



Issue number 214
May - June 2015

Transverse Torque



A Vintage Festival with real ales, live music, fashion parades and vintage trains on the nearby Weardale Railway attracted 35 classic cars and hundreds of spectators.

The landlords wife manned the real ale bar wearing her second best headscarf.

Only Landlord Duncan Davis's CX represented the Ford fraternity but he pulled rank and led the long cavalcade out of the nearby Frosterley Railway Station and up Weardale for a parade.

Artist J E Wigston attended both days and made very accomplished sketches of many of the vehicles.

Earl Grey and the Charwallahs played skiffle with Duncan on drums and bell ringers from around Northumberland demonstrated the art of campanology on the pub bells.

The Black Bull is the only pub in the country to house a ring of church bells. Not just one or two but a full ring of twelve bells.

County Durham's "National Drive It Day" may well have found a regular annual venue.



"National Drive It Day" became "National Drive It Weekend" at the Black Bull in Frosterley.



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When telephoning UK from overseas replace
first 0 in UK number with +44

Editorial 214

I hope everyone enjoyed National “Drive-It-Day”, and hopefully I’ve included a photo or two, subject to those late contributions arriving in time for publication. (Only just – Thanks Duncan!) I know I intend getting out to Eaton Wick, near Windsor along with my local Uxbridge club to see a most interesting “History on Wheels” museum and on the way, being seen and enjoyed by the public. We may need that public support in coming years with emission controls and safety issues.

I managed to blow away the cobwebs recently with an 80 mile drive out to meet up with Ron Lewis and Richard Ball. I’ve also managed a local visit to meet up with our local Mayor of Hillingdon for her Charity Day, along with a daffy of classic cars.

Whilst there, the elderly lady in a Hillman Minx next to me revealed her advice for dealing with her car’s bodywork – she uses pieces of old lace to keep her chrome sparkling, as it has just a touch of roughness. The things you learn!

I attended our AGM along with nearly fifty other members and for the first time sat on the head table! It’s quite daunting giving the editor’s report in front of members. What I said briefly was that having had a year now under my belt, and working on this the sixth edition, was enjoyable even though it took quite a lot of time and stress to produce. However much one checks the proof, mistakes still crept in, so my apologies to anyone offended. One glaring error was in lack of a credit for Mo Croxon’s article – part one – but that is remedied within on the final part herein. I also jumbled up a date or two for the Norfolk event and missed a change of regional contact.

‘Spot the deliberate mistakes’

Talking of mistakes, the deliberate one was caught by many – that of inferring that the car featured on the rear cover was a Y, in reality, it was a Morris. I wasn’t sure, so asked one expert, but other experts amongst you had better eyesight. The picture though was still worthwhile conveying an atmospheric portrait of life at a garage in years gone by.

I don’t know what it is, but the intentions I had of working throughout the winter on my Y, just vanished. Cold damp garages are not welcoming, especially to those of us of an age. As they say, a rolling restoration! I’ll just have to get out there more through the summer, in between events.

Still – a 5-day June tour beckons up in Northamptonshire, so its going to be a busy May preparing the car. I did name her Bluebird, as when originally restoring the interior, I found a Bluebird toffee wrapper from the sixties under the seat. I daren’t eat toffees nowadays as Dentist’s bills are sky high!

Facebook

As intimated in the previous issue, I have started two pages on Facebook to compliment the Forum and our Website. One is a Public page for all to see, providing some great photos and links to our website as well as a flyer for our Sam’s book; the other a Group page for members that allows more instantaneous communications and photos between friends.

Both should generate increased interest in our cars and the Register, and by virtue of the ‘Likes’ system, spread the word worldwide, particularly to more youthful potential members.

If using Facebook, always remember to check your settings to provide security.

An updated list of survivors is now on the Forum as well as on Facebook (Members) and also an updated index to Transverse Torque articles – up to TT number 210 (Thanks Sam)

I was pleased to call in on members Stephen & Cheryl Wallace recently whilst working nearby to them, and respond to his call for advice in starting his Y. He had inadvertently left his condenser hanging out after changing it, so a quick earthing wire managed to get the sparks going again. He will need to fix it properly as well as a fuel pump that only partly worked. When I returned home, I dug out all my old fuel pumps with a view to renovating them. I just need to source some paper washers for the valves and new springs. Like lots of members, parts are often accumulated over the years and getting a working spare will be of use one day I’m sure. I tend to carry a few spares everywhere I go – plugs, contacts, fuel pump, distributor, bulbs, carb, inner tube etc along with a good daffy of odds and ends. You never know!

I also met up with Richard Ball and Ron Lewis for a pub lunch and to compare notes. Ron was just running in a new engine and it sounded so much quieter than my old rattle box! I’m looking forward to this year’s events: Club stand at the Chiltern Hills Rally, Enfield Pageant and the Old Ford Rally at Gaydon. I hope to meet up with many more members and grab those stories and photos! See you there?

HOT OFF THE PRESS

“A volunteer is worth ten pressed men”

Ron Lewis has kindly taken on responsibility for our Official website, (from Roy Hocking as noted elsewhere) and is diligently working on it with promising new ideas. A BIG thank you from everyone.

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Cover Photos

Front cover: ‘Henry’ a 1937 Y owned by David Wallis of Welby

Inside rear: Cut-away sketch that appeared in The Times supplement mentioned in ‘20 Years Ago’

Rear cover: Ian Moss and Ryan Eamer in their 1172cc Ford Model Y giving Tippley Hill their best on the Exeter Trial. Photo: Jonathan Lines

The photo was taken half way up Tippley Hill, near the ‘stop and restart’ point. Depending on the class that the car is entered for, some have to do the ‘stop and restart’, whilst others can just keep on going to the top. Older cars, like the Ford, are in the latter category. Jonathan Lines is one of the ‘stop and restart’ marshals, and when someone is ploughing on through he can take the opportunity to grab some photos. Tippley is the next to last hill on the Exeter Trial, following on after the notorious Simms. It has a famously greasy surface of wet shale rock with some harsh steps in places for good measure. The BSA Front Wheel Drive Club ‘adopted’ this hill several years ago and have provided marshals ever since.

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Chairman's Chatter

At our recent AGM on 12th April I was pleased to report another good year for the Register but we must, nevertheless, not be complacent as careful planning is always required.

As I have mentioned before, we are also aware that we must keep our eye on the controls which EU might endeavour to impose on our cars. This is not due to happen until 2018 and we are fortunate that we are kept up to date by the Federation of Historic Vehicles Clubs and, of course, our Secretary Bob Wilkinson is noting every move.

I have been a member of this Club for many years and it is only when you get yourself even more involved that you realise the considerable number of people who work hard to keep us running smoothly.

I would particularly like to thank the Committee for their dedication and, dare I say, devotion to the Y&C but I must also express my thanks to the Spares stock holders, and the events organisers who help to keep the organisation rolling on so successfully.

I am pleased to say that we have only one of the Committee retiring this year, and that is our website manager Roy Hocking. Roy has done the job for many years and I am sure that we would all like to thank him for his work. We are of course always looking for extra help and we are particularly hoping that some of our younger members will like to get involved.

I hope that you will all use your cars as much as possible in 2015. The more they are seen the more we will put the Register on the map. After all they are small and will fit easily into parking spaces making them very useful for shopping trips and going out for a country pint. I hope you all polished up your cars and were out on the road on 'Drive it Day' on 26th April. Please let Roger have any photographs that you took.

Lastly during the AGM I was very pleased to be able to present the Maurice Billing Award this year to Bob Wilkinson. The award is at the Chairman's discretion and I certainly can't think of anyone who deserves it more. Bob has been Secretary for more than 30 years and has done a great job for the Register. It seems very inadequate but I am sure we would all like to say 'Thanks very much Bob, you are very much appreciated by us all'.

John Argent



No-one deserves this more.

SECRETARY'S RAMBLINGS.

We had a lovely weather for the AGM which encouraged several members to come along with their Y or C Models. It was good, as ever, to meet new members and to catch up with old friends..... and to conduct necessary club business.

