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March - April 2015

Transverse Torque





Saharan Adventure



Selection of photos from Richard Ball's Saharan Adventure - Of 5760 miles

Front Cover: AAS 573 somewhere in the midst of Morocco

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Editorial.

I cannot believe how quickly the time has passed! As putting this magazine together takes quite some time, I start piecing it together even before the last issue hits your doormats. Five weeks since Christmas already, as I start this editorial, and, what I thought would be a quiet period has already burst into action.

Besides the fulsome contribution from Mo Croxon, held over from the last issue, we already have some great photos from Richard Ball travelling in Morocco, more 'photo finds', an excellent reprint of Practical Motorist article from 1939 (If I can squeeze it in!) and a growing amount of International correspondence.

The contributions from afar demonstrate the proud interest held worldwide for our 'Baby' and I have attempted to translate a piece introducing the car in 1932 to the Belgian market from a copy of 'Le Fordiste' sent in by our faithful Bill Ballard. I am also busy trying to translate something from Spain. I've also translated a message to a possible new member in Poland!

Our parents would have found the technology nowadays truly amazing. A feature can be scanned, then fed into an OCR programme, then sent off to Google Translate or similar to obtain a clear understandable translation of something printed in a foreign land eighty years ago.

Of course, it's not that simple – a steep learning curve as they say – and lots of working through pages for typos etc (Be patient if you find any). If I wish, I can even get my computer to read it out loud! My son, just moving to Spain and work in Gibraltar, is using something similar to learn Spanish. How I wish we had had such stuff when I was at school.

Because of the increase in photographic content, I have moved the page two club contact information elsewhere, so that the inside cover can show off more in colour – as I previously did with the inside rear cover. I hope you all are happy with that.

Cars are still appearing from various 'Barns' and projects are being completed, so there is still a demand for spares. Like myself, most members have a variety of bits 'in case' and it's important to look after those bits just as well as your cars. So often, good spares suffer damage and corrosion through neglect in our damp garages, and when needed, are found to be wanting.

Chairman's Report

Spring is here and I hope all members with cars that move are out enjoying them or perhaps at least thinking about it.

With the demise of the M.O.T., I hope that we are all ensuring that our vehicles are road-worthy and well able to make the journey that we are contemplating. Actually making sure that your vehicle is capable of completing its intended journey became reality recently when I was stuck for 5 hours in the French Alps in a huge snow storm. Fortunately we were well equipped with snow tyres, plenty of fuel, food and water. Although I don't expect to ever have that sort of experience in my 'Y', it does make you realise the power of Mother Nature and how long you can be delayed through totally unforeseen circumstances.

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The Register is a member of the Federation of British Historic Vehicles Clubs (FBHVC) and with the General Election almost upon us, it has produced a manifesto for all political parties to consider. It contains some eye opening figures; for example, in 2011 research by Brighton University and the Historic Vehicle Research Institute put the value of the historic vehicle movement at £4.3 bn per annum employing 28,000 people in the UK. They are very keen on promoting apprenticeships to train people to ensure that our vehicles can be properly maintained. I wonder whether your MP knows these facts!

There is one very important piece of legislation that was adopted in 2014 by the EU which could have an enormous bearing on whether we are able to continue to use our vehicles on the road and that is the EU Roadworthiness Directive. Member states must adopt national laws to implement this directive before 20th May 2018.

I can announce our new Facebook page (It's easier to access)

[<https://www.facebook.com/groups/1624742757747301/>]

is getting off the ground and is serving well as an instant feed from the likes of Richard Ball – useful for quick topical comments and photos - whereas the Forum is better for saving whole albums of Member's photos, providing a stock of old documents, Technical advice, adverts and publications. Horses for courses! I will be trying to send out email invites to join FB, but I'd welcome your email invitation requests as I haven't got everybody's email addresses.

Your committee have as usual, been busy keeping your needs in mind. Club finances and subs have been discussed, new regalia chosen, website updated, stocktaking of spares carried out, events planned and much more. They do a great job!

As I write, Richard Ball had landed back in Blighty after a gruelling adventure, and we look forward to a detailed account in future magazines. He has certainly done his bit for International relations – meeting up with other members in Spain and Portugal. Our International regional contact perhaps?

Along with our Bob Wilkinson, Graham Miles, Geoff Dee and Geoff Salminen, I attended the Club Expo at Gaydon Heritage centre and found it very useful. Aspects of security for both home and auto thefts were thought provoking. Modern cars that could be taken in 10 or 12 seconds! House doors likewise. Time to take a proper look!

We have discussed these matters in committee and I can assure you that our Secretary Bob Wilkinson has his eye very much on the ball as to the outcome, especially as mentioned earlier with the end of the M.O.T. for all pre 1960 vehicles. How are the Government going to make sure that historic vehicles are safe to use?

If you are able please try to get your car out for the FBHVC 'Drive it Day'(DID) on Sunday 26th April. This annual day commemorates 64 cars leaving London on the first day of the Thousand Mile UK Trial which took place in April 1900. 'DID' is an occasion when vehicles over 30 years old have the opportunity to collectively show their prowess on the UK roads and display them to the public.

Before 'DID' we have our 36th AGM on 12th April at Willoughby Village Hall. It is reasonably central but also a very long way for many of our members. We hope to see as many as possible there, and to help we are starting this year at 1.30 pm and will try to finish at a reasonable time, hopefully no later than 3pm.

We have a very active committee at present but we would like to find some volunteers to help assist Bob Wilkinson with his secretarial duties and we are still without a Regalia

Secretary's Ramblings.

Spring is in the air..... just! As I get older my dislike for our cold damp winters increases, just as much for my reluctance to get out into the cold garage as for the weather. However within a short time I will be rolling up my sleeves and getting on with my CX tourer restoration at home. Over winter I have been fortunate to work under the direction of my friend ,Roger Hanslip, as we rejuvenate the badly corroded chassis on my CX in a heated garage! Luxury! We hope to reunite the body with the chassis in the next few weeks to enable me to progress in my own garage at home. I am not setting a completion date but intend to be mobile by the winter.just right for a tourer! MOT & mechanical issues. Members will have read recently about the tragic death of a classic car owner whilst driving his MGB. He was actually stationary, in an airport drop off point, when run into from the rear by a fast moving taxi. Following the accident, the AA comment regarding safety of classic cars was misquoted and made into horrific headline news in the press. No surprise. However this rare incident reminds us of our responsibilities as classic car enthusiasts. We have no control over the regulations exempting our cars from MOT. Equally we have no control over possible errors made by garages conducting an MOT. We do have some control over guiding our members and encouraging them to be responsible. As a responsible club we continue to make our members aware of all issues related to using our cars safely. Here we remind members of previous advice:

- (i) Our cars were not designed with crash safety at the forefront of priorities. Issues of this nature only came prominent post Ralph Nader litigation in US.
- (ii) Be completely vigilant and informed regarding mechanical condition of our cars. Club has issued Guidance Sheet for owners or their garage, to check prior to MOT and we have embarked upon running workshops covering mechanical topics.
- (iii) Suggest that members submit their cars for MOT or equivalent voluntary test.
- (iv) Ensure that all mechanical parts relating to safety are available to members
- (v) Full technical support is available – from Technical Adviser, and appropriate technical / service bulletins.
- (vi) Drive in a style appropriate to the design and age of the car.

Follow all this and your chances of being involved in an incident are much reduced. Your Committee met recently and as always looked at improving and developing services to members. The club website now includes additional items. The Parts List is published to inform members and to hopefully act as a shop window to attract new members. We sell only to members. Also being published is the "List of Surviving Vehicles". Sam Roberts has supplied the complete list but without members' names

Officer. Please help if you can, it is very rewarding.

The Register has for many years had Regional Contacts and I am very pleased to welcome Vicky and Gary Edwards who have taken over from Ivor Bryant in Region 01/02 in the West Country. Many thanks to them and a very big thank you to Ivor who has been responsible for this area for a long time.

We are also pleased to welcome Duncan Davies on board for Region 17, Northumberland/Durham etc. We met Duncan on a tour of that regions a few years ago and enjoyed a very good lunch and a pint or two in his Pub. We will have to do it again.

Across the sea in Ireland Roy Moore has kindly agreed to become our contact taking over from Patrick Fitzgerald. Many of us will remember the fantastic Irish tour some years ago which gave us such wonderful memories although I seem to remember it was very hard on our cars.

John Argent

Club Parts:

Your club spares group met recently to prioritise parts to be sourced in the coming season. The emphasis is on making parts relating to driving safely available. The meeting also addressed issues relating to pricing of parts consistent with making a financial surplus to reinvest in future parts orders. Price rises, whilst kept low, have to reflect the cost of the increase faced when reordering in the future. We are fortunate in our club to have access to an increasingly wide range of parts for our 80 year old cars. This is due entirely to the dedication of the parts group working on our behalf. We are fortunate in needing only to serve the needs of two basic models so we can specialise. In addition members are not faced by the vagaries of relying on parts suppliers who may suddenly change to supplying a different (more profitable) make. We are here for the long haul – support your club by purchasing your requirements from your club. (See Parts report).

Old Ford Rally:

July 19th. Gaydon.

The theme this year will be to celebrate the 1945 anniversary of the end of World War 2. Members are encouraged to attend in 1940's gear to create the appropriate atmosphere. Vera Lynn has been approached to attend ... For full details see notice elsewhere in this issue. As ever I am seeking volunteers to help set up on Saturday and importantly to help marshal vehicles to their club areas during the first hour of the show. Give me a call.

AGM: The club AGM is on Sunday 12th. April, 12.00 noon, with formal meeting at 1.30pm. at Willoughby Village Hall, near Rugby. New faces welcome & bring friends. See AGM notice elsewhere in this issue. Club Books to DVD.

Following my recent requests for members to volunteer to look at this development, I am pleased to tell you that member Ron Lewis has agreed to start this on going project starting with the vehicle handbooks. Ron joined the club last year, attended the autumn workshop, and wanted to get involved in club work. Thanks Ron. In the future our stocks of hard copies of handbooks, service manuals etc. will run out - no worries just yet - and getting reprints will be costly. As an alternative, given that an increasing number of members use computers, it seemed sensible to commit these to DVD instead. The cost to members will be much lower. A useful facility will be for members to print off individual pages to use in say the garage when needing on the job reference. However, this is a lengthy project and the end results will not be available for some time. Christine Baldock is already involved in the massive task of putting past copies of our club magazine, Transverse Torque, onto

DVD. We are also considering the production of DVD's to support vehicle servicing and maintenance topics. If you have any suggestions on this idea please let me know.

BOB WILKINSON'S 1936 CX TOURER

RESTORATION SAGA.

Club Regional Contacts.

I am pleased to announce that we now have somenewfacesinplaceasRegionalContacts. **(i) Regions 1 & 2 - Avon/ Devon/ Cornwall / Somerset / Wilts. / Glos:**

Gary Whittle and Vicky Edwards, based in Bristol, have taken on the above area. Vicky, with partner Gary, have a restored Model Y. InwelcomingthemwealsothankIvorBryant who was our man in the west for many years.

(ii) Region 17: Northumberland : Durham / Tyne & Wear/ IoM.

Duncan Davis living in Frosterley, Co. Durham, has a restored CX saloon. He is planning a meet at his pub, The Black Bull, on Drive it Day - April 26th., and may run similar events for a wide range of classic car enthusiasts in the future. Looking at his flyer he seems to have attracted some high profile people already! Well done Duncan. We thank Andrew Black for holding the northern fort for the past few years.

(iii) Region 19 Ireland:

Roy Moore, in Newtonards, Co. Down has agreed to become contact. Roy is a long standing car enthusiast and currently owns a Model Y. He does not have email so requests that members new and old contact him by phone. Roy has taken over from Patrick Fitzgerald to whom we owe thanks.

We ask present members in the above regions to make contact. Details are listed inside your magazine.

Enjoy the spring out & about in your car.

See you at the AGM.

Bob Wilkinson. Secretary.

Members will recall that I am midst restoring the 1936 CX Tourer which once belonged to our late club Chairman, Geoff Murrell. The car was sold to member Paul White and after several years of ownership was stripped for bodywork repair and painting. The resulting scene of corrosion brought the project to a halt as Paul was daunted by the work required. I bought the car in pieces. Wise or foolish you decide. But I was determined that my old pal's car would get back on the road even if I got old and grey in the process! (OK , I have a head start...)

On arrival I had started preparing all the removed panels – wings, doors, bonnet etc. whilst awaiting the dreaded sight of a blasted chassis.... a terminology used by old car owners! The chassis repairs, which became obvious after blasting, were to be undertaken by my long suffering friend , Roger Hanslip, to whom what may appear a disaster to others becomes a challenge! I have been waiting for Roger's 1937 Y Model van to near completion and thus to create workshop space. We now have lift off! (Nov. 2014).



Roger Hanslip with a challenge in hand!

The CX chassis is much stronger than the Y Model chassis. Hence Ford Motor Company decision to produce a Tourer version on the C / CX Models. The Y chassis was considered too flexible and thus Y tourers were produced by independent companies. Whist being a stronger chassis it also is more prone to corrosion due to some boxed in areas towards the rear which allow water to ingress and not dry out thoroughly. Also the body sits down more into the chassis and makes visual inspection and repair more difficult. Corrosion can thus spread undetected seriously affecting the structure of the car with the Tourer version at greater risk.

