replacing the spark plugs, put a deserts spoonful of engine oil down the sparking plug holes and turn the engine over. This can easily be done by the fan belt while the plugs are removed. After replacing them, you will need to use the starting handle, which I suggest you give a couple of turns once a month.

The engine oil should be changed, ideally every 1000 miles, but, if this mileage is not reached, at least once a year. The gearbox oil should be changed every 5000 miles with SAE 90 and the rear end and steering box should also be topped up with SAE 140 gear oil every 5000 miles. Make sure also that the radiator is drained out, or the antifreeze of sufficient strength is added. You do not want a cracked block or radiator. This could be very costly indeed.

Now, let's return to the ignition. One or two of you have had the distributor seize up in the head. To prevent this, make a note of the position of the index scale, which is on a plate clamped to the lower part of the body of the distributor and fastened to the cylinder head by a round head screw adjacent to the centre cylinder head nut. You will see the markings on this plate line up with the small index mark on the cylinder head. If this mark cannot be found, I suggest you scribe one on the head, allowing you to replace it in exactly the same position. Now, having removed said screw and the distributor from the head, clean it thoroughly, especially the shank which fits into the cylinder head. Now put some high melting point grease round this shank. I find and use one marketed by 'Comma' called 'Copper Ease'. This is fine for metals that become seized by heat.

Replace the distributor into the head. You may find it does not seat down fully into the head. If this is so, by rotating the rotor arm, it will drop into the drive locating slot. Before placing the round headed securing screw into position, make sure there is a thin flat washer placed underneath the index plate and a spring washer on top of the plate. If the flat washer is omitted the plate will be distorted.

We now have the distributor in position, with cap and rotor arm removed. Check the condition of the points. If these are pitted badly, they should be replaced; if not, check the gap which should be .018 - .022 inches for the early distributor; this is the one having a flat spring on the top of the rotor arm and a fixed carbon contact on

the centre of the cap. The later one has a flat fixed brass strip on top of the rotor arm and a carbon brush in the centre of the cap, which should move freely in its socket on a coil spring. The points on this later one should be .010 - .012 inches.

To readjust, loosen the two flat headed screws securing the fixed contacts to the base plate, turn the engine over slowly with the starting handle and observe the four lobed cam just under the rotor arm seat; this will rotate anti-clockwise. Upon this cam rests a fibre heel of the moveable contact which, when it reaches the highest point on one of the cam lobes, the fixed contact must be moved to give the correct clearance with a feeler gauge. Tighten the two screws and recheck the gap as sometimes they move on tightening. Put a small smear of Vaseline on the cam lobes, drop engine oil in the centre under the rotor arm as well as three or four drops into the oiler on the side of the body of the distributor.

Carry out a fuel check on the pump and carburettor. The petrol pump may need any sediment cleared out. To do this, remove the small screw on top of the pump. This allows you to remove the domed top under which is a round washer, either cork or rubber. Under this, you will see a brass mesh screen filter. Lift off carefully and clean in petrol. You will see, looking down into the pump body, if there is any foreign matter to be cleared out that has been drawn up out of the petrol tank. Having cleared it out, replace the filter mesh, washer and cover, making sure there is a fibre washer under the securing screw, which should not be over-tightened as the screw threads in the pump body are only in 'Mazak' metal (or as I call it Muck Metal), so be cautious.

Moving up the pump outlet pipe to the carburettor, we see just to the right of this feed pipe two screws securing the float chamber bowl. These can be square or hexagonal with, sometimes, a screw driver slot in them depending upon the age of the carburettor. There is also a small brass screw in between the two. This is the air mixture screw, which is spring loaded. Do not tamper with this. Place one hand under the bowl and remove the two securing screws, when bowl, complete with float and emulsion block, may be carefully moved to the left and downwards to remove it from the main body. Keeping the bowl upright, as there may be still petrol in it, place it over a suitable receptacle and carefully tip out brass float and contents, noting any sediment in the bottom, which should be cleaned out with petrol. Having cleaned it thoroughly, you will see two brass jets in the bottom. These can be removed with a large bladed screwdriver. Do not use a small blade as it only messes up the slot and small pieces of brass can find their way into the many small passages and lead you one hell of a dance.