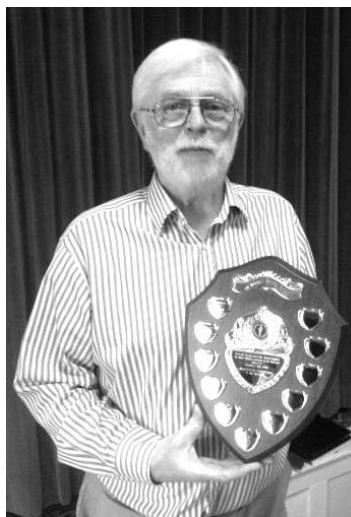
Reports indicate that your club is in good shape with sound finances and good level of service given to members. Colin French did propose that the annual subscription be raised NEXT YEAR to ensure that we can keep delivering. The meeting accepted his recommendation. (See AGM report). I was taken aback to be awarded the Maurice Billing Trophy for "services to the club". I accepted the honour indicating that I am in a privileged, and visible prominent, position and that the award was due to the diligence of an excellent team of club officers. I will display the award with the pride I hold for my club.

New Committee Members were elected – namely Ron Lewis and Andrew Bailey. Ron is liaising with retiring member Roy Hocking on matters relating to his taking over the club website. We thank Roy for his work in developing the website over several years – an important shop window for our club. Roy will still be in harness as Regional Contact. Andrew Bailey was elected as a General Committee Member – without portfolio. He is a young keen classic car enthusiastbetter still an CX saloon owner! We

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hope you both enjoy your new roles within the club.

The FBHVC works hard to ensure that laws are not passed which would restrict the use of classic cars... let us make the most of this freedom! Even more importantlet's aim to get as many of our cars mobile as possible. Out of the 1500 or so cars known to the club only about 300 are in on road condition. The number rises each year but how many cars have been lurking for too many years in sheds and garages awaiting restoration to roadworthy condition? I was guilty of not getting on with a restoration for 15 years! (Now finished and actually sold). Sadly were that today I may not have another 15 years and I may not have the energy even if I am around! Our cars are part of a rich motoring heritage and deserve to be seen on the road for wider enjoyment by all. The message is to either get on with the restoration or pass/



sell the car to enable someone else to do it! Over the years we will all have come across owners with good intentions in this regard.....only to find that on their demise the vehicle has deteriorated to the point of being scrap. **THINK AND ACT NOW.** The club has an excellent range of parts or instead you can advertise your car for sale through the club at no cost.....no excuses!

I write this before the annual Drive It Day.....I hope you will be out and about with your old Ford. Even a short local run will generate much interest. If your car is not actually in on road condition, why not park it at the top of your drive to give passers the chance to see an old car.

Old Ford Rally preparations are well in hand and we hope to see as many members as possible at Gaydon on 19th. July.

Enjoy your summer motoring or restoring.

**Bob Wilkinson.
Secretary.**

BOB'S JOKE CORNER.

And, if you think lawyers don't have heart, read probably the best lawyer story of all time...

The Salvation Army realized that it had never received a donation from the city's most successful lawyer. So a volunteer paid the lawyer a visit in his lavish office. The volunteer opened the meeting by saying, 'Our research shows that even though your annual income is over two million dollars, you don't give a penny to charity. Wouldn't you like to give something back to your community?'

The lawyer thinks for a minute and says, 'First, did your research also show you that my mother is dying after a long painful illness, and she has huge medical bills that are far beyond her ability to pay?'

Embarrassed, the rep mumbles, 'Uh... No, I didn't know that.'

'Secondly,' says the lawyer, 'did it show that my brother, a disabled Veteran, is blind and confined to a wheelchair and is unable to support his wife and six children?'

The stricken rep begins to stammer an apology, but is cut off again...

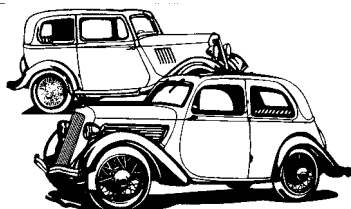
'Thirdly, did your research also show you that my sister's husband died in a dreadful car accident, leaving her penniless with a mortgage and three children, one of whom is disabled and another that has learning disabilities requiring an array of private tutors?'

The humiliated rep, completely beaten, says, 'I'm so sorry. I had no idea. And the lawyer says, 'So, if I didn't give any money to them, what makes you think I'd give any to you?'

Lawyer joke seem more popular these days than ones about mothers in law...

Send me your favourite chuckle!

Bob Wilkinson.



OLD FORD RALLY- REMINDER.

When ? : Sunday 19th. July.

**Where? Heritage Motor Centre, Gaydon , Warwickshire.
(CV3 50BJ)**

Who ? All Fords to 1990 can enter for display. Public welcome too!

This year is 70th. anniversary of end of WW2. Special displays are planned to fit this theme. You are encouraged to come along in period dress.... leave the moths at home though!

Also period dress invited for later cars as we will have a parade.

Trade stands there too to help to find those parts.

All site facilities open including museum....a good family day out.

Entry Forms : Contact Bob Wilkinson 01832 734463. Bobwilkinson49@hotmail.co.uk

DON'T MISS THE BIGGEST OLD FORD GATHERING OF THE YEAR!:

FORD Y & C MODEL REGISTER AGM REPORT

Sunday April 12th. Willoughby Village Hall.

Present: 47 members and friends. Apologies: 10 and 6 Cars on display.

Chairman John Argent welcomed members and friends.

1. Previous Minutes: accepted as true record. Matters arising: none.

2. **Committee Reports:** (Full Reports are available from each officer on request).

(i) The Chairman reported on another good year thanks to excellent planning, dedication of Committee members and the hard work done behind the scenes. Stock holders and event organisers in particular keep the organisation rolling forward. Watchfulness regarding regulations which affect our hobby is a constant activity to ensure that we can continue to be active in future years. Thanks were given to Roy Hocking, who was standing down from committee, for his work in connection with the club website which was an important shop window for our club. The Committee invites new faces, particularly younger members, to become involved in club matters at all levels. The Chairman encouraged members to use their cars during the summer starting with Drive It Day on 26th. April.

(ii) **Treasurer** Colin French in his first, a detailed report, commented on a satisfactory financial situation in his presentation. Subscription income had held up well as the main income for the club. Parts sales income was down. Committee had approved spending for development and restocking in coming year and on regalia. Sales of Sam's book had now levelled out and new outlets and special offers would hopefully enable sales to continue. Magazine/ printing costs were reduced due to the decision to publish the Surviving Vehicle List on the website instead of by hard copy. Savings had been made on accountancy charges but credit card charges had increased and are under review. (iii) **Secretary** Bob Wilkinson reported on 3 Committee meetings and 1 Directors' meeting in the year. Bob praised the Committee which had worked hard to deliver good levels of service to members and keeping the club public profile prominent nationally. Bob welcomed 3 new Regional Contacts during the year , Vicky Edwards with Gary Whittle (Bristol), Dave Tanner (Region 12) and Duncan Davies (Northumberland). Thanks were given to the outgoing Ivor Bryant, and Andy Black. Mutual support through local groups is fundamental to club membership. Increasing values of cars would result in more restorations with consequent demand for club parts and services.

Exemption from MoT , with proposals to make this a rolling date, has created some unrest in the classic car scene. Our club response is to encourage responsibility towards other road users. To this end the club has produced various technical guides and started a programme of workshop courses for members. In addition the parts group focus is on making safety items available as a priority. Modified cars present issues which are currently under discussion. On officer succession Bob indicated that after over 30 years in office he would be looking to step down in the near future to make way for younger members. (iv) **Membership Officer** Mike Malyon reported on a good year with a new high of 467 members (434 Full + 33 Friend).. Mike commented that there were still cars out there not in membership and all members are encouraged to recruit. (v) **Spares Officer**, Pete Ketchell, presented a report which was read out by Roger Hanslip.