Body removal is more difficult too on the C / CX Models, than the Y, due to the sills enveloping the side rails – another area difficult to inspect – so some drastic surgery is required with consequent remedial welding later.

We produced a jig (from an RSJ) onto which the chassis cross members, which were in

BOB'S JOKE CORNER.

This time ... Things to Ponder: (Quotations).

As I hurtled through space, one thought kept crossing my mind - every part of this rocket was supplied by the lowest bidder. John Glenn.

When the white missionaries came to Africa they had the Bible and we had the land. They said 'Let us pray.' We closed our eyes. When we opened them we had the Bible and they had the land. Archbishop Desmond Tutu.

America is the only country where a significant proportion of the population believes that professional wrestling is real but the moon landing was faked. David Letterman.

We are here on earth to do good unto others. What the others are here for, I have no idea. WH Auden.

After the game, the king and the pawn go into the same box. Italian proverb.

The only reason they say 'Women and children first' is to test the strength of the lifeboats. Jean Kerr.

When a man opens a car door for his wife, it's either a new car or a new wife. Prince Philip.

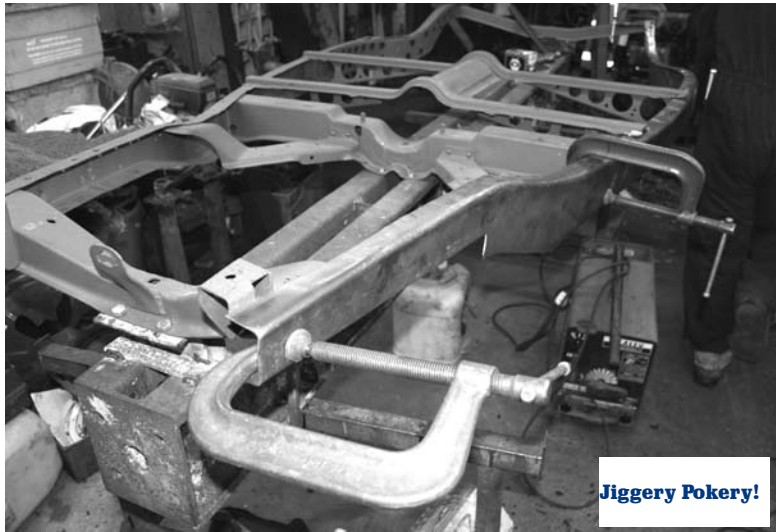
Wood burns faster when you have to cut and chop it yourself. Harrison Ford

Lawyers believe a man is innocent until proven broke. Robin Hall

I have kleptomania, but when it gets bad, I take something for it. Robert Benchley.

sound condition, were bolted. Roger's view, which became the decision, was that fabricating and fitting new side rails would result in a much better job than simply weld patching. I leave it to your imagination how this was done – much bending, cutting, welding and shaping was required to accurately replicate the channel section side rails which were to be made in 2 longitudinal halves and welded together – resulted in the correct shape, size and curvature. When the first side was finished and offered up..... eureka it fitted and matched perfectly! Surprised us both!

The next stage was to remove the existing corroded side member and fix the newly made side rail to the existing cross members. Instead of fixing with rivets used by Ford we used some round headed bolts which did the job and looked much like the originals. Each side had around 20 rivet style fixings and drilling accuracy was all important. The second side was then fabricated in same way as the firstsounds easy....but a very skilled and time



consuming task. This too was then offered up for fit, the second side rail removed and the new one bolted (riveted) to the existing cross members.

With both side rails in place the next task was to fabricate the strengthening pieces which weld inside the chassis channel towards the rear. These curve in both directions and narrow towards the rear and proved a trying task. These are to be drilled to provide access to shock absorber mounting bolts etc. and to ventilate the chassis. These two plates make such a difference to the chassis strength.....just what we need for a Tourer..

Feb. 2015: We are now at the stage of tidying welds etc. then painting. The next stage will be to try fit the body to the chassis and accurately locate all the mounting points. But more of this anon.

Needless to say I would not have reached this stage without Roger Hanslip's skill & dauntless attitude and lots of hospitality from long suffering wife Jo. Many thanks.

Bob Wilkinson. Feb. 19th. 2015.

2015 Annual General Meeting.

**SUNDAY, APRIL 12th.
WILLOUGHBY VILLAGE HALL, GATHER FROM 12.00 NOON.**

The 2015 A.G.M. will be held in the village hall at Willoughby, which is just off the A45 between Daventry and Rugby in Warwickshire (CV23 8BH for your Sat-Nav). Members are invited to attend from 12.00 noon to exchange parts/books, etc., and to meet friends, old and new and Club officers. Light refreshments will be available at the hall from noon and the pub next door serves lunches, or you may wish to bring a picnic to enjoy at the tables on the lawn if the weather is fine.

The formal Meeting will commence at 1.30pm.

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

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

More details from the Secretary, Bob Wilkinson.

You are invited to make nominations (including yourself) for Committee posts by copying the reply slip below or emailing it. Nominations and items for Agenda must be sent to the Secretary no later than Friday 3rd. April 2015.

**COMMITTEE POST -
MEMBER NOMINATION SLIP:
(Please copy & send).
NOMINATED :-**

Name

Nominated by.....

Signed:.....

Please note that additional proposed agenda items must be received by the Secretary no later than Friday 3rd. April 2015.

**A.G.M. Draft Agenda:-
Welcome by Chairman;
Apologies:**

1. Previous Minutes of AGM, April 2014.
- (i) Move as true record. (ii) Matters arising.
2. Committee Officers' Reports.
3. Awards: Annual Presentation of the Maurice Billing Trophy by the Chairman.
- 4 Election of Officers and Committee Members.
- 5.Events 2015.
6. A.O.B.
7. Date of next A.G.M.

Please bring any parts / books you may wish to sell / swap. Raffle prizes welcome.

Membership Matters

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 8 new members.

Robert Ashworth	A1601
Paul Brace	B1204
Peter Förster	O-F105
Robert Frew	F1001
Ken Hawthorne	H1903
Colin Moremon	M1203
Tom O'Shaughnessy	O1906
Jean- Louis Rose	O-R104

Dewsbury	West Yorkshire
Helpston	Cambridgeshire
Altenburg	Germany
Jaywick	Essex
Ballybeg	Co Wexford
March	Cambridgeshire
Croom	Co Limerick
Gedinne	Belgium

Handover of a brace (of Model "Y"s)

Gerald Jenkinson, who has bases in Dunston Heath, Staffordshire as well as Wicklow in Ireland, has taken delivery of two Model "Y"s in need of full restoration from James Brown in Belfast. This leaves James with only three Model "Y"s! (Y18006, Y19876 and Y183109). As promised, please let me have their details James please? We wish you success with the restorations Gerald. I suspect the spares guys will be rubbing their hands with expectation!

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

Robert Ashworth – we extend a warm welcome to Robert who has joined the Club. He has recently purchased UD 7893 from member, Barry Nutley. Barry found the car in a Shropshire barn in 1999/2000, having been there since 1951. The chassis number is Y149114 and Briggs 165/45350. It is a black Tudor, first registered 01/08/1936. As the car is on the road we hope you enjoy many hours of motoring in your "Y".

Paul Brace has upgraded from a Friend of the Registered to a full member. He is now the proud owner of ESL 108, previously ALG 228. The chassis number is Y2793 and Briggs 135/2654. It is a black 1933 "Y" first registered on the 2nd of January of that year. The car is pretty much ready for the road with just new tyres and some cosmetic work to be done. We hope that you are soon driving your "Y" and a very warm welcome to the Club.

Peter Förster –we extend a warm welcome to Peter who is our new member from Germany. Peter is the fourth owner of ABG-07-14 having owned the vehicle since 1975. It is a dark green/black, 1933 Tudor having the chassis number Y6343 and Briggs body number 135/6677. Peter also owns an Eifel. As the car is on the road we hope you enjoy many happy hours driving your "Y".

Robert Frew –we are pleased to welcome Robert to the Club. He is a looking for a "Y". We hope that you are soon successful in finding a suitable "Y".

Ken Hawthorne has a 1937 Tudor first registered on 30th April of that year. The car carries the registration TI 3205 and the chassis number Y166731. It is black and red. As the car is on the road we hope you enjoy motoring in your "Y" and a very warm welcome to the Club.

Colin Moremon – we are pleased to welcome Colin to the Club. Colin bought his black Tudor in May 2014. The car is in excellent condition. First registered in July 1937, it has only done 33000 miles. The

registration number is ADR 202, chassis number Y181846 and Briggs 165/64568. As your car is on the road we hope you enjoy driving your pride and joy.

Tom O'Shaughnessy – we are pleased to welcome Tom to the Club. The only information we have is that Tom owns a 1937 Model "Y". We look forward to receiving further details of the car in due course.

Jean-Louis Rose is our new member from Belgium. He is the owner of Y81440, Briggs 165/16320 a 1934 black and brown Tudor. It isn't registered at the moment. It is a LHD which was assembled in Antwerp, Belgium. The car is under restoration. We wish you well with the restoration and a very warm welcome to the Club.

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

Mike Malyon
Membership Officer



Gerald is a devil for punishment. Here is his second purchase



Gerald and mate with IN 3836 in Wicklow."



SPARES OFFICER'S REPORT.

Most of my time has been spent working on the annual stocktake, which I have just completed. This involves collating the items held by each of the twelve stock holders, and I was surprised at the number of additional items stocked since last year's stocktake. I have given the treasurer the figures for the Annual Report and a spares budget has been agreed and accepted by the committee.

The spares committee met in January and we were pleased to welcome Michael Leete as a new member. The main item of discussion was on brakes and the continuing supply of parts for the braking system.

It was agreed to investigate the possibility of producing petrol tanks and windscreen surrounds the main problem being manufacturing them at an economically viable cost. We are still looking for members to join the spares committee, see issue 212 for further details of the requirements.

The Parts for Sale list has appeared on the website, the new one which is published in issue 213 of Transverse Torque has been updated to include the new increases and postal charges and will be on the website by the time you read this article.
(Also on our Forum as well as Facebook group page -ED)

Peter Ketchell
Spares Officer.

For Sale:

Free to a good home, Transverse Torque issues 118 through to 211. Not needed as no longer a Y owner. Can be delivered to our AGM or delivery arrangements made.

Contact Bruce Allan 01995 601041 or email bruceallan@yahoo.co.uk

Regalia: There will be a Regalia sale at our AGM.

On sale will be Navy tee-shirts £10, Maroon or Grey polo shirts £15 Register car badges £11 and Key rings £1

A couple of fleeces & sweatshirts are also available

These are available by post (add postage) – contact John Argent on 01707 662049

Where is Everyone Going?



to the
Black Bull
Frosterley
It's Vintage Car Day
April 26th

Vintage car enthusiasts in the North of England are heading to the Black Bull at Frosterley in Co. Durham for lunch on April 26th National Drive It Day.

Landlord Duncan Davis (Our new Area 17 Regional Contact) is planning an area next to the Weardale Railway for everyone to park together to make it a spectacle worth seeing.

He is hoping for a sunny day to host some appropriate live music outside the pub and if successful the event could become an annual gathering."

Dave Tanner, our recent new regional officer for Leicestershire, Cambridgeshire and Northants has penned and posted this note to me :

Re the 6V/12V can of worms. When I purchased my CX (part restored), it had been converted to 12 volts so I left it that way as it started well - with good lighting etc. Then to keep the CX company, I bought a very nice original E93A 10 hp. This car had not been converted to 12 V, but I did fit a new six volt heavy-duty battery - as recommended by Jim Miles. After I prime the car on the fuel pump lever, the car starts instantly. It's important that plugs and points ignition etc. are all well so no need to convert this in my view. (Let's fiddle with something else)

Antifreeze: – I left my CX with no water in it last winter, or antifreeze. However the hoses dried out and they cracked, needing replacement. So I think best to keep antifreeze in.

Lastly on the subject of non-starting, after a lay up. My E93A wouldn't start after last winter's garage confinement, due to stale petrol. Also my friend's Hillman wouldn't go either. I checked all ignition, carburettor etc., - still no go.

Cleaned and emptied the carb, put in fresh petrol and all is well! So the modern petrol does have a limited shelf life.

Thanks. Good magazine!
Dave Tanner

APP 625. The last Forty Odd Years – Part 1

A lovely Saturday morning in September, my wife and I decided to run our Y Model Tudor, APP 625 down to the local park in Marlow on Thames, to support the town's annual carnival; this event is staged every year to raise money for charity so a worthwhile cause and a chance to meet with a small gathering of classic vehicle owners for a good old fashioned chinwag. (www.marlowcarnival.co.uk)

To our surprise another Y Model turned up, I say surprise because we have attended many classic car shows over the years but very rarely come across another Y Model Ford, unless of course the show was specifically Ford orientated and even then Y Models have been very thin on the ground. I have a theory about that which I will go into during this article.

We were pleased to make the acquaintance of the other Y Model owner Mr Roger Corti, editor of this excellent magazine, we had a long chat about our cars and the benefits of being a member of the club so in a matter of minutes I had decided to join, then the bomb shell came "Would you like to write an article about the history of your car for inclusion in the club magazine?" Oh Dear not my thing at all I thought, but before the brain engaged I had said OK I will.

Before we go any further; I must warn anyone reading this - "The following article may contain items that some club members may find offensive" - that's the warning out of the way, so here we go.