# Tried and Tested

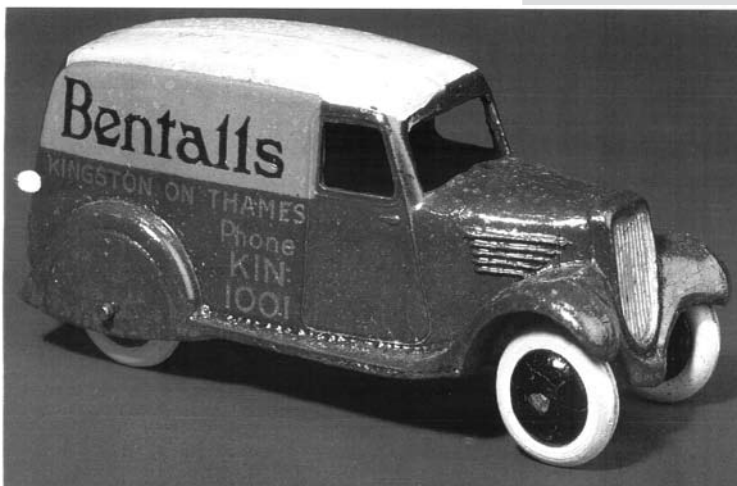
Under these jets are fibre washers. After blowing clear the very small holes in the jets, replace them tightly into their respective seats, not forgetting the fibre washers. Round the edge of the bowl you will see two more small jets with slots in them. Again, using a screwdriver with a blade fully the width of the slot, remove them and clean them with air (by mouth or foot pump). Do not poke wire through any jet. On the side of the bowl is the 'Emulsion Block'. This is held in position by five screws. DO NOT REMOVE THIS BLOCK as it is not necessary – we are not doing a complete overhaul of the carburettor, only a simple maintenance task.

Further round the bowl, at the base, you will see another jet. This can have the same treatment as the other four. Clean the brass float and replace in bowl with the word 'top' or the small dimple to the top of the bowl. Replace carefully into body and tighten screws. It is still 'muck metal' so use caution.

If the vehicle is to be kept unused for the whole period, jack the axles up on stands, or good solid wooden blocks, to keep the tyres off the ground without the vehicle's weight. If you do not, after a few months, flats appear in one position on the tyres, which stresses the cords and starts premature failure of the walls of the tyres. Get them off the ground and inflated to 28 lbs per sq. in. Grease all nipples (27 of them) and oil the door hinges and locks, etc. Check shock absorber and steering box oil levels, oil the brake linkages, check the road spring U-bolts for tightness, not forgetting to check the road wheel nuts, etc.

## The Dinky Model "Y" van.

It was also 20 years ago that the rare Dinky toy Bentalls 'Model "Y" van' came up for auction and hit the headlines in the daily newspapers. It sold for a staggering £12,650. A copy of the Daily Express article on the sale was included in issue 91. It was the only known survivor of a batch of up to 200 vans issued to promote the Bentalls department store in Kingston-upon-Thames. It was bought by a French collector.



**The Dinky Model "Y" van which sold at auction for £12,650, 12 times its estimate. The radiator grille looks very Model "Y", but the bonnet is very Model "C"!**

The Ford Y & C Model Register

Keith, a friend of mine with a 1935 MG PB, asked me if I had an old printer that he could use with his Ebay-purchased Bosch electronic garage testing gantry – something that originally must have cost thousands that he had acquired for a few quid.

The garage he bought it from no longer uses such equipment what with the new fad of cars needing computers nowadays to diagnose faults. But it's ideal for the older car. Keith had needed to cut it into two to get it home, and had then joined the pieces.

This impressive bank of electronics comes with oscilloscope, dials, CO2 tester and a veritable octopus of leads that connect to the coil, battery, HT leads and more. Keith had also got hold of most of the manuals to enable operation, although some were in German!

In return for the printer I had, he offered a try out of the set up on my Ford Y, so I rolled up to give it a go.

The first thing it found was that my coil was connected the wrong way round – deduced by an upside down trace on the 'scope! Also there was a very irregular pattern to it. (This reminded me of my pacemaker heart tests!)

[Coils will work both ways round, but it's far better performance - plus extra 15% -when correct. The problem being we have positive earths, later cars were negative, and many coils were unmarked back then.]