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Disclaimers have been updated and administration procedures regarding parts procurement and audit had been reviewed and amended to safeguard finances and to better effect traceability. The meeting was alerted to the poor condition of exchange items received from members. This may lead to the club imposing deposit charges in the future. 5 new items had been added to the spares list and members were asked to submit suggestions for future development. Front engine / pulley seals are under review and thanks to contributions from Dave Tebb the club is currently looking to offer windscreens and fuel tanks in the future. The first of a series of club workshops was held at Adderbury with 10 members attending. Thanks were made to Robert Jarvis for use of his premises with full support from Colin French and colleagues for hospitality. Pete thanked Colin Rowe for his speedy and efficient administration of orders. Jean Ketchell for telephone duties and Roger Hanslip for workshop facilities used to develop parts.

(vi) Editor Roger Corti had 5 issues of Transverse Torque under his belt as new Editor and from this experience acknowledged the tremendous work from his predecessor, Sam Roberts. Ensuring that the finished product was up to standard could be stressful. Thanks were given to members who had sent in excellent articles over the year. Creating balance of regular content is key and members were invited to submit ideas for editorial consideration.

(vii) Regalia: Members were informed that new fleeces would be available shortly.

(viii) Technical Officer: No written report made. Nigel Stennett-Cox reports regularly on members' issues through the magazine adding to the bank of collective technical knowledge.

(ix) Website and Forum: Roy Hocking (not present) had updated the website in recent months. He had indicated his wish to stand down from his post. Forum: Roger Corti reported that about a hundred members are active on the Forum covering a wide range of topics and submitting numerous photographs. Roger reported that Facebook is now being used to promote the club as an instantaneous media facility. This may attract younger followers into the future.

(x) Archivist: Sam Roberts reported that he now has text files on 825 Model Y's and 165 C/CX Models. Photographic folios on 702 Model Y's and 246 C/CX Models. Members were encouraged to submit any information on their cars. In the near future the club needs to find a successor curator for the extensive Club Library. Sales of Sam's book need

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boosting to ensure return of club capital and members were encouraged to market same whenever an opportunity arose. The Chairman thanked all officers for their work over the year.

3. Increase in Subscriptions. Subscriptions had remained constant for 12 years in the face of rising costs. After due discussion, the Meeting agreed a rise of £5.00 with effect from June 2016. The date of implementation would give time for the updating process to be conducted effectively. Mike Malyon outlined the administration involved.

4..The Chairman gave the Maurice Billing Award, for services to the club, to Bob Wilkinson.

5. Founder status. The meeting agreed that Graham Miles be accorded the position of Founder with a permanent position on club Committee.

6. Elections: The following were elected:

Chairman: John Argent

Committee Members

Vice Chairman : Jim Sharpe

Andrew Bailey, Roger Corti

Treasurer : Colin French

Geoff Dee Robert Jarvis

Secretary : Bob Wilkinson

Pete Ketchell Ron Lewis

Mike Malyon Sam Roberts

Nigel Stennett- Cox.

7. Events: Notices were given regarding 2015 events.

Chiltern Valley, Enfield Old Ford Rally, North Norfolk Railway, Y&C Workshop, NEC, Christmas Dinner.

2016 Tour notice from Jo Hanslip.

8. Member Richard Ball, was congratulated on his exploits and gave a brief outline of



his recent trek to the Sahara with his 4 door Model Y. He spoke enthusiastically about our shared passion for classic cars. Members were invited to view his car which was on display.

9. (i) April 17th. 2016 was agreed as date for next AGM. (To be confirmed).

(ii) The raffle raised £82.00 which was donated to charity.

The Chairman thanked members for attending, wished all a safe journey and closed the meeting at 3.30 pm.

Annual Subscriptions – From



our Treasurer Colin French

Members will recall that in Issue 213 of TT, Secretary's Ramblings noted that your Committee had recommended that a small increase in annual members' subscriptions be proposed at the AGM. This was to enable services to members, in particular the frequency of magazine publication and the development and expansion of the spares service, to be maintained. Members at the AGM voted unanimously to accept the proposal, the result of which means that a general increase of £5 will be applied with effect from June 2016. This will be the first increase for some 12 years and further details regarding Standing Order changes etc. will be issued later this year. From June 2016 the subscriptions payable will be as follows:

UK Members £30.00

Overseas Members (inc Irish Republic) £35.00

Overseas Friend £25.00

UK Friend £20.00

Membership Matters! - News of new members

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

Chris Peacock P0202 Bredon Gloucestershire

Vaughn Veit O-V103 Buffalo USA

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

Chris Peacock - we are pleased to welcome Chris to the Club. Chris has owned his black Tudor since October 1974. The car was found in Swansea in 1973, before then Haverford West in 1964. First registered on the 6th July 1936 it carries the registration number EMD 120 and chassis number Y143608. The car needs a complete restoration. Our archivist, Sam Roberts, will be happy as the car was previously unknown to the Club. We hope all goes well with the restoration.

Vaughn Veit - we would like to extend a warm welcome to Vaughn, our new member from the USA. He is looking for a Model "Y". Good luck with the search and we hope that you are soon successful.

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

Mike Malyon Membership Officer

SUBSCRIPTIONS ARE DUE 1 JUNE 2015

This is just a reminder that subscriptions are due on the 1 June 2015. If you do not do so already, please consider paying by standing order as this is the easiest way for you, me and the Club. There is an application form in this issue of "Transverse Torque".

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

Mike Malyon - Membership Officer

AGM Raffle

Christine Baldock writes in to say that four prizes went unclaimed at the end of the AGM; a book on the Flooded Fens, (pale green #62) a cutaway print of a Model Y, (white #8) a bottle of Jameson's Irish whiskey (pale green #178) and a tin of Heroes chocolates. (pink #17)

Due to the expiry date on the last item, these would have to be consumed so won't be brought along to the next AGM!

(Chris raised a fine sum of £82 by organising the raffle and that will be going to a Charity for workers in the Automobile Industry I believe. She has our thanks!)

Wendy Grace

Wendy has a tumour on her brain, which has semi-paralysed her right side and affected her speech. Her son, Nick, reports, "She appears to be brighter than when I last spoke with you, she's on a high dosage of steroids to reduce the pressure on her brain, though these are to reduce over the next few weeks, but she went home today from us and I've just returned from seeing her. Her speech is a lot better than before but she gets tired easily so is in bed for 8-9pm, Debra (my wife), is staying with her tonight and we have carers coming in morning and evening now to help her. We obviously don't feel that she should be alone overnight, so we'll be taking it in turns to stay with her. Generally she needs an arm to walk with and a bit of guiding as her right side is not what it should be and she has little use in her right hand..... "

The older stagers amongst us remember an ever-ebullient Wendy, with the late ever-wise David and, latterly grandson Alex and son Nick in 'The Hutch', the family Model "Y" Alpine (Alex is our youngest owner and member). We send our love and best wishes to you Wendy, and are thinking of you at this difficult time. Wendy's email address is wendygrace2011@gmail.com. There will be someone with her to relay any messages.

For Sale:

David Ball has numerous items to sell – far too many to list.

See full list on our website, Forum and Facebook - Members Group page

Phone 01245 400560

e-mail d.ball6@btinternet.com

Exchange:

1937 4-door Y for a 2-door in similar condition.

This car is very sound, fitted re-conditioned engine with unleaded conversion. Not yet fully run in.

Excellent interior, body sound although front wings could do with repaint.

Might consider a two door Ten. - Cash adjustment either way.

David French 01614 374876 North Cheshire.

SOLD:

Bruce Clifford in Colorado, U.S.A. has sold the ex-Earl of Suffolk's April 1934 Model "Y" pick-up, which he had meticulously and beautifully restored during the 23 years of his ownership (fully written up in Transverse Torque issues 135 and 203). Bruce said, "I'd love to see it go back to England, if anyone over there might like it. It is still in great shape, I have always kept it indoors. I did a frame off restoration in 1992-93. The chassis and all of the mechanical components were stripped to bare metal, primed and painted. The engine was disassembled, and a new timing chain installed. I had the clutch rebuilt and replaced the ring and pinion gears in the differential (sourced by Bob Wilkinson). The body parts were stripped and the rusty parts cut out and new metal welded in. They were primed and painted with two stage Urethane paint. All the wood was stripped and resealed with polyurethane spar varnish. I had the radiator re-cored.



Bruce Clifford's beautifully restored dark green ex-Earl of Suffolk's pick-up.