My wife Sally and I married in 1972, two years prior to that we purchased a house together that required extensive refurbishment -this was a busy time in our life, little spare money most of it going on building materials and little spare time due to having to carry most of the work out ourselves, I'm sure many of you reading this have been in the same boat.

Once all of that was out of the way; I decided to look for something else to do, I had a bit more time on my hands, so I thought I would look around for a suitable vehicle restoration project. Now you may recall the warning issued early on in this article, well if you are of a nervous disposition read no further.

Prior to marriage I was heavily involved in oval track racing, to be more specific Stock Car Racing (you had been warned). Formula One Stock Cars were the original UK Stock Car formula. The cars were first seen on British soil at New Cross Stadium, South East London on Good Friday, 16th April 1954. A 26,000 sell-out crowd saw this first meeting. As many as 20,000 more were locked out of the packed venue. The sport came to Britain via France, vehicles used at the time were big old pre-war American cars, with V8 engines and specially built tough bumpers. The formative years saw turbulent times for the sport. With so much money involved, allegations of dodgy dealings by promoters were made. Some stadium owners withdrew their tracks rather than be associated with underhand activity. So something had to be done, by the start of the 1960s the sport was re-organised in a way not dissimilar to that which we see today. Control was now very much centralised



around two organisations of promoters and drivers. A more home grown class of Stock Car was introduced named Formula Two Stock Cars.

You might ask; What's all this got to do with our beloved Y Model Fords, well the weapon of choice for this new class of stock car racing was the Y Model, a strong durable little car in plentiful supply available in large numbers in the early sixties at very low cost. Over the years I have worked on cars produced around the era of the Y Model, such as the Austin Seven and Tens but their construction from a strength point of view couldn't match the Ford, everything about this little car was tough, the body shell, engine & gearbox suspension all lent its self to this rugged sport. As time went on the use of complete cars progressed to purpose built chassis lower & sleeker but in most cases still using ford running gear, this was about the time I started racing and at the tender age of sixteen I had to learn the hard way, I lost count of the amount of ford front axles I had bent during my learning period. I read with interest an article by Robin Jager in Transverse Torque November/December 2014 where he states that he was heavily into trials cars which then were mainly ford side valve engines and Y Model front ends.

I suppose the point I am trying to make is like it or not, this forms part of the Y Model Fords history and as such has contributed to them becoming a lot scarcer than they would have otherwise been. Sam Roberts; within his excellent book Ford Models Y&C Henrys Cars For Europe 32-37, briefly touches on this very subject page 226, before I move on, those who may be interested, here are two links for you to put into your browser. Sorry if you are not computer minded but you may be able to ask someone to do it for you, the first link -

www.youtube.com/watch?v=dVPsGx1hdlQ

shows vintage footage of a family out for a day's racing during the sixties. The second link

www.youtube.com/watch?v=tH32CNpNhWo

features Historic Stock car racing, this is a present day class that's revived the old style racing and the odd Y Model still feature.

Oh yes, back to looking for a vehicle to restore, there could only be one choice for me so the search got underway. We live in Marlow Buckinghamshire as stated earlier and I had received a report of an 8hp Y Model Ford in bits in High Wycombe which is the next town to us about five miles away, the owner had taken the vehicle to bits, made a start on cleaning some parts but had lost interest for one reason or another and wanted to sell it on. I made arrangements to view and turned up one evening,

I knocked on the door of this small end terraced house situated on the corner of a quiet street in a rundown area of the town, "come to look at the Ford you have for sale", "come on in" said the chap "I'm afraid most of its in boxes, let me show you." At this point we were in the living room, down behind the sofa was a number of boxes, here's some of it, there's more in the kitchen and some outside in the shed, as we made our way through the living room into the kitchen there were more boxes stacked in the far corner and who I assumed was the chap's wife "hope you've come to take this stuff with you" she exclaimed, "possibly I replied", "let's go look out the back" said the chap, outside was a small wooden shed with a lean to, under the lean to was a tarpaulin which covered the body shell that sat on a pair of trestles, the axles laid alongside, "loads more bits in the shed" said the chap, wheels, bumpers, seats and the like. I pondered the situation, I thought to myself it can't be that hard to piece this together though a lot of the parts were looking a bit rusty, the main shell looked surprisingly solid apart from one or two holes and the usual surface rust here and there, welding and metal fabrication being second nature to me due to the racing days I should be able to sort this out I thought, one last rummage in the shed revealed the dash, fixed to the top of the dash was an enamelled badge "Supplied By Tillions Garage High Wycombe" a voice from behind said "I have the log book and some other bits and pieces", that was it I decided to buy, negotiations followed and a sale was agreed for the princely sum of £50.00 it was the early seventies remember, all that remained was to arrange pick up for the coming week end, turn up with a trailer and take it home. With the help of a couple of friends and a couple of trips later it was home.

I was excited and very keen to make a start, I had plenty of experience in mechanical work and welding not a problem, but at that time I had no experience in auto refinishing. I started working my way through the various components that had not been cleaned and painted by the previous owner, the priority was to get the vehicle mobile, sort the chassis, axles and steering then on with the wheels. I have always been fairly lucky in having garage space available where I can leave projects laid out untouched for weeks on end if needed, and then be able to return to them when either time or enthusiasm had returned.

The whole job of restoring APP 625 took around two years during that time all components were stripped refurbished repainted and brought up to what I considered a high standard, well high standard for me anyway.

One huge disaster happened after I had painstakingly repaired various holes with nice new metal and had spent ages stripping the old paint from the body. Someone suggested that I use Hydrochloric acid to neutralise any rust particles that may still be present in the panel work, apparently "so I was told" this will turn any remaining pin points of rust black hence neutralising it stopping it from coming through ever again. So like an idiot I thought I would coat the stripped shell, leave it overnight, rinse off the following day dry thoroughly then



APP 625 back home on all four wheels, some work done but a long way to go, still has the remains of white paint on the wings that I believe was common during the war years when the use of lights was forbidden.

the shot blasters as soon as possible, this I did what a fantastic process, on its return the metal looked like aluminium free from any signs of rust and a lovely surface to key paint, I primed that baby there and then. Its common practice now of course having items large or small shot blasted before painting but back then it wasn't, anyway that taught me a lesson and from that day on everything that needs painting gets shot blasted, to the point where I invested in my own cabinet which I find indispensable.



APP 625 just before being desecrated with Hydrochloric acid, "What?", you may ask, was I thinking about? As you can see the Chassis, the interior of the shell and the bulk head all nicely painted.

I have no pictures of the shell after the event. I was too distraught, but never the less all ended well.

As the restoration continued it became evident that all the parts needed to complete the cars build were not present so time to start searching for the missing bits and pieces.

See part two of this fascinating story in the next edition of Transverse Torque...



Long gone Tillions Garage High Wycombe, showing a Ford sitting in the Showroom window, and a Y Mode! in the road decorated for what must have been a local carnival. This photo was given to me by the garages retired owner, unfortunately not able to see any registration marks on the cars.

paint with primer filler. WRONG opened the garage door the following morning to find the whole shell had gone RED RUSTY. Sxxx, excuse the language, but I couldn't believe what I saw in front of me all that work down the drain. There was only one thing for it and that was to get the whole thing to

Events 2015

28/29th March	Practical Classics Restoration Show NEC Birmingham	
12th April	36th Annual General Meeting Village Hall, Willoughby, 1.30 pm.	Bob Wilkinson 01832 734463
18th April	Classic Virgins Day Gaydon Heritage Centre	01926 645033
26th April	FBHVC National drive-It Day	
17th May	Chiltern Hills Vintage Vehicle Rally Club stand	Jim Miles 07901 561866
3rd May	SimplyFord Beaulieu www.beaulieushop.co.uk	
23-25th May	Enfield Pageant	Jim Miles
6th June	Classic Transport Picnic Letchworth GC Classic & Vintage CC www.lgcccvc.co.uk	01462 674347
5th-11th June	2016 Tour Norfolk/Suffolk 01945 430325	Jo Hanslip
20/21st June	Tyntesfield Fathers Day Classics	
19th July	The Old Ford Rally – Gaydon Gaydon Heritage Centre	Bob Wilkinson 01832 734463
5/6th September	International Autojumble Beaulieu	
24th Oct	Club Workshop Details next issue	Peter Ketchell 01244 676856
18-21st 1st Nov.	North Norfolk Railway Committee Mtg Gaydon @ 11.00am	Jo Hanslip
13-15th Nov.	NEC Footman James Classic Show	Geoff Salminen
12th Dec.	Christmas Dinner	Colin french

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

Next Copy Date will be Friday 24th April. Please note this in your diaries. Issue 214 May/June, will include an AGM report and any late entries and photos from 'National Drive-It Day' on the 26th.

Please notify the Editor of any known events coming up.

NORTH NORFOLK RAILWAY 40'S WEEKEND

FRIDAY 18TH TO MONDAY 21ST SEPTEMBER 2015

There is another 40's weekend under way at the Links Country Park Hotel and Golf Club, West Runcton, Cromer. (NR27 9QH).

Dinner, Bed and Breakfast for the three nights will be £194.50 per person to include the 40's entertainment on the Saturday evening. For those who haven't booked yet, please contact the hotel on 01263 838383 and tell them you are with the Y & C club and with the Hanslip party. Can you then let us know (if you are bringing your old car) what days you will be exhibiting it on Holt station, (Saturday and or Sunday) I will then arrange with the North Norfolk Railway to get free passes for the railway for the appropriate days.

As always there will be vintage buses going into Holt town and Sheringham with the trains stopping at Holt, Weybourne and Sheringham.

For anyone who hasn't been before and would like to know more about it, please do not hesitate to contact us either phone 01945 430325 or e mail jo.hanslip@btopenworld.com.

Ask anyone who has been, it is a brilliant weekend and a fabulous chance to get together with like minded friends. You will be made very welcome. Look forward to hearing from you.

Jo & Roger Hanslip

NORFOLK AND SUFFOLK TOUR SUNDAY 5TH TO SATURDAY 11TH JUNE 2016

Plans are under way for the 2016 Y & C Tour. Roger, myself and Margaret & David Butwright are visiting the area in depth in April so will be able to firm up on some ideas that we have which we think will be interesting during the tour. The area has so much to offer we will no doubt have problems on what to leave out!

We have reserved rooms at the BROME GRANGE HOTEL, NORWICH ROAD, BROME, DISS, SUFFOLK IP23 8AP and the cost is £45. per person, per night for dinner, bed and breakfast. (£75 single occupancy).

If you would like to take part please pencil the dates into your diary. We will keep you informed of our progress.

Jo & Roger Hanslip.

International correspondence.

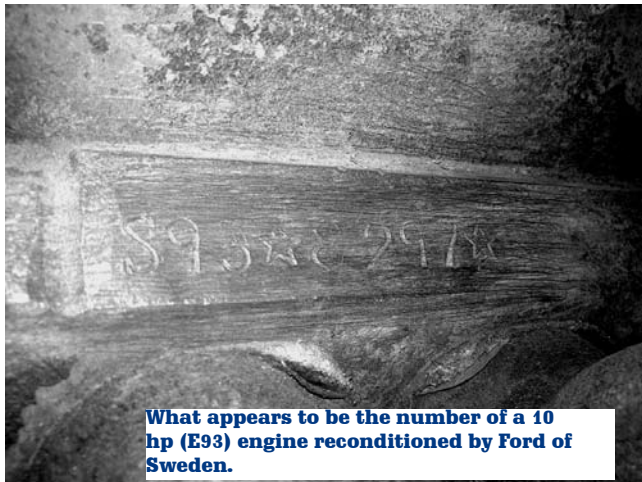
Sweden

In issue 210, we reported on the restoration of a locally manufactured Model "Y" based 'Epa-Traktor by Tommy Duvefelt. Tommy is increasing his Ford collection. He emails, "I have bought one more old Ford, a Thames 5cwt van from 1952. It's missing its engine and gearbox, but yesterday there was a guy on Facebook who had an engine for sale. But I'm not sure about the engine number. I thought that all engine numbers started with a Y or a C. Perhaps you can help me figure this one out; the number is S93*8297*."

It would seem that, whereas Ford in England pre-fixed the numbers on reconditioned 8 and 10 hp engines with either RY or RC respectively, Ford of Sweden used the pre-fix S93 for reconditioned 10 hp engines (E93 being the English title for the 10 hp engine). So this engine would have been the 8297th engine to be overhauled by Ford of Sweden.

I wonder how they pre-fixed their overhauled 8 hp engines?

Norway

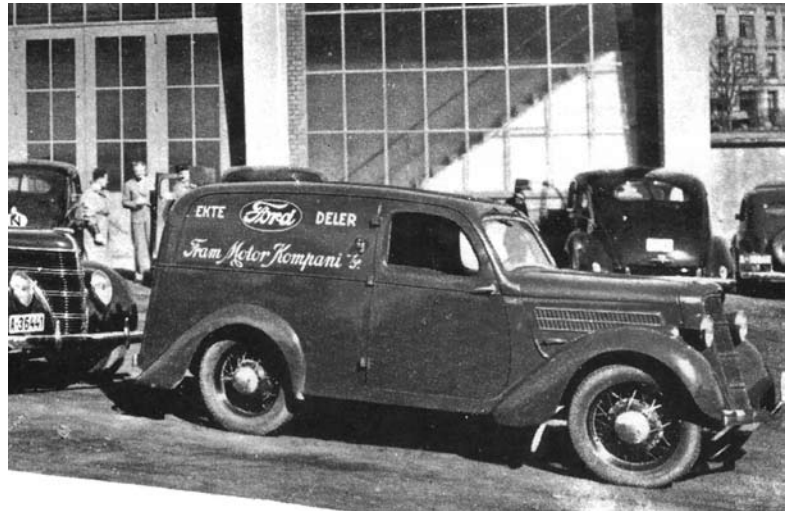


What appears to be the number of a 10 hp (E93) engine reconditioned by Ford of Sweden.