Upon examining the coil, I found one of the connecting posts had broken near the body and the nut was not tight against the wire tab. I believe this may have been from using a wrong threaded nut that was a bit tight. The coil was the one fitted on my car, marked Ford, but who knows if it was the original one, or if I had connected the wires incorrectly. There are no markings on the coil. I had a spare (who hasn't?) in the box of bits that I carry around – along with spare fuel pump, hoses, plugs, points etc – and we fitted that in its place. Bingo – a far more regular beat and the correct shaped trace for the sparks.

The rest of the testing was a bit problematic, firstly the CO2 was adjusted on slow running using the carb mixture screw – this was kept under 3.5%. The gadgetry then tests each cylinder by closing down the spark to each plug in turn, noting the reduced performance on revs and comparing. It seems one cylinder wasn't working so good and could be compression.

Then I also noticed some black streaking down one plug showing a tracking on the outside of the spark that should remain inside! That cap was duly cleaned. We ended up advancing the distributor by turning the body so the sparks happened at the right point in the cycle. I also blew a fuse whilst accidentally poking wires about. But that's what fuses do – protect the wiring. Well worth fitting, especially if you have old or dodgy wiring.

Advance on ignition was tested and that proved ok after fiddling a bit, with about 28 degrees at fast speed of 2400 revs (Starts at 8 and progressed further 20). This again was a little (very) erratic and we could see that happening using a timing strobe light and a blob of applied white paint. There was lots of jumping back and forwards. That seems to indicate the weights were sticking somewhat inside the distributor, so will need a closer look later. [A small bracket could be made and fitted to match a mark on the pulley using the 8 degree BTDC timing pin.]

So all in all, a good set up and test of this equipment. I found the broken post, incorrect polarity, streaking plug and misplaced timing. Although I will need to verify the threads on the distributor posts.

It was a shame we couldn't get the printer working though!

**Roger Corti**



# 'C' – Another Model

Not only - as reported in issue 209 - are they other types of Model Y's, but it would appear after some deep research, that Model C's have namesakes too.



And constantly needing new points!

Here we offer some:

There was the Edison, Model C phonograph; what can I say? Once in the groove it turned over with regularity, but invariably stopped after a minute of two. What a wind up! Get the starting handle out!

Then there was the Steinway Model C Grand piano, a string powered, three-pedalled three-wheeler it appears, with a two tone (black and white) decorative running board. Seems to have an unusual one sided bonnet opening! Bit pricey but I guess with a nice exhaust tone. Length just 7'-5". "The Model C is the epitome of Steinway scale design and craft." New York Steinway stopped manufacturing the Model C in 1936, and models currently sell at around \$40,000. But it came with plenty of spare keys!

Then there was the Model C Matchless motorbike from 1931, only a two-wheeler, but with a proper 5.86hp inclined engine with detachable head and enclosed valves. Costing just £47-10-0d, or there was the de-luxe version at £56-10-0d? A handsome machine you'd be proud to own. "For constant faithful service through the months and years." This featured a 4 speed gearbox and inter-connected brakes! But you'd have to fork out £62-10-0d for the sidecar version if you wanted to take a passenger!



Just one colour option - Black!

MARCH 1931 THE MOTOR CYCLE ADVERTISEMENTS

## The New 1931 Matchless 5.86 h.p. Model "C"

— the world's finest dual-purpose machine . . . immense power for the heaviest sidcar work . . . acceleration tremendously improved by the new 4-speed Gearbox . . . and ideal as a comfortable, reliable solo machine. A machine that revels in hard work with a minimum of attention . . . a motorcycle for constant faithful service through the months and years . . . a handsome machine you're proud to own . . . in fact, a motor-cycle that lives up to its name . . . "Matchless."

**MODEL "C" SOLO**  
**£13 : 7 : 6**  
 DOWN and 12 monthly payments of £3-11-7, includes transportation insurance policy . . .  
 Cash Price . . . £17-0-0  
 "C" de Luxe . . . £36-10-0

**MODEL "C" with No. 1 Touring S. car.**  
**£17 : 3 : 2**  
 DOWN and 12 monthly payments of £4-11-7, including transportation insurance policy . . .  
 Cash Price . . . £42-10-0

Features include the 5.86 h.p. inclined engine with detachable head and enclosed valves . . . a decompressor to ensure easy starting . . . full dry sump lubrication . . . duplex cradle frame . . . 4-speed Gear-box . . . inter-connected brakes . . . detachable rear mudguard . . . and, in any detail refinements.