The detail incorporated into the restoration of the pick-up



The Ford Y & C Model Register

Graham Miles –Our Founder

At the A.G.M. Graham Miles was formally accorded the title of 'Founder' of the Ford Y&C Model Register. It was Graham who, in late 1978, decided to form a club for owners and enthusiasts of the Models "Y" and "C" as these marques were not being well catered for by other clubs. In September, an announcement was placed in the Exchange & Mart paper (the ebay of its day) calling for all owners and enthusiasts to contact Graham. He subsequently wrote to each of them calling them to a meeting at his house in Abbots Langley on 18 March 1979. At the meeting, the aim and rules of the club were laid down and Officers elected.

There were nine present at this, the first Annual General Meeting – the founder members – namely Graham Miles (elected Chairman), his sister Jill (elected Secretary), Tom Morgan (elected Treasurer), Maurice Billing, Tim Brandon (still a member), David Cummons, Terry Hollister, Jim Miles (still a member) and John Symondson.

And so the Club was born.



Taken at the A.G.M. in 2000, the year he masterminded Convoy 2000, the 2000 miles tour of England Scotland and Wales.

Parts Report

Five new items had been added to the spares list and members are asked to submit suggestions for future development.

Front engine / pulley seals are under review and thanks to parts / patterns contributed by member Dave Tebb, the club is currently looking to offer windscreens and fuel tanks in the future.

Fuel tanks may be the priority here as considered a safety item.

I would alert members to the poor condition of exchange items received from members. This may lead to the club imposing deposit charges in the future. Members are requested to send the actual item removed from their car, for exchange,not the one which may have been in the garden shed (condition unknown) for many years.

Thanks go out to Colin Rowe, parts administrator, and those members who act as spares holder for their good works.

Peter Ketchell

Forum, Facebook Facts and Faults

As usual, many members seek advice and help through our Forum. This month has seen a request for guidance on checking out a dynamo, suggestions on keeping doors closed, extracting a broken dipstick tube, checking fuel supply and starting, and noting cars seen out, what is selling on ebay and remarks on parts available through our stores.

Our new Facebook page has entertained us with trips and visits, cars seen in Bexhill, purpose made radiator cap spanner, and sequence of engine maintenance photos.

Numerous other photos of memorabilia, adverts and objects were uploaded for all to enjoy.

Updated files that can easily be downloaded have been placed here too – the Survivors list alongside Parts Lists and Order Forms.

Facebook is generally found to be easier and quicker to access with simple 'likes' or reply comments made promptly. Information here is also easier to share. The Forum is more Library-like – with stores of photos and information. Once set up and bookmarked on your computer, it becomes simple too.

Both media play a useful part in sharing information and promoting our cars and events as well as helping other members keep their cars going with good advice.

Needless to say, as with all computer systems, security should be kept in mind with safe passwords and settings.

Our Technical advisor Nigel Stennet-Cox has also been in correspondence with members advising on set up of shock absorbers.

A simple phone call, letter or email to your editor will bring assistance in the use of these facilities – you only have to ask!

A Graveley latch – often used in buses and cabinets – was recommended to keep errant doors closed. A couple of different sizes are available and they are easy to operate quickly. On our cars, the chassis can twist with the road and if the door catch isn't firmly shut and adjusted, doors can fly open going along. Some members use small bolts, others use bungy cords.

A voltmeter can be used to check the charge from a dynamo – sometimes the cut out can stick.

Taking the bowl off the carb and either turning the engine on the handle or pressing the lever on the pump can determine fuel pump is working or not as petrol will show flowing out of the needle valve situated in the carburettor top. (Use a small container/jar to catch the fuel)

Removing the broken dip stick tube was solved with a purpose made solution of smaller tubing inserted. This is the one in a million problem!

Another on-going solution sought was replacement of white metal bearings with shell bearings. Watch this space.

To access the members page of Facebook and/or the Forum, I need to invite you using your email address. Please email me, rogercorti@aol.com, with "Invite" as subject line, and I will make sure you can get on these quickly.



APP 625.

The last Forty Odd Years –
PART 2 Mo Coxon

Continuing the progress of restoration...

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.

At the time there existed a magazine called "Three on the Floor". I'm sure there are club members that remember the publication, for those who don't this was a by-monthly publication covering Vintage Americana, Fords, Military Vehicles and Tractor Preservation. The editor was Mr John Carter. John and his wife Anna ran a business promoting vintage car shows, steam rallies, wartime events and collectors' bazaars throughout the south of England, the magazine was part of this endeavour and was excellent in every respect, having a team of contributors very knowledgeable in their respective subjects producing good articles that made this little magazine a really good read - not unlike Transverse Torque I might add.

The 'for sale' section was packed with cars for sale, mostly Fords, spare parts were advertised in abundance. Whilst thumbing through the for sale section I came across an advert selling a Tudor for spares, this was a vehicle in a very sorry state absolutely rotten but never the less just what I was looking

for, a donor vehicle to supply all those little obscure missing items that I needed to complete the restoration of APP 625 and many more parts to keep in stock for the future.

John also raced Y Models in the Stock Car class in the early sixties and had quite a collection of cars and parts that eventually became available to help restorers (including me) complete their work.

Being the showman that he was, John and his wife Anna became more and more interested in early traveling fair-ground rides, they had often hired vintage attractions from other people to entertain the public at their events. When John heard about a set of Gallopers coming up for sale, he felt it would be perfect to be able to operate it themselves and not be dependent on other people. It was in a pretty dilapidated state, and absorbed a huge amount of time and money to get it up to scratch. In addition to their own events, John and Anna travelled the Gallopers with other steam rallies and fairs, and painted and dec-



Front cover of one of the editions of the magazine, and the editorial logo.

orated it in between grounds. As you can imagine compiling and editing a magazine also takes an awful lot of time so Three on the Floor became no more. John soon decided that it would be more profitable to run a couple of rides, and so the Chair-o-Plane was bought and travelled with the Gallopers, and a few side stalls, which they restored and maintained over the winter months at their home.

By then their family was growing fast, and they were living in a couple of showman's wagons and travelling the rides. Soon the Steam Yachts came up for sale, and they did all they could to try and raise the money to buy them and restore them - embarking on another enormous labour of love which would make most people go pale at the thought. Sadly in 2000 after an illness John passed away. His enthusiasm and vision had been a guiding force for the Fair, along with Anna's support and skill, and their children's love for the Fair and for what it stood for it was decided to get the Fair back out on the road and continue



Centre spread from the magazine clearly showing a collection of small Fords in particular a Y Model JB 9257 I wonder if that vehicle survives today?

As far as APP 625 was concerned the restoration was proceeding along nicely, body shell in primer all other parts rebuilt and painted, lots of assembly work to follow,

doors, wings, all painted separately, back in those days the paint of choice was cellulose applied in lots of thin coats which would flash off quickly allowing it to be rubbed down in between coats within minutes of it being applied, if I recall correctly I think the vehicle had about twenty coats of black paint. Joseph Mason intense black a true black, used to paint limousines at the time, this was my first attempt at painting a complete vehicle and enjoyed every moment. Of course paint technology has moved on today, we have two pack oven dried cyanide based paint and water based paints both products have become the norm for professionals, luckily cellulose is still available today for guys like me, although having said that I have used two pack on many occasions over the years

once applied the shine lasts longer without polishing compared to cellulose but call me old fashioned I still like cellulose.