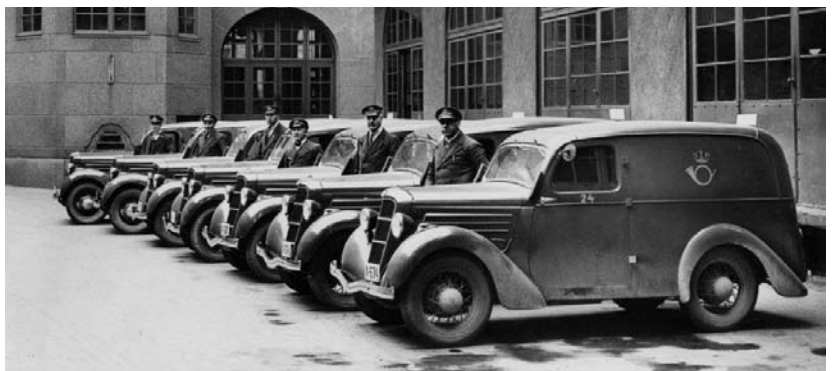
In his latest issue of V8 Forum, the magazine of the Early Ford V8 Club of Norway, the editor, Terje Særthe, includes two pictures of our cars outside the Oslo Ford dealer Fram Motor Company, taken in the 1930s. The "CX" van is similar in design to the fleet of Norwegian Post Office vans we have shown before in Transverse Torque. Was there a Norwegian coachbuilder responsible for building these bodies, or were they imported as vans from a coachbuilder in Denmark? The answer is being researched by Terje Særthe in Oslo and Michael Deichmann in Copenhagen.



A Tudor Model "Y" (Ford Junior) appears to have been brought in by its owner and is having its engine looked at by a technician. A Model "C" Fordor (Ford Junior De Luxe) sits in the repair



A Model "CX" van belonging to the Fram Motor Company. The coach-builder of the Norwegian vans is unknown



Norwegian Post Office vans. Terje Særthe's grandfather is the third driver from the left. He was on a committee that decided which cars to buy for the Norwegian postal system in the thirties. These were the first cars in Oslo to empty post boxes in the city. Prior to this, they had used motorcycles with side-cars, which were very cold during the winter!

Spain.

Javier Martinez, from Soria in the north-east of Spain, sent in extracts from two Spanish classic car magazines. The first, the April 2010 edition of 'Coches Clásicos', road tested the 1935 Model "C" (C19591), which is normally on display in Salvador Claret's Museum in Sils, Catalonia. In the article the model was referred to as the "Cuba", which is Spanish for 'barrel', imitating the name given to the model in this country.

The second magazine was the July/August 2014 edition of Motor Clásico, which compared an Austin 10 with a Model "Y". Each compared favourably with the other. The Model "Y" had been heavily modified body-wise. As was commented by Luis Cascante, "The Model "Y" shown in Motor Clásico, M-46778, has a late 1933 Madrid registration. In my opinion, it is a Dagenham produced car with a big boot containing the spare wheel. I suspect that the boot was manu-

factured later by a local body shop, possibly the same that converted the original roof into a solid one. Roof conversions were very popular in Spain, as the fabric material deteriorated badly under the heavy sun, allowing water to get inside. Most of the surviving cars in Spain have that conversion. Wheels on this particular car come from a Model "C", and are fitted with after-market hubcaps." The solid roof was definitely a post-production conversion as there were not steel presses large enough in the 1930s to fabricate such large panels, which is why our cars all have 'open' roofs.

The 1935 Model "C", "Cuba", road-tested in 'Coches Clásicos' in 2010. It is normally a museum display. Unfortunately, it has a replacement front bumper. Although referred to in the magazine as a Ford 10HP, it was usually referred to as a Modelo 10."

Australia.

The ever-watchful Bill Ballard has been sent a copy of the revised Geelong body design specifications for the Model "CX" roadster, coupe and sedan, dated 7th August 1937, which replaced an earlier spec dated 17 June 1937. The detail is interesting, but the most obvious difference between the Dagenham and the Geelong sedan (saloon) bodies is the provision of grained mahogany dashboards as standard on the Geelong bodies. It is assumed that these were introduced with this August 1937 change of specification and not before. Note that



production of the Model "CX" ceased at Dagenham in March 1937, so this change would apply to the remaining stockpile of Model "CX" rolling chassis held at Geelong, plus, presumably the 7W successor to the Model "CX".

Bill has also received a rare photograph of a Model "Y" phaeton, which at the time of the photograph being taken, was obviously

in every-day use. Regrettably, there is no evidence that the car is still around. Bill states, "Ray Grieve in Canberra, A.C.T. recently sent me the attached picture of another Model "Y" phaeton, the first I've ever seen "in everyday use". He found it on the internet some

years ago, and believes he might have got it from the archives of the State Library of



The heavily modified Madrid-registered Model "Y" reviewed in Motor Clásico.

Western Australia. Note the rods or pipes slung on the offside of the car, and (presumably) the water tank fastened to the offside running board, which means the owner/driver must get in the car from the passenger's side each time! Note also the damage to the nearside front wing and the front bumper hanging down on that side of the car - it has presumably recently been involved in an accident!

However, please note that the car was obviously fitted with side curtains. Whereas we thought that these cars were not fitted with side curtains (as, up to now, we've never seen a picture of a phaeton with its side curtains "up"), perhaps we ought to amend our records to say that some Australian-built Model "Y" phaetons were fitted with side curtains - perhaps the de luxe version? Whether or not these were an "optional extra", we shall have to wait and see as and when other evidence turns up."

Belgium

A new find for our Archivist! Jean-Louis Rose from Belgium has a September 1934 Model "Y" (Y81440), which is presently stripped down paint-wise for a different coloured coat. He sent in some photographs, amongst which was one of the Ford Anvers assembly plate riveted to the bulkhead above the tool box ('Anvers' is the French derivative of 'Antwerp'). This is the first time we have seen a Ford Motor Company (Belgium) SA plate.

New Zealand.

Peter Corn, on North Island, has recently had to relocate from Gisborne to Papamoa. His early, dark green Model "CX" (C09487), aptly named 'Emerald', was treated to a lift. As Peter said, "She shall move the easy way, in comfort fro the old girl." Bill Ballard did suggest that Peter removes the chevrons from the radiator grille as it makes her look more like a "CX" than a "C".

(see photo on next page)

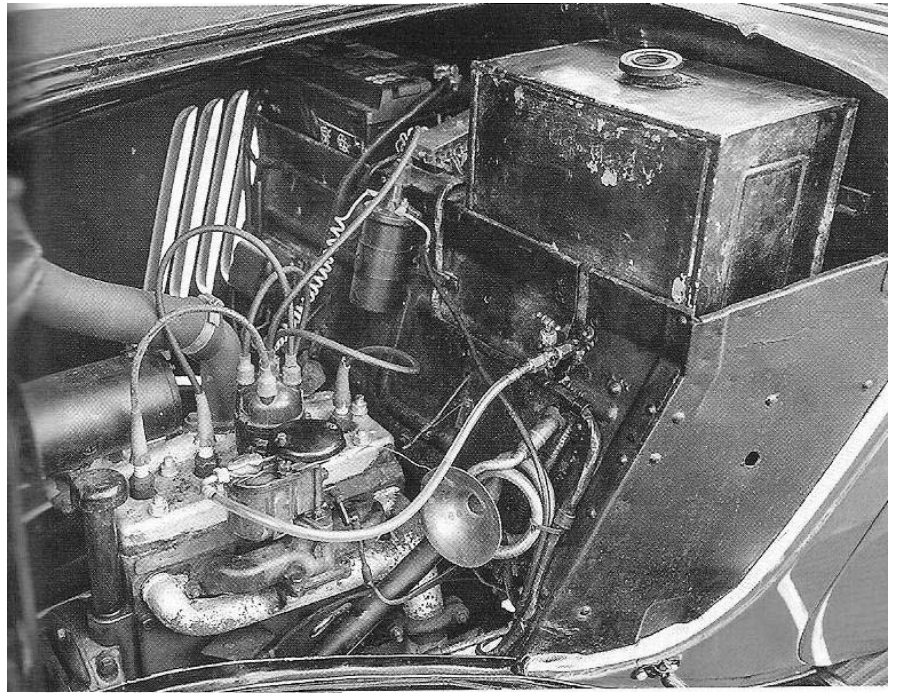
Germany.

New member, Peter Förster, has a brace of cars; a very early Dagenham-built short rad left-hand-drive Model "Y" and a beautiful 1938 Deutsch-bodied Eifel cabriolet; possibly the most beautiful design of our cars, based on the Model "C".



Peter Förster's early Model "Y" (Y6343) imported from Dagenham. Note the sign at the rear 'Achtung Winker', meaning beware hand signals!

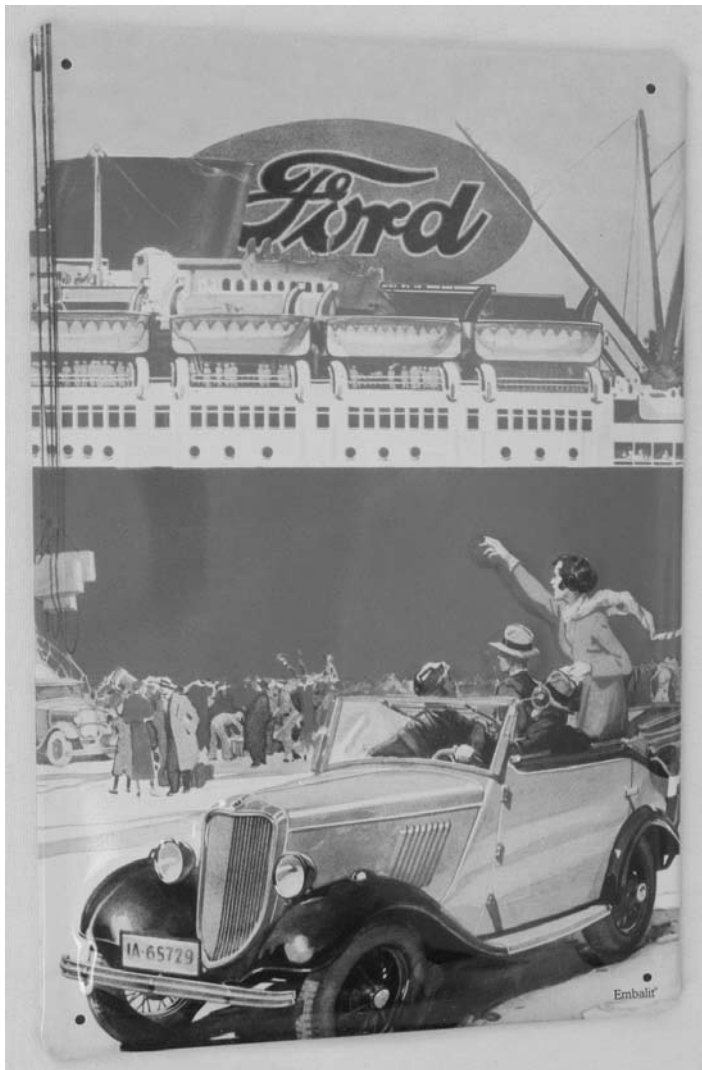
"How to overcome the overheating problem - a gravity-feed petrol tank in the tool box!"



The pseudo - grained mahogany dashboard on Bill Ballard's Model "CX" roadster."

Emerald' travelling 'in comfort' to her new home in Papamoa on the North Island of New Zealand. She is disguised as a model "CX"."