**Rather open to the elements.**

COUPON HERE  
 To Matchless Motorcycles, Effingham, Ltd.,  
 Effingham Road, S.E.18.  
 Please send me the New 1931 Matchless  
 Illustrations Catalogue.  
 ADDRESS: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

In answering this advertisement it is desirable to mention "The Motor Cycle."

Then we have the Allis-Chalmers AC Model C tractor, a sort of confused 3 or is it a 4 wheeler but with lots of pulling power. Rather expensive in 1949 it would set you back \$1200. It did have a 2.1Lt engine of 23.3hp, a 77" wheelbase and a familiar positive earth 6V system! Production started in 1940 and by 1950, over eighty thousand had been produced in Wisconsin USA.

Of course there had been the first Ford Model C, from 1904/05 with an 8 or 10hp flat 2-cylinder engine and a top speed of 38 mph. This Model C was available as either a 2-seat runabout or a rear entry 4-seat tonneau and was the first vehicle assembled by Ford of Canada's new plant in

Walkerville, Ontario. Priced from \$850 FOB Detroit, about 800 were made before being replaced by Henry's more advanced Model F.

A rival here in 1907 was the Aerocar Model C Touring Runabout – "A new design of rare beauty" – with air cooled engine, entirely new mudguards so "no mud can reach car or occupants!", 50mph and reliable every day of the year! Just \$2000 f.ob. Detroit.

But for the best of the alternative C's, you'd have to wait until the Sixties in Canada and USA for the Ford Cortina, another "better idea" from Fords.

The Ford Model C was the name advertising copywriters gave to the Cortina, a product of their U.K. division. The ads called the Cortina "a unique advance in basic transportation - every bit as sensible as the Model T". But the compact Cortina was much more than basic transportation. Enthusiasts and rally drivers discovered that fact shortly after the first cars began arriving in North America as competition for other European imports such as the VW Beetle.

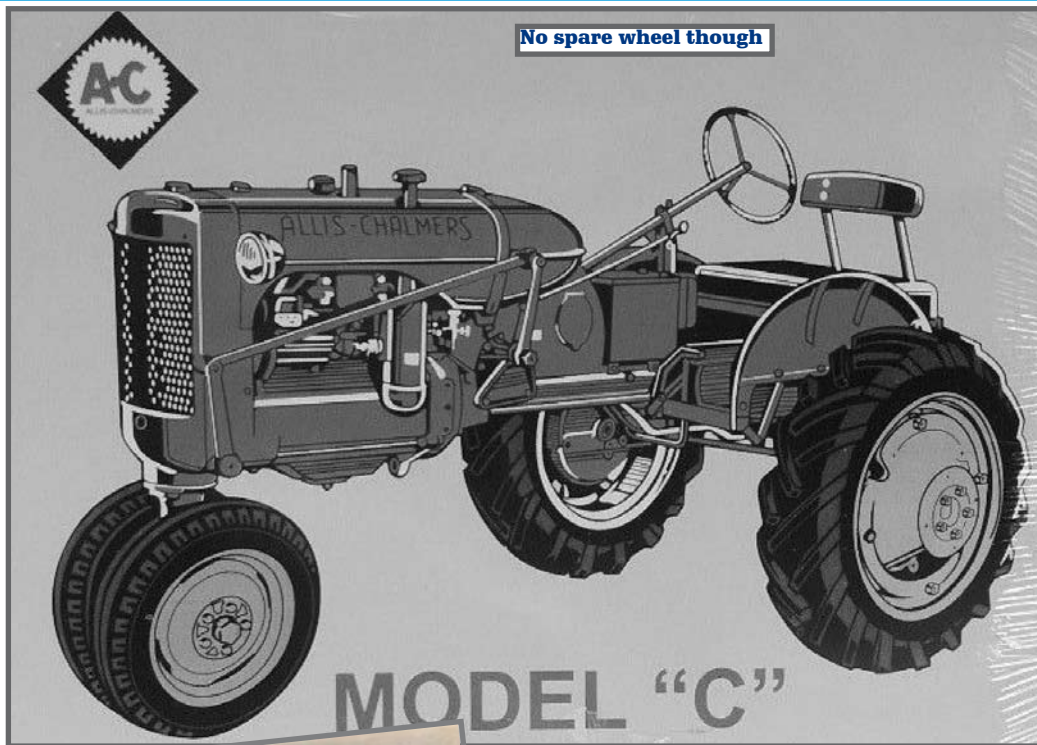
Those early Cortinas were powered by a 1.2L inline 4 that was mated to a 3-speed automatic or 4-speed fully synchronized transmission. They were nothing special, but in 1963 the Cortina Super arrived with a bigger, more powerful 1.5L engine fed by a 2-barrel Weber carburetor.