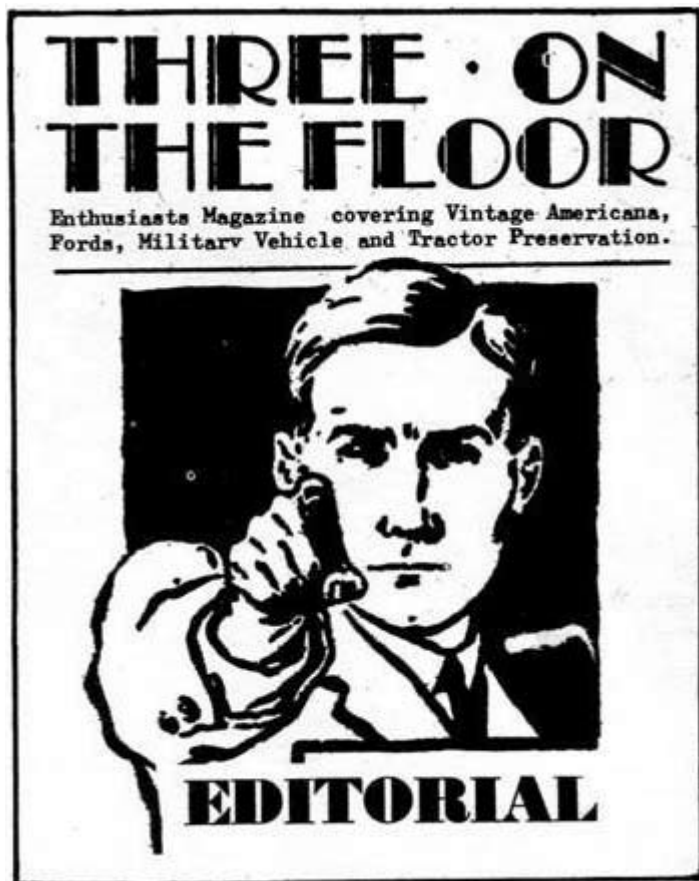
The radiator grill and wheels had the remains of a cream colour about them so I decided to carry on that theme.

I employed the services of a sign writer - now there's a dying art - to apply a red pin stripe around the waist moulding, I knew it was red having seen remnants of it remain-

ing on the original paintwork. The gentleman turned up, took an old paint splattered wooden box from the boot of his car asked me what I wanted I explained, he opened his box took out a small tin of paint and a brush which I kid you not had bristles about 2 1/2" long, sat on his box and in no time at all had worked his way around the car, I said how did you do that, his reply was years of practice my boy. I'm afraid to say I have tried to do pin striping since that day and failed miserably but thanks to modern technology once again I have a little hand held machine that gives good results every time.

I consider myself lucky with the interior, the door cards with their covering lent themselves to a good scrub up and although split in places could be saved. Likewise the seats although very dry and split in places were worth saving. I do like to see a restored vehicles sporting their original interior where possible, if nothing else the smell of originality is something to savour. Many hours were spent with the seats and door cards using Saddle Soap which in effect was a leather treatment as the name implies used on tack, saddles, reins and the like. Wood worm was a problem having taken a liking to the passenger seat and the floor boards or what remained of them, I suppose honeycombed would be an apt description. Not much of a job though to replace. The head lining was non-existent apart from a few remaining fragments so off to the auto trimmer supplies to obtain what was then called mill-board this was the backing card that the head lining was stuck to, replacement head lining material was selected using the fragmented sample as to the colour and texture, a bottle of "Copydex" was used as the adhesive.

APP 625 has a sun roof that although virtually disintegrated when examined was still suitable to use as a pattern, I understand this was probably fitted from new there is a small brass plate with the name Pitchley affixed to it, the water drains from



what John had started. The Fair has since gone from strength to strength, family friends and supporters all personally involved, working hard to keep it on the road. John would be very proud of what they have achieved. Carters Steam Fair is now a premier vintage travelling funfair, and the custodian of a great deal of beautiful rides that would otherwise have been lost.

Link - www.carterssteamfair.co.uk/



APP 625 pictured not long after restoration.

the sun roof channels through four small lead pipes and out through the roof above the gutter in all the four corners there are four stainless steel caps that cover the ends of the pipes these finish the pipes off quite nicely, luckily I had these items amongst my boxes of bits that were by now pretty much exhausted.

Well that was it, the magical two years to complete the work from start to finish, that seems to be about the timespan that most restorations take, ask most people that have restored an old car "how long did it take you to restore it" about two years seems to be the answer normally given.

Time for the first MOT, then apply for tax, remember we had to do those things back in those days. For a good number of years afterwards my wife and I attended many shows with APP 625, we had a wonderful time, many of the events were organised by the previously mentioned John Carter and many more besides, I made a point of tracing the proprietor of the long gone Tillions Garage who still lived in the town of High Wycombe an elderly gentleman who was absolutely thrilled to see APP 625 looking almost as though it had just emerged from his showroom back in 1934.

In 1978 we were approached by "Ford Europe Incorporated" to assist in their program of events celebrating Fords 75th Anniversary 1903 -1978. This included exhibiting APP 625 along with other Ford models at various county shows such as Stoneleigh in Warwickshire and the East of England Show Peterborough, the event that really stood out for us was the invitation to attend the British Grand Prix at Brands Hatch, during the run up to the main race APP 625 took part along with others on a tour of the circuit.

We were told to keep to the right hand side of the track because sports cars would be circulating the circuit on the left hand side,

and circulate they did, the sight and the sound of GT 40s and others hacking past us at speed will live with me forever. Fords did us proud providing full hospitality on the infield during the meeting, we were thrilled to have taken part.

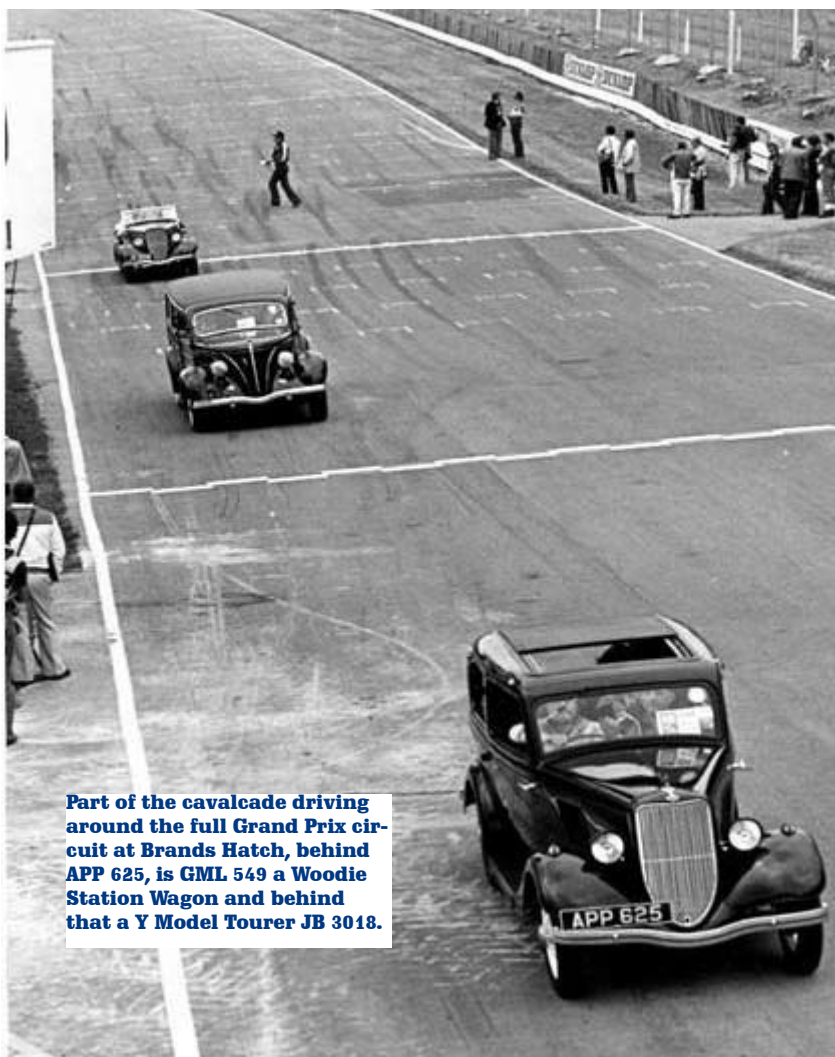
By this time we had been blessed with two children a lovely daughter arrived first, then a son. Around now I had decided to go racing again, compet-

ing in various classes on the ovals so APP 625 spent most of the time in the corner of my workshop and would only come out now and again. Our children grew up, our son decided, he too wanted to race cars so many more years were spent traveling all over the country racing although stilt finding time to buy the odd classic, carry out work enjoy them then sell them on, all sorts from small Austin's to a Corvette

Stingray all came and went but at no time would we consider selling APP 625 after all a true member of our family, APP625 had been with us longer than the kids. After many years and countless race wins and championship wins it was time to retire from the sport altogether.