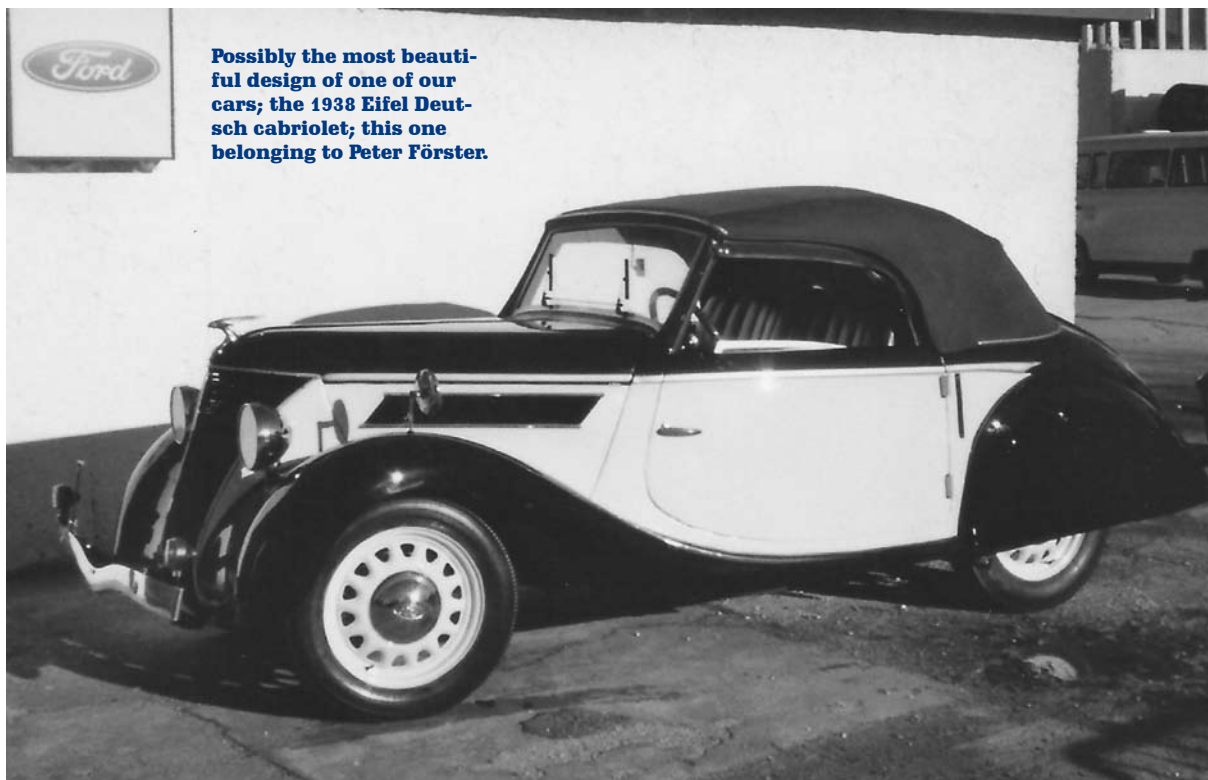


Found for sale on eBay, this brightly coloured enamel plaque depicting a short rad Köln assembled Deutsch Ford Köln (Model "Y") cabriolet."



“Illustrated in Transverse Torque for the first time – a Ford Motor Company (Belgium) SA, Anvers assembly plate.

A rare photograph of an Australian Model "Y" phaeton in every-day use in the outback somewhere – thought to be Western Australia.



Possibly the most beautiful design of one of our cars; the 1938 Eifel Deutsch cabriolet; this one belonging to Peter Förster.

CAN WE HELP YOU?

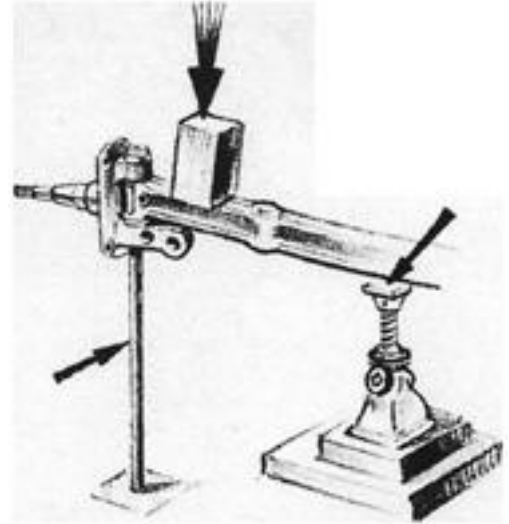


From an article in Car Mechanics March 1959

FREE ADVICE If you have a technical query write: Readers' Enquiry Bureau, Car Mechanics, Mercury House 104 Waterloo Road, London, S.E.J. Enclose a stamped, addressed envelope and the coupon from the Inside back cover. Only one query at a time, please, and we cannot answer telephoned queries.

FORD KINGPIN REMOVAL I am experiencing considerable difficulty in removing the kingpins on my Ford 10. I have been told that there is a simple method which utilises the weight of the car. As I wish to avoid the necessity for removing the axle, I should appreciate details of the quicker method -- J.C.H. Birmingham

The method to which you refer is outlined in the sketch. The car is first jacked up and the wheel removed. A steel rod, which must be of smaller diameter than the kingpin, is then positioned as shown and the jack lowered half an inch so that the weight is taken by the rod. A block of wood is then placed above the axle and hammered. The weight of the car in combination with the hammer blows will usually shift the most obstinate pin. The jack is, of course, progressively lowered to maintain the stated clearance. Great care should be exercised during this operation and it is good practice to place blocks of wood under the axle as a safeguard against the jack slipping.



One half-inch clearance is maintained between jack and axle.

(This was a method suggested in 1959 – No doubt other methods could be used – Ed)

FORUM BANTER

Q/ I am in the process of removing engine from my long rad model Y. I have removed the radiator but do I need to remove the front grill?.

Any idea what the weight of the engine block is please.

Should I lift the car up on jack stands as I do not have a pit. I am borrowing a chain hoist to do the lifting but not sure how strong is the roof beams.

Any advice would be appreciated.

A/ I would as it makes it all much easier. The balance point of the engine is in line with number 3 cylinder, put the lifting chain/rope around the engine. Once all the bellhousing bolts have been removed it may be prudent to put a support under the engine. By gently jiggling and pulling forward the engine under a little bit of support from the hoist it will come free quite easily. If you have an old gearbox you will find it helpful to use the centre shaft to re-align the engine when you put the new one back.

According to Sam's book "Fords Model Y & C", the engine, complete with clutch and gearbox, weighs 191 lbs.. It is much easier to remove the engine, et al with the grill shell removed.'

Technicalities....

Bill Ballard helpfully wrote in suggesting a need to clarify types of oils needed for our cars. Our Technical Advisor Nigel Stennet-Cox replies: In response to Bill Ballard's comments and request regarding oil type recommendations, I would offer the following:

The subject of recommended oils in old vehicles is a frequently raised one in recent times, and your Technical Advisor is of the opinion that much in the way of advice offered is influenced by commercial factors, e.g. someone wants to sell us "special" [read, expensive] lubricants for our old vehicles, and is happy to exploit our mistrust of anything "modern" and thereby to be regarded as automatically unsuitable.

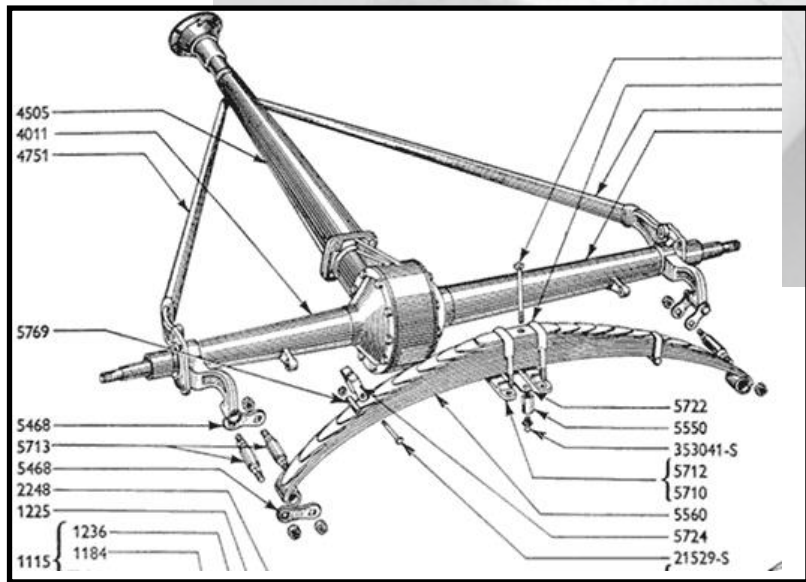
Messrs Castrol, Penrite, Morris's, and Silkolene to mention only a few, all offer lubricants aimed at the old vehicle owner and I'm sure that he/she will get perfectly good service from these products. However, the engine grades tend to be of the old "straight, i.e. non-multigrade type, or basic 20/50 multigrades. One now can't seem to buy straight engine oils from non-specialist sources nowadays, but prior to the widespread interest in "classics" they were the simplest and thereby the cheapest of all the over-the-counter oils. Basic 20/50 types still are available in such as motorists' shops, online, and supermarkets, aimed at the impecunious driver, and are the cheapest available anywhere, about £10-£15 per 4.5 or 5 litres.

Your Technical Advisor would welcome any specialist pointing out key differences between these expensive "classic" oils, and the "supermarket" variety, because he suspects that there aren't any beyond packaging and about a 100% price difference?

We perhaps should explain something of viscosity and straight versus multigrade oils. A figure of S.A.E. [Society of Automotive Engineers] 30, or 40, for instance refers to thickness or viscosity. This is a figure representing time taken in seconds for a given quantity of a given grade of oil to pass through a given size of orifice at atmospheric pressure and at a given temperature.

Multigrade oils were introduced in the fifties, by either Duckhams [Q5500] or B.P. [Visco-Static] depending on one's information source. They have evolved to give us the oils of today. Here viscosity was expressed by means of two numbers, the lower one corresponding to the viscosity at low temperature and being comparable with the single figure of our straight oil, and another one representing the viscosity of a thicker straight lubricant with both at a higher, "working" temperature. Hence, a 20/50 would be nice and thin for ease of starting, equal to a straight 20 grade when cold, and have the added "body" or thickness of a straight 50 for durability at higher "working" temperature. This is normally achieved by the use of additives which deteriorate over time in use.

Another relevant variable is that of detergent properties, these are usually added to modern, again from the fifties/sixties onwards oils to keep sludge, carbon, and dirt particles in suspension, ideal with modern cars or any incorporating a full-flow disposable oil filter which will catch and retain particles



of more than microscopic size. Our cars do not have this feature but filters of the "bypass" type can be fitted as accessories, and were used originally on later iterations of our engines, e.g. later E83W vans and E493A Prefects. One way of minimising contamination problems is by seeing that our sumps are cleaned out when we acquire a fresh vehicle, not using excessive choke leading to unburnt fuel and carbon going down past the pistons, making sure the engine attains a good [c.80c] working temperature, and changing the oil frequently, I'd suggest every 1000 miles for this, or annually, whichever comes soonest.

In these circumstances, your scribe has used modern "supermarket" multigrade oils with perfect satisfaction in all of his old vehicles for decades, and these have ranged from Ford Model T's and A's, "Red Label" 3 litre Bentley, Ford V8s and innumerable motorbikes ancient and modern. Another mechanic friend uses modern fully synthetic in his ancient tractor in ploughing work, and swears by its cleanliness in use. All of my vehicles have been used "hard".

And finally, whatever one is most at ease with using, it'll be a whole lot better than the sludge-forming treacle which our engines were forced to tolerate in period, ask any mechanic who was around in the trade perhaps 40-50 years ago, your scribe was!
Nigel Stennet-Cox

In addition Nigel advises on replacing the universal joint, following an enquiry from Rogério in Portugal - after he had compared his car with Richard Ball's

To remove and replace the universal joint, you must jack up the rear end of the car to a good working height, for this you will need a smooth solid surface and a large trolley jack. If you go high enough, it's possible to leave the rear wheels on to facilitate wheeling the axle assembly way to the rear when it is detached. If this is not intended, loosen the wheelnuts whilst the car is still on the ground.

Then you must support the car by the use of axle stands just forward of the rear wheels, and with the chassis resting on them. For safety, leave the trolley jack under the rear axle but with the axle stands carrying the majority of the weight. Chock both front wheels and be sure the car is not on a slope.

Then you disconnect all of the items which connect other parts of the car to the rear axle and torque tube, the simple construction of the Ford means there are not many of these and they are, the speedo cable, both shock absorber links and all brake rods.

You can then remove the locking wire linking them, and remove the bolts which attach the universal joint housing to the back of the gearbox.

Next you can, with care, undo the four nuts which attach the rear road spring to the chassis cross-member, supporting the axle weight with your jack, and supplementary stands under the axle, because it will lower as the nuts are loosened, and drop clear of the recess in the cross-member. When the spring is clear of the recess, the axle can be pulled back, and will pull the torque tube from the back of the gearbox until clear of the forward cross-member.

At this point, the axle and torque tube, as a unit can be lowered clear and moved away, on the rear wheels if they are still fitted and the car is high enough for them to clear the bodywork. If not, the axle can be pulled away to one side.

The U.J. is now exposed, and is fitted to the gearbox output shaft by one bolt in the centre. This may be removable by an open-ended or ring spanner from the side, or a slim socket right down the centre from the rear.

The U.J.s are lubricated by grease being added to the surrounding housing through the nipple provided, plenty should be used because it just fills the void rather than being channelled direct to the joint. The U.J.s usually only give trouble if this is neglected and they run "dry", leading to knocking and grumbling noises with some vibration from that area.

Reassembly is the reverse of dismantling, but, please remember that safety issues are paramount here, you are going under a weight which will probably kill you if it falls on to your body unchecked.

I have given "home mechanic" tips here, because most of us do not possess garage-type lifts, however, these would be strongly recommended in these circumstances if the use of such could be arranged.

Nigel has also given out further information and advice on the gearbox - renewal of thrust bearings and shafts as well as how to earth the positive battery side to the chassis and engine.

VIEWS FROM THE BACK SEAT!

Imagine the scene. Holt Station on the North Norfolk Railway for the 1940's weekend a few years ago. The Purdys (Peter and Jean) and the Rowes (Colin and myself) are there with our old cars, "Daisy" and "Billy". We are dressed appropriately in our 1940's gear. We get into a carriage on the waiting train – one of those old slam door non-corridor carriages. Four people are already sitting waiting – also dressed up to the nines in their finest. The gentleman in the far corner has a wartime uniform on and looks a bit like Colonel Blimp.