But the version favoured by enthusiasts was the Lotus Cortina, available only as a two-door coupe and with a 1.6L version of the 1.5L engine. Tweaked by Lotus, this engine increased horsepower from 78 to 105. It also got the same close ratio gearbox as the Lotus Elan roadster plus some serious suspension revisions.

Needless to say, we still favour our very own Model C's (and of course CX's)- a very special forerunner of those "sit up and beg" cars that are in our hearts and memories, as displayed on our front cover in the previous issue.







**No Waiting!**  
**Ford's Model C.**  
 Let's deal right now...  
 Immediate Delivery!

**Sensible Transportation**  
 We call it sensible transportation because it's got one thing transportation doesn't get up to: 40 miles to the gallon at normal cruising speeds from an unusually long and efficient 4-cylinder engine. It runs cool with a speed 4-cylinder transmission for smoother shifting for comfort and economy. It's so reliable that it won't let you down. Underneath it all is an international early working heritage you'll be proud of every time you see the Ford logo!

**\$39.67 Per Month\***  
 Now let's talk delivery and service. What do you get for one thousand, eight hundred and...? Well, you get a car that's built to last and a dealer who'll take care of you. You'll get a car that's built to last and a dealer who'll take care of you. You'll get a car that's built to last and a dealer who'll take care of you.

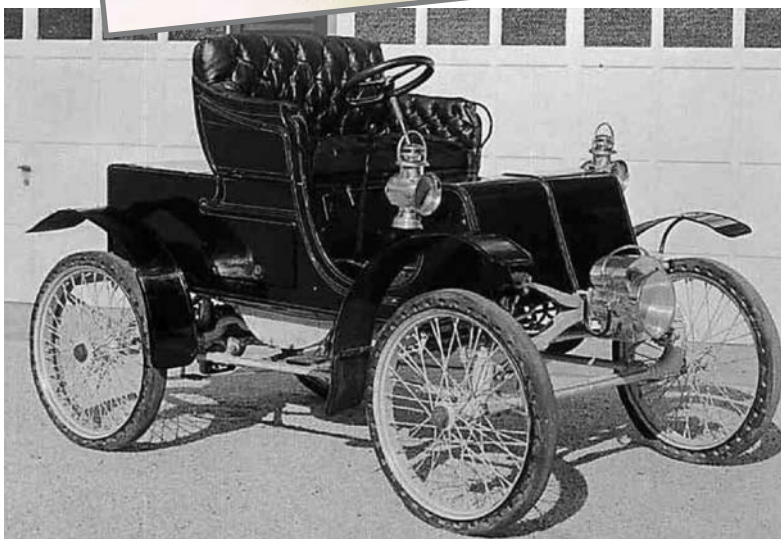
**Immediate Delivery**  
 You'll get it in time for your birthday in January. You'll get it in time for your birthday in January. You'll get it in time for your birthday in January.

**Quality-Built by Ford of Britain**  
**CORTINA**

**Ford's Imported Cortina \$1815\***

"This one made its mark!"

Graceful fleetness in every line, different (with its 36" wheels) and superior!



'Luxurious Upholstery'  
 The Ford Y & C Model Register

# Aerocar

**1907 Model C Touring Runabout.** A new design of rare beauty. Different and superior to any other runabout. Graceful, fleetness in every line. Hard, dull oil-paint finish, wear-proof and scar-proof. Aeroplane Mud Guards—also entirely new—which lighten the car in running and make steering easy; no mud can reach body or occupant. 36-inch wheels. Silent running. 50 miles an hour. Air-cooled Motor, reliable every day of the year. A staunch, swell Touring Runabout, \$2,000 f.o.b. Detroit.