With more time on our hands, not having to prepare the race car, and not having to travel all over the country including Europe to meetings it was back to a more sedate life attending shows with our little car. At the time of writing this article I have about a year to go before official retirement, back in the seventies when APP625 had first been restored I happened upon a Y Model Van, I purchased this van and said to my wife "This is going to be my retirement project", well here I am about to retire I have kept the van all these years, having been stored in dry conditions it's pretty much in the same state as it was when purchased and as you can see needs a total rebuild.

I read with interest Bob Wilkinson's comments in Secretary's Ramblings. Transverse Torque September-October 2014. Where he goes on to talk about the issue of cars hiding away for decades sadly untouched, well I am guilty of just that I suppose. I understand the point he was making about the owners of such vehicle possibly not enjoy-



Part of the cavalcade driving around the full Grand Prix circuit at Brands Hatch, behind APP 625, is GML 549 a Woodie Station Wagon and behind that a Y Model Tourer JB 3018.



The van or what's left of it, basically just a shell.

These photographs were taken when the vehicle was first purchased.

It has remained in this suspended state of dilapidation for the last forty years and looks exactly the same today has it did then.

ing the longevity needed to complete such projects, and of course health and fitness does become a major factor in ones advancing years, but we all have our dreams of what we hope to achieve, this was one of mine, to be able to have the time and the health to restore the van in retirement. On the other side of the coin, I have developed a lot more skills over the years than I had when first embarking on vehicle restoration, which I will definitely need to apply to this van project. One last word on the subject, we are in an age where people know the value of things, I'm not just referring to monetary values I'm also thinking historical value, there will always be people inter-



Front view, interestingly on the near side door the words of a logo can just be seen (Bush Radio) It would be nice to reproduce this.

As you can see typical seventies picture, my 1970 Triumph 2000 hooked to the front of a trailer, MK 1 Transits going about their business, Oh yes, and the yellow Capri in the background. Happy Days.

Sally with APP 625 September this year 2014 at Littlewick Green Show. Rained all day but never the less good fun. APP 625 won a prize. First in class, and as always, we were the last to leave the rally field. While I think of it, we managed to buy three 8hp Carbs, a Distributor and a pair of Engine Mounts for six pounds at the auto jumble, a good result all round.



ested in taking on the challenge of a restoration project should the opportunity arise. If an owner's dream of an intended restoration fails to come to fruition for one reason or another, eventually the vehicle will almost certainly reach the open market one way or the other either for restoration or parts.

One of my disappointments was that during the restoration of APP 625 I had not taken pictures of every stage of the work. I will rectify this when I embark on the van project, it would have been fun to look back

on a catalogue of photos showing detailed work of the engine axles chassis and shell, so easy these days to snap away with the phone or tablet.

Ok; I will close with a photo of APP625 as it is now after forty odd years in our ownership, sorry for going on a bit, but when you start writing an article such as this the memories come flooding back.

Happy restoring/motoring in 2015.

Mo. & Sally Croxon.

Photographic Finds.

Two evocative photographs of Model "Y" Alpine Tourers and two from our Editor, Roger Corti, this time:-
The London Inn approximately 30 years earlier than the first photograph. It was real horse-power in those



A mid-1934 Bournemouth registered Model "Y" Alpine tourer photographed in London in 1961.



The London Inn approximately 30 years earlier than the first photograph. It was real horse-power in those days. Note the nag parked outside the pub – no breathalysers to worry about!



Another 1934 Bournemouth registered Model "Y" Alpine tourer, this time being driven for real on the Ibberton hill climb in the 1930s.

Events 2015 / 2016

3rd May	SimplyFord Beaulieu www.beaulieushop.co.uk	
17th May	Chiltern Hills Vintage Vehicle Rally Club stand	Jim Miles 07901 561866
23-25th May	Enfield Pageant	Jim Miles
6th June	Classic Transport Picnic Letchworth GC Classic & Vintage CC www.lgccvcc.co.uk	01462 674347
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	
13th September	Otley Vintage Transport Extravaganza Pool Road, Otley, W. Yorkshire	Pat Jennings 07951 841868
18-21st September	North Norfolk Railway	Jo Hanslip 01945 430325
24th Oct	Club Workshop	Peter Ketchell Details next issue 01244 676856
1st Nov.	Committee Mtg	Gaydon @ 11.00am
13-15th Nov.	NEC Footman James Classic Show	Geoff Salminen
12th Dec.	Christmas Dinner	Colin French
April 15th	AGM	
5th-11th June	2016 Tour Norfolk/Suffolk	Jo Hanslip 01945 430325

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

**Next Copy Date will
be Friday 26th June. Please
note this in your diaries. Issue 215
July/August, will include an in-depth
report on the Old Ford Rally at
Gaydon Heritage Centre.
Please notify the Editor
of any known events coming up.**

Morgan Research.

It was soon realised, after the start of production of the Model "Y" at Dagenham, that the production of engines was outstripping the production of cars. Sir Percival Perry, realising the dilemma and, at the same time, being asked by outside companies to supply them with engines, wrote to Charles Sorensen in Dearborn U.S.A. requesting permission to supply the Morgan Motor Company with 8 h.p. engines to put in their three-wheeler car, production of which was running at about 300 per year. No objection was raised on the understanding that the Ford name was not to be brought into disrepute. And so, the flat-fronted F series of Morgans was born. The first F4 ('4' denoting a four-seater) came off their production line in April 1934; chassis number FD 1, Ford engine number Y38054, from which we can establish that that engine was manufactured the previous October.

A total of 424 F4 Morgans were produced between 1934 and 1952, which was the end of three-wheeler manufacture. In 1935, the F2 (two-seater) was introduced. By now, the Ford Model "C", with its 10 h.p. engine was in production. Thus Morgan F2 customers (and F4 customers from 1936) had the choice of 8 or 10 h.p. engines. 113 F2 Morgans were produced before production ceased at the outbreak of war. A completely re-designed F Super Sports, powered by the 10 h.p. engine was introduced in 1938; 312 of these being manufactured up to 1952.

This article was inspired by a series of emails between Morgan F2 owner, Dale Barry, and Bob Wilkinson and Sam Roberts as follows:-

DB. "Do you know of a source that identified the meaning of a Morgan F model Ford engine, such as for C144233 that is a 933 cc engine and for a Ford E93A with engine RC1659349pc that is an 1172 cc engine? If so, could you refer me to that source?"

BW. "Morgan fitted both the 8hp (933cc) and (I think) later the Ford 10hp (1172cc) engines. The 10hp engine came out first in the Model "C" in 1934. Identification:

8 hp (933cc) were stamped with numbers Y12345. Factory reconditioned engines were stamped RY123456. 10hp engines: stamped C12345. Reconditioned engines - RC123456.

The engines were virtually identical in appearance. The starter motor is larger on the 10hp. - about 5 inches diameter. The 8hp starter is about 4 inches in diameter.

DB. "Thanks Robert, you have helped a lot with our understanding of the history of our 1934 F2. We were told it had a Ford 4 cylinder engine number C144233 and was a 933 cc engine, but now we understand that it was a 1172 cc engine from your identification of the meaning

The Ford Y & C Model Register

of the "C". That engine was damaged and replaced in 1961 with another Ford 4 cylinder engine number RC1659349pC and we know for sure that it is an 1172 cc factory reconditioned engine. So, now we know that the engine change did not really alter the car specifications. Do you have any understanding of the engine code to identify the year of manufacture?

SR. There is little that I can add to Bob's information on the engines in your F Series Morgan.

You say that the F2 car is a 1934 model. If so, engine number C144233 was not the original engine as that engine's manufacture date is 1938. And yes, it was an 1172cc (10 fiscal horse-power) engine (32.5 brake horse-power at 4,300 r.p.m.).