"Golly gosh, don't we look smart all dressed-up in our finest", one of us says (and since it sounds like something I would have said, having been brought up on Enid Blyton, it probably was me). Colonel Blimp stares at us with a witheringly look and, somewhat aggressively, says in a rather loud voice "It's not dressing-up – it's re-enactment!". Well pardon me for thinking that we did all this for fun! Sideways looks between the Purdys and Rowes and we hastily remove ourselves from the carriage and find somewhere more amenable to sit. Fortunately the train had not left the station!

So when you are out and about in your old cars and feel like dressing-up (I'm being deliberately provocative here), what were the latest fashions in 1930's/40's Britain?

Ladies fashions became quite military in appearance, with epaulettes, square shoulders and belted waists. Shirtwaisters were particularly popular and two-piece suits (often cut down from hubby's cast-off suit with the trousers made into a skirt – trousers were still somewhat frowned upon for ladies) were de rigueur for daytime wear, especially for business women. Summer dresses were colourful patterned cotton (think Laura Ashley when looking out for dresses in charity shops), with sweetheart necklines and puffed or raglan sleeves and usually belted. Housewives covered their dresses with the all-embracing "pinny" – virtually a second dress on top of the first one – and probably made out of an old dress anyway. Sales of

sewing machines must have soared before the war. Evening dresses were made out of parachute silk (if you could get it) and dyed with a home-brew dye kit, or sometimes out of old curtains, especially if they were velvet or brocade. Shoes were made to last – and may also have been dyed to match the

"IT'S NOT DRESSING UP, IT'S RE-ENACTING"

outfit – or covered with matching material. I remember trying to do this in the 1960's – with greater or lesser success.

Hats were an important accessory – again, knitted or crocheted were popular, as was the crocheted "snood" – but felt berets were also popular, as were turbans and pixie-hoods. Small peek-a-boo veils attached to a small hat would also look the part. And Ladies, don't forget your stockings – real or drawn-on with eyebrow pencil. Thick lisle stockings for everyday wear with flat shoes would also look authentic.

To accessorize your outfit, get the crochet hook out again – flowers were popular for imitation corsages – pattern books abounded. Brooches were extremely popular (my Mum always wore a brooch with a suit or coat even just when she just popped out to the shops!). Military lapel badges to support your loved-one in the forces sold to raise money for the war effort are worth looking out for.

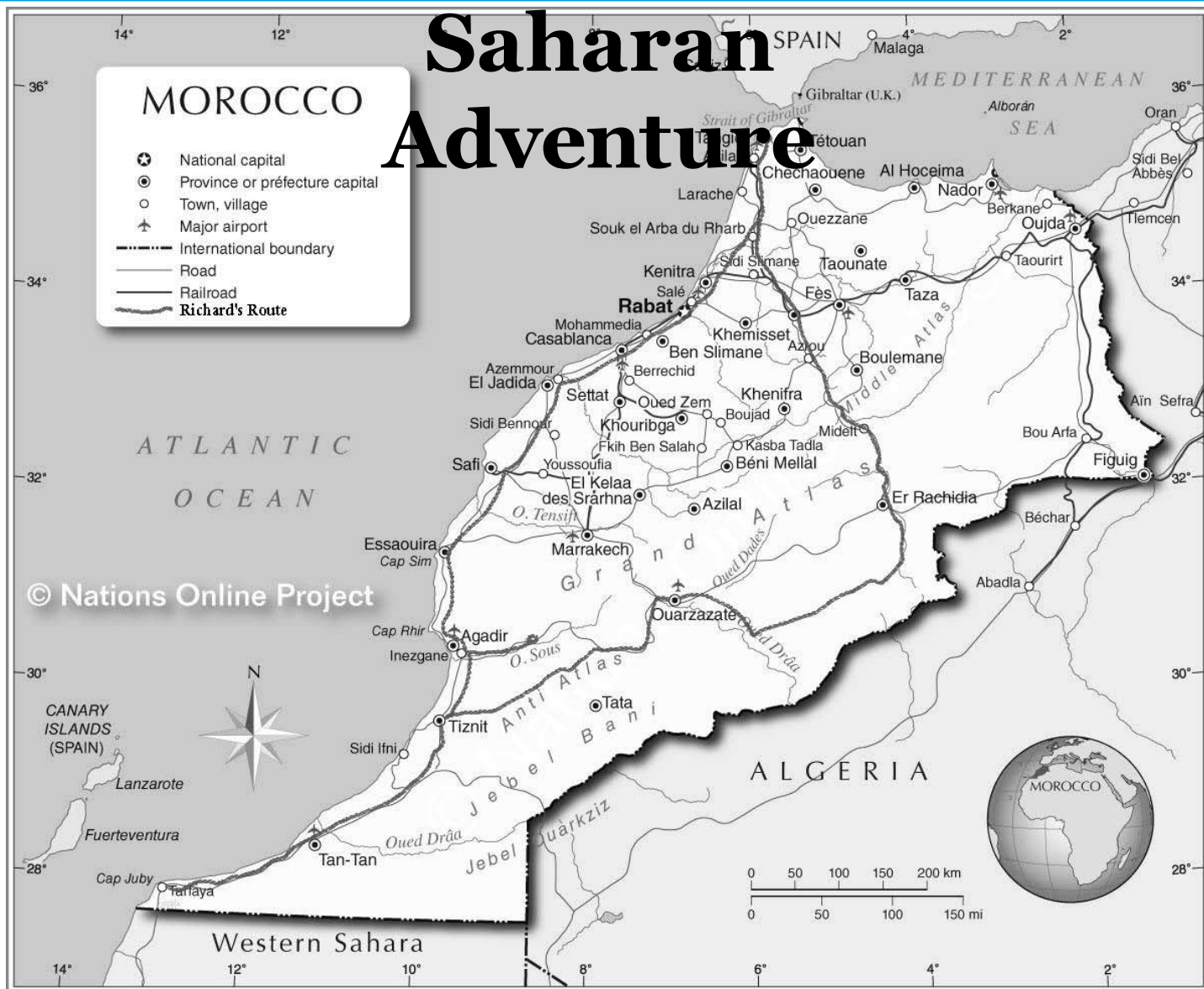
Men wore suits, suits and more suits. And when their third best suit became almost threadbare, they would wear it for tinkering with the car or digging the garden. Or maybe gave it to the little lady to cut down and restyle for a jacket or skirt. If the suit didn't have a waistcoat men wore those ubiquitous hand-knitted "Fair Isle" pullovers – made with oddments of wool for economy – and invariably knitted in 3-ply wool (who knits with 3-ply these days – the chunkier the better as far as I'm concerned!). Socks and even ties were often knitted. Shirts had

removable collars for separate washing so if you are on the search for authentic shirts, do look out for "Grandad" shirts. Ties, other than being knitted, were generally striped or plaid – although fashions in ties haven't really changed much. But they tended to be quite short, to tuck inside your waistcoat or pullover, thereby saving material. Suit trousers were long in the crotch and held up by braces and usually without turn-ups (again to save material as the war progressed) and single-breasted (for the same reason).

To really look the part when "dressing up", men should definitely wear a hat – trilby, bowler or homburg – or flat caps for casual wear. Glasses were round and sat close to the head (sometimes with elasticated arms) for wearing under your gas mask. But if you want to go military, uniforms look after themselves, so I won't even go there.

So enjoy searching out imitation or authentic 1940's clothes, especially in charity shops. A good style book is "The 1940's Look", Recreating the fashions, hairstyles and make-up of the second world war, Mike Brown, Sabrestorm Publishing (ISBN 978-0-9552723-1-8). Don't forget – it's not "dressing-up", it's re-enactment!

Chris Rowe
(email: chrisrowe@aol.com)



**Part 2
- Morocco Bound!**

5760 Miles to the Sahara in a Ford Model Y!

All the way to Morocco- and back! Now that takes Balls – Richard Ball’s - AAS 573, and a lot of planning, patience and perseverance.

Richard finally made it home to Pontypool on February 14th after 66 gruelling days, having got as far as Tarfaya in southern Morocco - about as far as you can go. Travelling to Portsmouth on 10th December, then taking a sea ferry crossing to Bilbao, he then motored through Spain. Acting as our International Envoy, he met up on the 13th with member Javier Martinez in Soria, north-east Spain, and then member Fernando Fernandez on the 15th in Ciudad Real and then travelled south to pick up a ferry at Algeciras, crossing over the Mediterranean to Tangier.

He had also met up with his partner Hester who had been working in Spain and later met in Morocco his business partner member Dave and Jayne Burnett for a several days.

Then Richard travelled south east to Er Rachidia and Erfoud before heading back towards Agadir. A short trip to Taroudant and then back to Agadir before heading South West to Tarfaya via Tiznit and Tan-Tan.

He then followed the coastline back north-eastwards via El Jadida and Casablanca (“Play it again Sam”) all the way to Tangier and

once more hopped on the ferry – but this too was an additional adventure with the ferry’s engines breaking down at sea. Luckily, a tug aided the ferry back to Spain and now Richard headed back via Jerez then on to Lisbon to meet up with member Rogério Machado and compare notes. At this point, Rogerio notes that in comparison, his own universal joint must be pretty worn, so enquired of the club how to take it all apart to replace it. (See technical advice in this issue)

He then completes his trip up to Santander passing through the snow lined countryside nearby. (Where a week earlier, my son had been trapped for 3 ½ days and rescued along with 200 motorists, by the Spanish emergency services)

A short ferry back to Blighty and home via Warminster and Bristol. Then back to work in their Motor Cycle garage the next day.

At one point, the bowl of the carb fell off and another occasion, the driver’s door flew open whilst driving, but Richard nursed the small 8hp engine throughout and it got him home

As an observer seeing his photos via email, Facebook and the Forum, I can remark how smart he kept the car. We look forward to a more detailed report in a future issue. I’m sure he has many tales to tell us.

20 years ago –

Issue 93. February/March 1995

There were only five new members recorded in this issue, none of whom is still a member. Their cars were, namely JH 6533 – was, and we think still is, owned by Dave Porcic; JF 5360 – which suffered fire damage and is now owned by Philip Becket in Hull; CNY 360 – the familiar Model “Y” now owned by our Membership Officer, Mike Malyon; EMD 386 – last heard of as being sold by Philip Cannon of Guildford in 2004; but where is it now? Finally, one Model “CX” – BHP527 – now belonging to our very own Noel Page in Kings Lynn, Norfolk.

There was also correspondence from members, amongst which was this story with a happy ending from Evan Manuel in Middlesborough. “On 17 July 1994, my wife, Penny, and I drove our 1937 Model “Y” – Alice – for display at Newby Hall and during a wonderful day – we were judged 2nd in class – I met and talked to a Mr Sean Brady. He apparently owned the car and sold it to a Harrogate garage in 1998. During our conversation, he enquired as to whether we had received all the spares and odds and sods which went with it. As we hadn’t, we wondered where they were. On return home, I contacted the previous owner, Mr Alvan Nixon, who in 1988 purchased the car at the auction held by Lithgow & Sons of Stokesley, North Yorkshire. He also knew nothing about the spares. At this point, Mick Chivers – Y&C member - told me that he was at the auction and that the spares had been separated from the car and were offered at £80 with no takers. As far as he knew they were still with the auctioneers. But, after five years?!! Anyway, nothing daunted, I contacted a Mr Phillip Walker, one of their auctioneers and I was told to leave it with him. After a week I was asked to call round and, in a large warehouse at the rear of the company, a dust-laden palette was lowered down to reveal a collection that was a sight for sore eyes. Over fifty spare parts from a wheel and tyre to its original headlamps and Magnaflex bars, original 6 volt horn and coils marked Ford, etc. So after a bit of negotiation and the payment of £40 they now belong back with the car.”

In the ‘20 Years Ago’ article in issue 212, the subject of pneumatic seats was discussed. Regrettably, the photograph of the pneumatic seat squabs was cut down by an overzealous ‘middleman’. The photograph is reproduced here. In issue 93, 20 years ago, Yvon Precieux, commenting on the subject and sent in an advertisement for the seats, which appeared in the back of the “Popular Ford Handbook” by Ellison Hawkes

Carburettors (again)

In the previous issue (issue 92), Graham Miles had included a lengthy extract from a manual on servicing carburettors, inviting comments from Bert Thomas, the guru on matters early Ford. Bert responded in this issue as follows:- “The article in Issue no. 92 is correct – if you bear in mind that it has been taken from an 8 and 10 manual published by Scientific Publications in Australia and refers to post-war carburettors. The jet sizes are maybe confusing as they cater for the different areas of Australia, which have many temperature differences. The jet sizes for England should be as follows:-

	8 HP	10HP
Idling jet	60	
55		
Dip tube	140	140
Progression jet	110	100
Starter jet	100	105
Main jet	70	85
Compensating jet	65	75

These figures are taken from the last “Servicing and Repair Data” of November 1953 and the last “Workshop Manual” of 1956.

The above figures refer to the “Dip Tube” type of carburettor that was only introduced in 1936. All the previous model “Y’s” and “C’s” were fitted with carburettors which retained the same part numbers, but were different in many respects and some of the parts were not interchangeable. In the parts lists and the Service Bulletins there are many mistakes which can cause confusion, and also affect the running of the engine.