**Aerocar, Model A, Touring Car**—5 passengers—price \$2,500 with lamp and horn; with complete touring equipment \$2,800.

Send for free book V.

**The Aerocar Company, Detroit, MICH., U.S.A.**  
 Member American Motor Car Manufacturers' Association.

# The Ford Moving Assembly Line.

**Extract from '@ford', November 2013**

In October 1913, Henry Ford and his team at Highland Park assembly plant in the USA launched the world's greatest contribution to manufacturing – the first moving

Today one of the many challenges Ford faces is meeting growing global demand for its cars and commercial vehicles. To achieve this, the company is rapidly expanding advanced manufacturing capabilities and boosting production at existing facilities. By 2017, Ford will produce on average four



assembly line. It simplified assembly of the Ford Model T's 3,000 parts by breaking it into 84 distinct steps performed by groups of workers as a rope pulled the vehicle chassis down the line.

The new process revolutionised production and dropped the assembly time for a single vehicle from 12 hours to about 90 minutes. Ford was able to drop the price of the Model T from \$850 to less than \$300 for US customers, and for the first time in history quality vehicles were affordable to the masses. Eventually, Ford built a Model T every 24 seconds and sold more than 15 million worldwide by 1927, accounting for half of all automobiles then sold. "One hundred years ago, my great-grandfather had a vision to build safe and efficient transportation for everyone," said Ford executive chairman Bill Ford. "I am proud he was able to bring the freedom of mobility to millions by making cars affordable to families and that his vision of serving people still drives everything we do."

different models at each plant around the world to allow for greater adaptability based on varying customer demand. Ford also projects 90 per cent of its plants around the world will be running on a three-shift model by 2017, which will help increase production time more than 30 per cent. Also in 2017, virtually all Ford vehicles will be built off nine core platforms, boosting manufacturing efficiency, while giving customers the features, fuel efficiency and technology they want anywhere in the world. Today, Ford builds vehicles on 15 platforms. "Henry Ford's core principles of quality parts, workflow, division of labour and efficiency still resonate today," said John Fleming, Ford executive vice president of global manufacturing. "Building on that tradition, we're accelerating our efforts to standardise production, make factories more flexible and introduce advanced technologies to efficiently build the best vehicles possible at the best value for our customers no matter where they live."

**"The first moving assembly line at Highland Park, Detroit, using a rope to pull cradles carrying Model T chassis along a track."**



# What do you want for Christmas, Dad?

If you haven't got one already, there is only one answer; "A copy of the Ford Models Y&C book, please."- Available from Sam Roberts, sam@samroberts.plus.com or 01264 365662. [Also via our own order form]

Review extracts:- "As a detailed record of one of Ford's milestone models and an insight into the workings of the Big Blue Oval in the days of Henry Ford and his cohorts, this is one of the most significant books yet. Highly recommended." – David Burgess-Wise

"The more we delved into this 272-page hardback, the more we liked. Roberts really does tell the whole story behind the baby Fords, not least their genesis and subsequent developments..... A good read and a useful reference work." – 'Octane' magazine.

"Sam Roberts is well qualified to write such an overall history. He bought his first Model Y as an undergraduate and has been Chairman of the Ford Y&C Model Register for a 14 year period.... A most interesting book that has been carefully researched here and in the Ford Archive at Dearborn in the U.S.A." – Michael Ware

"The Ford Model Y's importance in the story of the Ford Motor Company as a whole is often overlooked. Nonetheless the car saved Ford's European operation from bankruptcy in the face of the Great Depression.... The highly detailed book by Sam Roberts is packed with information ...." – Classic Car Weekly.

**"Sam Roberts, editor and archivist of the Y&C Model Register, tells the story of the US-designed Model Y and its supposed successor, the Model C, in a fascinating book with more than 350 photographs and illustrations."** – Ford News

The Ford Y & C Model Register

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

Sam Roberts

**THE DEFINITIVE HISTORIES OF THE 8hp FORD MODEL Y & 10hp MODEL C of 1932 to 1937**  
and all their worldwide variants, complete with detailed technical specifications and production records. Most of the great names of the Ford Motor Company were involved with these small cars. Contains 270 pages and 300 photographs in a hardback cover.