I am unable to tell you the refurbishment date, or the original date of manufacture of the factory replacement engine RC1659349PC. On receipt of the worn engines from dealers operating the Ford



Engine Exchange Scheme, Dagenham stripped the engines completely and rebuilt them using replacement parts where necessary, so there would have been no means of distinguishing the original from the refurbished engines.

RC at the start of the number indicated that it is a Refurbished 10 h.p. (C) engine. The numbers are probably sequential, but may well also cover 8 h.p. (RY) and V8 refurbished engines within the sequence.

The PC letters indicate that the refurbished engine is suitable for both Passenger and Commercial vehicles. The road tax rates were based on a different scale for each type of vehicle."

DB. "Thanks for the added information. We do have a problem with the original engine as this F2 was built in 1934 for sure. It was one of the factory team trials cars in 1935 and 1936 and remained in the factory for a while as an internal trial car for subsequent 3 and 4 wheel Morgans. It was sold in 1940; so the 1938 engine could be the engine as sold in 1940, but the one it had in 1935-36 is lost."

The Ford Y & C Model Register

Dale Morgan, looking rather Stig-like, in his Morgan F2 at the Monterey Reunion at the Laguna Seca track in August 2014."

20 years ago

– Issue 94 April/May 1995.

Bert Thomas.

It is 20 years since the death of Bert Thomas in his home in Crewe, Cheshire, at the end of April 1995. Bert was recognised by all as the leading expert on old Fords and committed his life to helping Ford enthusiasts with advice, practical assistance and, before 'retiring' to live with his estranged wife, Jean, providing spares from his 'Aladdin's cave' bungalow in Mytchett, Surrey. He was an honorary member of each of the old Ford clubs, contributing to each of our magazines. Those who visited Bert in Mytchett will never forget the experience. Every room was steeped in Ford memorabilia or machinery for refurbishing parts. The hallway was lined with shelving, stacked with small cardboard boxes, each marked with its Ford part number and containing unused old Ford stock he had collected from Ford dealers as they out-stocked in the 1960s and '70s. The loft had been strengthened and was heaving with a hoard of old Ford goodies. Sam Roberts remembers paying a visit in the early '80s to buy a spring spreader. He was led into a bedroom, where Bert got down on his hands and knees and withdrew four or five Churchill spreaders from under the bed!

Due to the efforts of his daughter and with failing health, he was reunited with his wife, who had remained in the north when he moved south to run his own coachworks in Farnborough in the early 1960s. Sam, Graham Miles and Reg Hunt visited him in 1994 and witnessed a domesticated Bert being well cared for by Jean, who is quoted as saying that "He ate, drank and slept Fords". It was fitting that he was invited down to the 1994 All Ford Rally, where he was feted by the Model A club in particular (he had owned a Model A). He was accompanied by Jean, who realised, for the first time, the depth of affection, respect and reverence in which Bert was held by the old Ford fraternity. He was a lovely man who was sorely missed. In this issue was a copy of a letter from Jean to "all the members of the Y&C Register who sent their condolences upon the bereavement of my husband Bert. Thank you all."

New members.

From one parts supplier to another! It is 20 years since Paul Beck, the founder of Vintage Supplies Ltd and Small Ford Spares Ltd, joined the Y&C Register, having purchased his 1933 short rad Model "Y"

van, which he refurbished and had painted in his company's livery. This is the oldest known surviving van (Y9063). Paul now also owns the youngest known surviving van (Y204531).

Roger Hanslip (and Jo) signed up twenty years ago also. Both have been amongst the most active and helpful members ever since. Apart from Roger's expertise on various restorations, including his own ongoing Model "Y" van project, Jo's brilliant event organising ability and sense of humour have made life in the Y&C Register a brilliant experience for many members – the North Norfolk Railway '40s weekends to name but one. Keep up the good work both of you; it is much appreciated.

Another twenty-years member is Neil Fletcher in Southampton. He bought a distorted long rad Fordor Model "Y" from

bottom of the range 1995 Ford Fiesta. In the meantime, Meridian TV in the South, had filmed three Model "Y"s in and around the New Forest for a viewing slot on 12th June. The three cars were those of David Lovering, Bert Hopkins and Sam Roberts. Under the heading 'Shoot the Model "Y"', the day's excitement was written up in this issue.

In The Times, 8th April, Saturday motoring supplement, Lord Montagu had contributed a full page article on the Model "Y", which he referred to as "The little gem that had rescued a giant", i.e. The Model "Y" had saved the Ford Motor Company in Europe from bankruptcy. The article was accompanied by a cut-away sketch of the Model "Y", which had been edited and approved by the Register. In addition, a letter from our Archivist appeared in 'The Automobile'

identifying the provenance of a Ford Köln Junior sports tourer, which had been photographed in the museum, 'Automobile du Forex', at St. Germain Laval in France. Our final exposure over the period was in The Daily Express, in which an old photograph of a Model "Y" Alpine tourer appeared illustrating an article titled "My Dream Car", the hapless owner having parted with the car in

the 1950s and wondering whether it was still in existence. We were able to inform the newspaper that, to our knowledge, the car was no longer with us.

So ended two months of what was probably the most media exposure the Club has ever had.

The bad news in issue 94 was that, at the 1995 A.G.M., an increase in annual subscriptions was agreed from £15.00 to £17.00 for UK members and from £18 to £20 for overseas members.



The beautiful early Eifel roadster bodied by Hebmüller in Wuppertal, Germany similar to that owned by Hans Konrad Schardt in Cologne.

The Ford Y & C Model Register



"Paul Beck's short rad van in his father's dairy livery, fronting Paul's long rad van. The head of John Griffiths takes right centre stage!"

Kevin Brigginsshaw in 1995 and spent a goodly amount of time aligning everything. It was also manufactured with a sliding roof. Neil bought one of the ten sliding roof kits the Club had manufactured and suffered along with others with the fitting. It is hoped that the roof now fits properly and works!

The other new members have gone their different ways; Colin Davis' Model "Y", EP 6926 now being owned by Clive Harrison, Tom Price apparently still in possession of his short rad Tudor Model "Y", AYL 853, in Aberystwyth and Hans Konrad Schardt in Cologne, Germany, with his beautiful silver 1934 Eifel Hebmüller roadster.

The previous two months had seen the Y&C Register being highlighted in the classic car press and on television. The Classic & Sports Car magazine had nominated the Y&C Register as its club of the month, which resulted in a television company, Topical TV, contacting Bob Wilkinson to produce a feature on the comparison between a 1935 £100 "Popular" and, 60 years on, the

THE POOR MAN'S DECELEROMETER

or the PENNY PERFORMANCE TESTER BY "CHARLES MASON"

There is an instrument in production which may be used for brake testing by the car owner. The instrument is made by well-known firms, such as Fletton and LBC, which are quite unconnected with the car industry; it is built in such large quantities that it is very cheap and may be said to be within the reach of all drivers—the price is about one penny.

It is, in fact, the common house brick.

The use of the instrument is simple. It is stood on a level part of the floor of the car; the driver then drives along a level road at the speed from which he wishes to test his brakes. He applies his brakes; a dull thud as the brick falls over announces that his deceleration has exceeded a certain value, dependent on the attitude of the brick as defined in the following table. If he fails to attain this deceleration there is no thud; it is as simple as that!

In a similar way the instrument may be used to measure acceleration. If the floor of the car is not level at rest, a small area should be made level by the use of a board or metal sheet and wedges. Some inaccuracy is introduced by cars which "go down on their knees" under the influence of the brakes; in this case the instrument platform should be parallel to the road during the application of the brakes.






The decelerations at which the brick falls over are as follows:

In the above "g" is the acceleration due to gravity, which is 32.2 feet per second/ per second, and is taken as representing 100 per cent braking efficiency.

For those unconnected with the building trade, the frog of the brick is the hollow on one of the large faces to accommodate mortar; in the above table, a typical frog is taken—they vary slightly between different makes.

The accuracy of this system is probably less than that of more sophisticated instruments; also it will not do more than indicate that the braking efficiency lies between certain values. In spite of this, it is likely to be useful to car owners.