In February 1934, the emulsion block and the gaskets were changed. The new block had MK2 cast into the front and should be used with the thin 1/2mm gasket, which retained the same part no. (YE-9592) as the original thick 1mm gasket. These parts should not be changed on either carburettor. In June 1935, these emulsion blocks were changed again to a 5 screw fitting and also the 10 hp, CE carburettor and gasket was 1/2mm thick. YE and CE emulsion blocks were not interchangeable and the CE blocks were stamped with a no. 5 on the outside face.

In November 1935, the jet sizes were changed again as follows:-

Superlative Seating Comfort with “Float-on-Air” Pneumatic Upholstery

“Float-on-Air” damps out the vibration which is present with every car and the cushion of air moulds itself to one’s form, making the most luxurious seat it is possible to obtain.

The upholstery of your present Ford 8 can be converted to “Float-on-Air” (without alteration in shape, size or material) the price for each bucket seat cushion being 22s. 6d. and for the rear seat cushion 58s. 6d. This work can be carried out by any coachbuilder but in case of difficulty write to :-

DAVID MOSELEY AND SONS LIMITED
ARDWICK MANCHESTER 12

The David Mosely & Sons, Ltd. advertisement for the pneumatic seats from the back of the Ellison Hawkes “Popular Ford Handbook

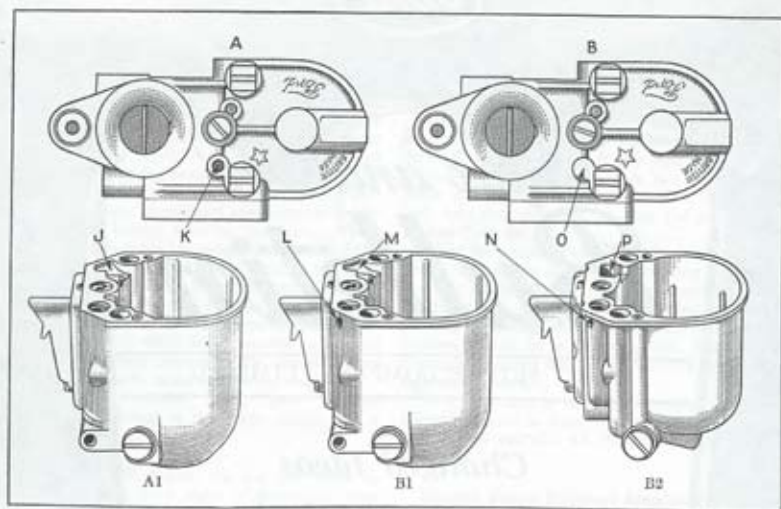
	Current YE	Original YE
De Luxe (CE)		
Main jet		
85	70	70
Compensating jet		
70	65	65
Idling jet		
55	60	60
Starting jet		
115	115	
Misprint 80 – 90 is correct		
Venturi		
4-5	4.0	3.5
Air valve		
6 x 4.5	6 x 4.5	5.5 x 5.0

In May 1936 there was another major change when the “dip tube” type of carburettor was introduced on both Y and CE. The outside of the barrel (or body) of the carburettor can be identified by the absence of the automatic air valve. The bowl can be identified by there being a screw thread in the starting well to take the dip tube. The jet sizes were changed again:-

	De Luxe (CE-9510-B)	
Model Y (YE-9510-B)		
Main jet	85	70
Compensating jet	70	65
Idling jet	55	60
Starting jet	105	100
Progression jet	110	110
Dip tube	140	140

In the Dember 1938 Service Bulletin (Vol. 7, No. 6) there is an attempt to give the main carburettor differences, but it falls short of explaining all the changes. The parts lists, right the way through from September 1932 to 1946 are full of changes. As a guide – the original “Y” carburettors were stamped “Ford” on the body (barrel) throw them away and get a post-war 8 HP which is stamped Zenith and is fitted with a dip tube.

NEW CARBURETTOR COMPONENTS



So what is a dip tube? I hear you ask!

Extract from issue 92:- "The air venturi is cast on the right-hand side of the carburettor body, which also houses the starting control valve. This provides a suitably enriched mixture of fuel and air for starting from cold. The starter is provided with two jets, the starter jet, located in the base of the float chamber at the right-hand side, a dip tube vertically above it, and an air bleed drilled in the carburettor body slightly to the side of the connecting hole, to the passage "A" above the dip tube.

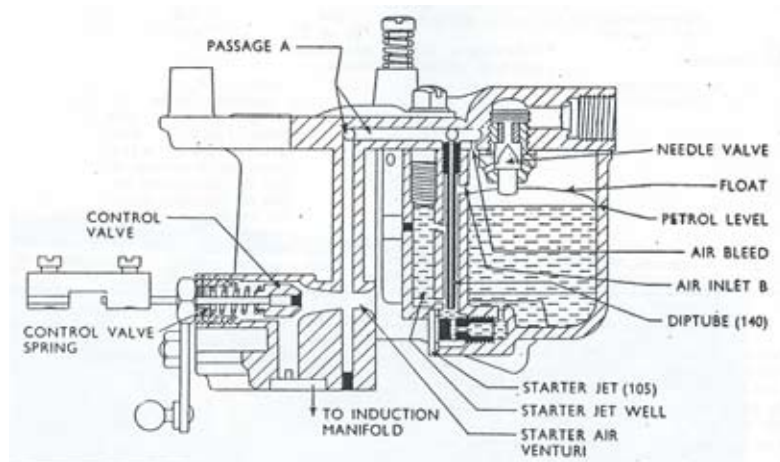
When the instrument panel control (the choke) is pulled out, it moves the control valve off its seat so that the depression in the induction manifold is communicated to the starter air venturi causing air to be drawn through it. This induces a depression in the passage "A" which communicates directly with the top of the dip tube, from which fuel is drawn. (It should be noted that the air bleed in the passage "A" will give the initial bleeding).

Fuel lifted from the top of the dip tube passes down the passage "A" into the starter venturi, where it mixes with the air before passing into the engine. When the engine is started, its speed increases and in consequence, so does the quantity of air drawn through the starter venturi.

The fuel supply, however, increases less rapidly, for once the contents of the dip tube and starter jet wells above the starter jet are exhausted, the rapidity of replenishment is controlled by the jet. The air inlet "B" in the dip tube well relieves the depression on the starter jet, so that the fuel is metered by the jet and not sucked through it by depression. Thus, a progressively weakened mixture is obtained once the engine is started.

As soon as the control valve is released, the control valve spring forces the valve back on to its seat in the venturi and cuts off the supply of fuel.

Note: it is essential that the accelerator pedal is not depressed when starting the engine, otherwise the manifold depression will not be concentrated on the starter air venturi.



Hopefully, this time round the pneumatic seat squabs are not cut out of the photograph, which shows the full set from a 4-seater Model "Y" touren.

Photographic finds.

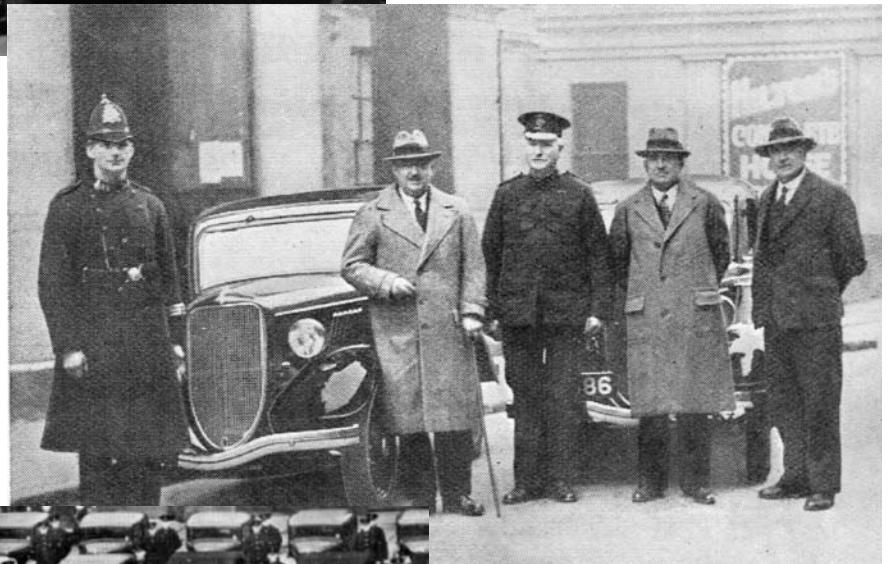
This time round we show four examples from Karl Dillon's extensive collection of police photographs for which we are grateful:-

"Karl says, "I've seen the bear crossing, (not a Zebra)! It is a London location as the policeman is wearing the uniform of the Metropolitan Police. The armband on his left cuff denotes it is the Met. No other force had this armband except the City of London Police, but they had the centurian helmet, different to the one in the picture. They stopped wearing the armband in the seventies but the City of London still wear them for tradition. Their armbands are red and white." The Model "CX" is 1936 Cardiff registered.



Two Isle of Man 1936 registered Model "Y"s with their proud drivers. Note the twin wipers (one missing) and the blue lamps which presumably flash when on an emergency."

Two very new looking Model "Y"s, probably outside the Police headquarters in Douglas on the Isle of Man, with, possibly, the Chief of Police and local dignitaries.



Wakefield Police shows off its police cars, which include at least four Model "Y"s, registered YG 724?; a 1934 Yorkshire, West Riding registration.

Here is part of an article that appeared in a supplement to "Motor Trader" 1st October 1958 with additional notes on repair and maintenance.

"MOTOR TRADER" Service Supplement

No. 306/C42



TRICO VACUUM-OPERATED EQUIPMENT

Manufacturers : Trico-Folberth, Ltd., Great West Road, Brentford, Middlesex

MODERN automobiles are equipped with an increasing number of accessories, some legal requirements and others aids to comfortable and safe driving. Such of these accessories as require some type of motive unit need a source of power and on the petrol-engined vehicle there is offered the choice of mechanical, electrical or vacuum power. There are several disadvantages to general use of mechanical power and so the alternatives are usually vacuum or electrical energy. Electrical equipment is widely used for many auxiliary purposes and the load on the battery is nowadays quite appreciable, so that there is a strong argument for using vacuum power where possible.

PHOTO: DiagramViewParts.jpg

On the face of it, vacuum power looks like the impossibility of something for nothing. However in fact it is merely the employment of a natural phenomenon, which is always with us; a parallel example is the use of the force of gravity as a motive force. A perfect vacuum is a complete absence of air or atmosphere. This is difficult to accomplish because the air in which we live is maintaining a constant pressure of about 15 lb/sq in in all directions, thus if a vacuum exists in a container air will immediately try to enter and cause a balance of pressure. This is the idea behind the schoolroom saying that "nature abhors a vacuum."

It is thus apparent that if a container is subject to vacuum its enclosing surfaces will be subject to a pressure - the pressure difference between that of the general atmosphere and that existing inside the container. If a perfect vacuum is obtainable this pressure is nearly 15 lb/sq in, so that quite a useful amount of energy can be developed in a small component.

In the petrol engine the inlet manifold is at much of the time subject to vacuum because as the pistons descend a space is formed in the cylinder into which air will tend to flow, but, except when the throttle is wide open, the carburettor butterfly restricts this flow of air into the "cavity" in the atmosphere created by motion of the piston. Thus by tapping the inlet manifold, a source of "depression" is made available. Any container connected to this tapping will be subject to the pressure difference between the atmosphere and the inlet manifold at a given instant. The greater the depression in the manifold, the greater is the pressure difference. Since this depression varies with the throttle opening some further equipment is necessary if a more or less constant working pressure is desired

The simplest solution is the provision of a reservoir, a container which is evacuated or emptied by manifold depression when this is lower than that existing in the reservoir. A one-way valve prevents reverse passage when the manifold depression is less than that in the reservoir. The action of the reservoir and valve in conjunction

with the engine pistons is parallel to that of the garage air compressor, but in this case the developed pressure is below atmospheric instead of above.

An alternative method of maintaining a reasonably constant depression used on some large cars and commercial vehicles is to employ a small vacuum pump made in unit with a diaphragm petrol pump and sharing similar mechanical operation from the camshaft. This is employed in series with the tapping from the manifold and operates on the principle that when manifold depression is low (that is, wide throttle openings) engine speed will be high and thus the depression created by the pump is increased accordingly. Full details of this pump are given in Service Supplement No. 250/C.13.

From the above explanation it is apparent that vacuum power is obtained by pumping, but the power drain on the engine is negligible and thus vacuum operated equipment is virtually using "free" power. Owing to the nature of the power employed vacuum-operated equipment can be of simple design and thus give long and trouble-free life.

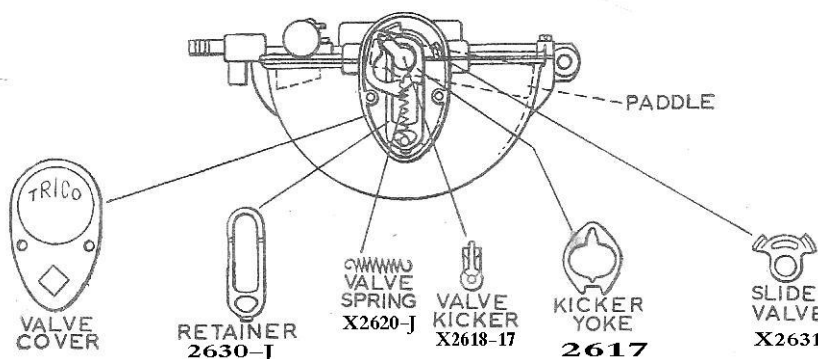
Trico-Folberth, Ltd., have had many years of experience in the manufacture of vacuum-operated equipment, in which they have special-

Screw in Trico adapter. If additional equipment is fitted to a car already with vacuum-operated components, a T-piece can be employed to tap the existing line. Just as an electrical wire must be kept from leaking to earth to maintain operating voltage, so must all vacuum lines be maintained airtight to prevent loss of depression. Leakage is not always obvious and careful inspection should be made of the connections and pipes before a fault is a component is assumed.

WINDSCREEN WIPERS Construction and Operation

Windscreen wiper motors differ in minor details but all have basically the same construction and operation. The motive piston or paddle follows a semi rotary path in a semi-cylindrical casing enclosed by cover. The paddle is mounted on a spindle which is extended beyond the casing at one end to provide mounting for the wiper arm or linkage, while at the other end the spindle operates valve gear housed in a recess in the casing and enclosed by a cover plate. On the top cover is the control valve operated either directly or by remote control.

The paddle is of composite construction with



ized. In this article their windscreen wipers, horns and windscreen washers will be dealt with, since these are the most commonly encountered accessories. In each case it will be noted that the design is simple and that there is little that can go wrong. Faults in operation are unlikely so long as the vacuum system is maintained, and when a unit is proved to be faulty the fitting of a factory replacement should be considered, since complete rectification of wear and faulty parts is difficult for the motor trader. Minor troubles can be remedied simply and details are given.

On many modern cars a vacuum tapping is already provided on the inlet manifold. Where none is apparent, drill 21/64in diameter hole in manifold and tap 1/8 in B.S.P., using grease on drill and tap to prevent swarf from entering manifold.

a double inwardly lipped paddle seal. A short projection of the paddle above the spindle is housed in a radiussed part of the top cover so that two sealed chambers are formed on either side of the paddle enclosed by the casing and top cover.

The control valve is a simple slide valve covering vacuum ports. In the "off" position the vacuum inlet connection is linked to a passage leading to an inclined boss in the top cover on one side of the paddle. As the chamber on the other side of the paddle is vented to air the paddle travels through an arc under the action of atmospheric pressure until a flap valve on the paddle seats against the inclined boss. This seals the vacuum line and holds the paddle at one side of its arc of travel, thereby automatically providing a "park" position.

In the "on" position of the control valve the vac-

uum supply is connected to the centre of three ports in the front face of the casing. The two side parts lead to the respective chambers on either side of the paddle. A small slide valve fits over the ports, the dimensions being such that at either side of its travel it will connect one side port to the centre, leaving the other open, to be vented to atmosphere via a breather filter in the base of the valve chamber. The slide valve is moved from side to side by a toggle spring linkage driven from the end of the paddle spindle.

When the control valve is "on," the slide valve is in a position to admit vacuum to the opposite side to the paddle in its "park" position, while that side is now vented to atmosphere. Atmospheric pressure now pushes the paddle through its arc of travel until, nearing its opposite end of travel; the valve gear causes the slide valve to snap over to the other side. (The spring toggle linkage is similar to that in an electrical switch and has the same action, to give a sudden positive movement of the slide valve to prevent sluggish operation of the paddle.)

This reverses the state of the two ports so that the paddle now moves in an arc in the opposite direction. This sequence of events will continue while there is vacuum in the line and while the control valve is in its "on" position. The speed of operation will depend on the pressure difference across the paddle and on the resistance offered by the wiper blade or blades. It is thus apparent that if the wiper is connected directly to the inlet manifold it will operate briskly when the depression is highest (at takeover or on the overrun) and sluggishly when depression is lowest (full throttle) Since this is almost the reverse of what the driver requires, one of the methods of stabilizing the pressure previously described is desirable. In some cases the control valve has a third position in which vacuum is also supplied to a windscreen washer by movement of the control against a spring load.

Fault Diagnosis

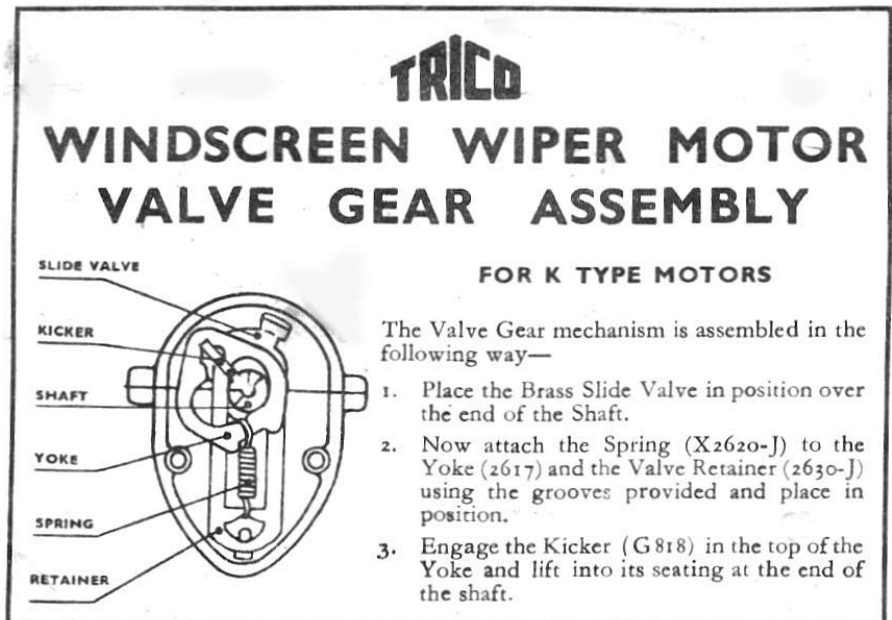
It will at once be appreciated that the mechanism of the vacuum-operated wiper motor is extremely simple, and that there is very little to go wrong. In most cases the carrying-out of the trouble-shooting procedure given in the table will result in correction of faults without much trouble.

Servicing

It must be emphasized at the outset that there is in many cases very little difference between the cost of time, labour and parts on repairs, and the cost of complete unit replacement. Factory replacement equipments are available for motors and linkages for all vehicles, and good allowances are made for old units in any condition. Arms, blades, reserve tanks and so on are available from Trico Folberth, Ltd., or their agents, and can be quickly fitted.

Trico do, however, list vacuum wiper repair kits, consisting of valve gear parts, and this indicates that the only troubles that may normally be expected, and can be rectified easily by average service mechanics, are those connected with valve gear. In all dismantling and reassembling operations, including those connected with the valve gear, great care must be taken to note the order and correct positioning of the various parts. It is not normally recommended that the paddle be dismantled, particularly, as it is only on rare occasions that anything is likely to go wrong with it, but should a service

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mechanic elect to carry out this work, he should not only note the correct order of the several parts, but should observe the way in which the paddle wiping elements are cupped. During factory assembly, there is a definite sequence of grease-packing, swaging on a leather band and passing through a former-jig so as to lip-over the edges of Servicing of the linkages, arms and blades is largely a matter of common sense. It should be noted that the company supplies genuine replacement's for rubber pegs, stops, pads, and so on and, as already noted, a complete range of blades and arms is available. All British cars can be serviced by stocking four basic types of adjustable wiper arms. Where necessary, alternative clips are supplied, which can be set at any desired angle to duplicate the paddle elements, exactly the original Trico type. With few exceptions, all American cars can be serviced with three types of wiper arms, including both vacuum and electric wiper installations. Where European cars are concerned, the Type 906 arm fits 5 mm or 6 mm shafts and is offered in three ranges of adjustability. This arm is recommended for general servicing requirements, to be used in conjunction with the P 1000 blade for flat screens and the G2000 or P2000 blade for curved screens. The Trico catalogue contains full instructions for correct selection of arms and blades where these are in the nature of original equipment on any particular car.

Measuring Trico Wiper Arms. Trico fixed length arms, straight or cranked, are measured from centre of head to centre of clip or hook. Adjustable arms should be measured from centre of head to centre of clip or hook and dimensions given for fully closed and fully extended. When ordering cranked arms the degree of crank should be specified and left or right determined, as shown in diagram. Flat-ended arms should be measured to centre of pip and then 1/8 in added to give correct length. Hook-type arms should be measured to centre of hook.

Checking Arms and Blades. The following points should be noted.

Test Hinge Action. Pressure is transmitted to the wiper blade through the arm hinge. Hinge action must be free from binds and must apply firm pressure at the arm-end. Check for corrosion or wear at the hinge point.

Recognize Distortion. Rough handling can cause twist or bend in the wiper arm or blade connector. Arm-distortion will not allow the blade to follow the contour of the screen properly

Inspect Wiping Edge. The sharp wiping edge of a wiper blade wears off in time. A rounded, worn wiping edge cannot remove film or smear from the screen.

Check Connectors. Worn arm-connectors and worn blade-clips and cases can cause excessive lay-over of the blade. This results in a poor wipe.

Operate Wipers. The blades should travel evenly and should reverse smoothly. Check for cleaning efficiency. Repeated smearing or streaking may be due to oil or traces of silicone on the seen. Metal polish or silicone remover may effect a cure, but do not use anything such as harsh paper which may scratch the glass.

It should be borne in mind that the average blade wipes the screen 7,500 times in every hour of wiper operation and that blades therefore wear-and must be replaced frequently to give satisfactory results.

Having renovated mine, here is my advice. It should be noted that there are variations to some parts - in particular X218-100 kicker arm has a different 'sweep' angle. (marked with three spots) Also G818-17 & G818-100 (Replacing the X2618's) have an extra round lead tab thought to help locate. 2631-1 and G1165 are variations on the slide valve. 8741-3 is a felt bush that should be oiled.

New gaskets can be made by scanning old ones and printing onto an A4 sheet of gasket paper, then cutting and punching. The hole in the body where the inlet tube fits may need clearing of corrosion by using a thin drill bit rotated with your fingers. Lubrication is necessary - I use a light lithium grease, or oil may be used.

Problems are often wear of the kicker yoke, a weak valve spring, worn kicker or leaking gaskets in addition to congealed grease inside. Rubber tubing at the manifold end and the wiper end should be checked. Replacement tubing should be 'vacuum' type else it squeezes closed upon suction.

Le Fordiste



Bill Ballard writes again to tell us he bought two copies of *Le Fordiste*, a Ford-issued French text monthly magazine, dating from 1922, featuring the “New Ford 8”. He kindly sent copies. Sam Roberts remarks that they are the Belgian (French speaking – Walloon) versions of the Ford Times. These and similar French versions were distributed to Ford Dealers also in the Swiss French Canton and other Belgium dependencies.

I have attempted a translation of the editorial on page two of the issue 2, and will in time attempt further pages.

Monthly review of all owners of Ford vehicles

Director-Owner Robert Bourdon

Editorial

Perhaps you will remember that a few months ago we published right here an article about the new book by Henry Ford and we give here some excerpts from the book.

Henry Ford said:

“There are the industries that sleep settles who wake up one morning to find that we no longer need them.”

Also he said:

“It tends to leave quiet that which is fine, but what’s right is not to be quiet. Nothing can be static; Things will they go forward or backward.”

It is also Henry Ford who said that the method of “being of service” begins with the discovery of public needs, and then it has to satisfy these needs; “to go”, he said, “to meet the public’s needs and do not sit, happy just to provide a so-called demand”

The event that has just occurred on the European car market shows us the way Henry Ford’s lineup complies its actions to its words.

At the time the automotive world seems preoccupied with immediate needs, seeks to realize stock price or extend with the maximum economy the output of current models, Henry Ford is launching a European car whose appearance is causing a huge sensation.

And what is most astonishing is that long ago, the rumour was the prediction of a forthcoming American Ford eight-cylinder, and here, appearing on the market is a 100% European Ford, coming out of English Ford factories, and with Ford simplistic economic rational, which will be taxed in Belgium as 6 HP, which makes 90 K per hour and consumes less than seven liters per one hundred kilometers! ...

The eight-cylinder comes, we know; she is developed in Detroit; this is the car of tomorrow. But now what the public are SEEKING, what we need in these times of crisis and difficulties, is a truly economical car from all points of view; Ford has understood this and he gives to Europe the car that Europe wanted.

Were we right to recall the words of Henry Ford and do we correctly confirm his actions to his words! Once again, the genius of Detroit has astonished the world; it shows us again the universal nature of his business, by allowing one of its factories in Europe to be the birthplace of his last offspring ...

And the universality of his genius as breaks out is in the fact that he wanted the model to be born under the skies of Europe and meets the tastes and needs of Europeans.

This is a considerable event!

REVUE MENSUELLE - 10^{me} ANNÉE - NOUVELLE SÉRIE N° 2

1932 - LE N° 5 FRs

Le Fordiste

La Nouvelle **FORD**

100% Européenne

6 CV



Attracting admirers

Back Cover. The Teesdale Garage, probably just pre-war, when it was on Hucknall Road, Nottingham. It is now the Teesdale Classic Car parts Centre in Palm Street, New Basford, Nottingham. Note the mechanic with his head under the bonnet of an early long-rad with the wrong door handles, sidelights and headlamp rims as well as chromed radiator grill surround. Colourised by Tom Marshall at PhotograFix Copyright 2015. See www.photogra-fix.com

THE TEESDALE GARAGE

PHONE 65146

C.W. BOGUE & H.V. SLANEY.

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