(This is no substitute for a Mechanics test as per MOT, but can be used as a rough guide. If I can get the brick to fall, I'll think myself lucky! -Ed)

FALL		MOTION	Brick on end, thickness (2½in.) in direction of motion, frog aft—.27g, or 27 per cent efficient brakes.
FALL		MOTION	Brick on end, thickness (2½in.) ditto, frog forward—.32g, or 32 per cent efficient brakes.
FALL		MOTION	Brick on end, width (4in.) ditto—.47g, or 47 per cent efficient brakes.
FALL		MOTION	Brick on edge, thickness (2in.) ditto, frog aft—.57g, or 57 per cent efficient brakes.
FALL		MOTION	Brick on edge, thickness (2½in.) ditto, frog forward—.67g, or 67 per cent efficient brakes.



The Observer Sunday, February 16, 1930

British Materials and Labour

The Story of one of England's Leading Industrial Organisations

The Ford car was introduced in England 21 years ago, in 1909.

At that time, except in the minds of a few men in the Ford organisation, there was no thought that the motorcar could ever be brought within the means of all of the people.

Unusual demand from the start.

Yet, orders for the Ford came faster than cars could be made, and steps were taken to produce more. Ford Motor Company Limited was formed in 1911 and the then tiny works with 58 employees was moved to Trafford Park, Manchester. Facilities were increased for taking care of the car after purchase. More dealers were established, with capable mechanics and complete stocks of parts, readily available at a fair price.

In this, as in the making of the car, the Ford organisation was a pioneer.

Making the Ford car complete in England.

Operations at Manchester increased on all sides. More land was acquired. Buildings were enlarged and others constructed. New plant and the machine were added constantly as plans were adopted to make the Ford car complete in England.

Production nearly doubled in 1912, when 3081 cars were built and again 1913 which saw the completion of 6139 cars.

Full speed ahead following the War

The outbreak of the war altered the plans and the work of the company completely. At the war's conclusion, the great task of

re-organisation for conditions under peace was at once commenced, and by 1920, 40,573 vehicles produced were not enough to satisfy the demand.

It was being recognised that The Ford works at Manchester where accomplishing results hitherto considered impossible in England. The Number of visitors to the

works showed plainly the public's interest in Ford engineering and production processes.

Still more production now demanded.

As the popularity of the Present beautiful Ford car continues to spread throughout the British Isles, Ford Motor Company Limited again needs more room.

A tract of land, 300 acres in extent, has been purchased at Dagenham on the Thames, where the largest motorcar works in Europe is now commencing to rise.

It is expected that Dagenham Works when completed will require the services of 20,000 British workmen and convert growing quantities of British materials into precision parts for dependable Ford cars.

The one purpose - economical transportation for all the people.

But greater than the size of Ford Motor Company Ltd is the part it has played in bringing the benefits of economical transportation within the reach of all of the people.

The unusual speed, safety and economy of the present Ford and the facilities of the widespread Ford dealer organisation to make the car last a long time are factors that contribute increasingly to its usefulness in the hands of the people of Great Britain.



Driving Tests

2015 sees the 80th anniversary of the introduction of the Driving Test in 1935. Most of us will remember our own tests and the feelings of joy at passing (or depression if failed, no doubt) For myself, I boast that I passed mine first time less than three months after my 17th birthday!

The Driver and Vehicle Standards Agency have issued the following which will be of interest, and is viewable in full on their website. Edited version below.

1. Overview of road safety in Great Britain

Driver licences were first introduced in Britain by the Motor Car Act, 1903, purely as a means of identifying vehicles and their drivers. All motor vehicles had to be registered, display registration marks and be licensed annually at a cost of 20 shillings (£1). The fee for the first driving licence, which was obtained over the counter at Post Offices, was 5 shillings (25p). Failure to sign your driving licence with your 'ordinary signature' could lead to a fine of up to £5.

In 1921 there were only 1 million drivers in Britain. By 1939 this figure had risen to 3 million. But it was only during the 1960s, when cars became more affordable, that motoring really took off. In 1973 the number of drivers had risen to about 20 million and a centralised computer-based licensing system was brought in to cope with the huge increase in demand for both driver and vehicle licences.

2. The Highway Code

Hundreds of thousands of copies of The Highway Code are sold each year, ensuring that it never leaves the bestseller lists. It's one of the few books in print that can lay claim to saving thousands of lives. When it was first launched in 1931 there were just 2.3 million motor vehicles in Great Britain, yet over 7,000 people were killed in road accidents each year.

The first edition was published in 1931, it:

- cost 1 old penny
- was the only one to carry advertisements, for the AA, The Autocar magazine, The Motorcycle magazine, Castrol Motor Oil, BP, Motor Union Insurance and the RAC
- contained 18 pages of advice, compared to 135 pages in the 2007 edition
- included advice to drivers of horse drawn vehicles to 'rotate the whip above the head; then incline the whip to the right or left to show the direction in which the turn is to be made.'

3. Development and timeline of British driving, road safety and driving tests

3rd Jan 1888 - The first recorded sale of a manufactured motor car was to Emile Roger of Paris, who bought a petrol-driven Benz.

3rd Feb. 1907 - Cabs with meters began operating in London.

3rd Feb. 1930 - Regulations introduced covering endorsements and fitness declaration.

The Road Traffic Act 1930 introduces licensing system for public service vehicles (PSV). In the early days of motoring, one licence covered both cars and motorcycles use. Age restrictions and a form of driving tests brought in for disabled drivers. Full licences for disabled drivers valid for 1 year.

3rd April 1931 - PSV drivers could be required to take a test, at discretion of Traffic Commissioners. The first edition of the Highway Code was published including advice for motorcycle riders.

3rd May 1934 - Licences for lorry drivers were introduced on 16 February 1934 under the Road Traffic Act, 1934 - the licensing authority could require the applicant to submit to a practical test of their ability. 'Belisha' beacons provide advanced warning of new pedestrian crossings.

3rd June 1935 - Voluntary testing was introduced on 16 March 1935 by the Road Traffic Act, 1934, to avoid a rush of candidates when the test becomes compulsory. Mr J Beere was the first person to pass his driving test, at a cost of 7/ 6d (37.5p)

3rd July 1935 - Compulsory testing was brought in on 1 June 1935 for all drivers and riders who started driving on or after 1

April 1934:

- around 246,000 candidates applied
- the pass rate was 63%
- between 9 and 16 half-hour tests were conducted each day by 250 examiners

Those passing the motorcycling test did not need to take another test to drive a car. The test was conducted by the examiner positioning themselves at a point where they could observe the motorcyclist's riding such as beside a common or in a city square.

In the case of sidecar outfits or three-wheelers, the examiner might have accompanied the rider.

Examiners were responsible for:

- handling the booking of driving tests

• they met candidates at pre-arranged locations such as car parks or railway stations because there were no test centres

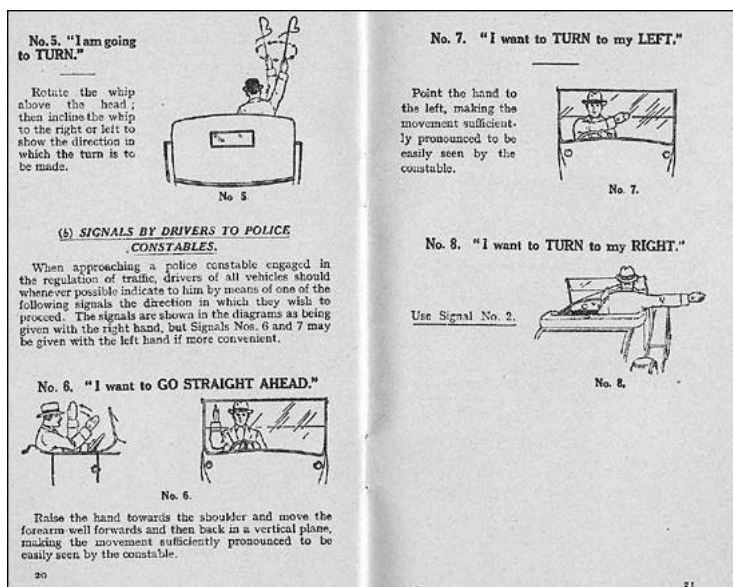
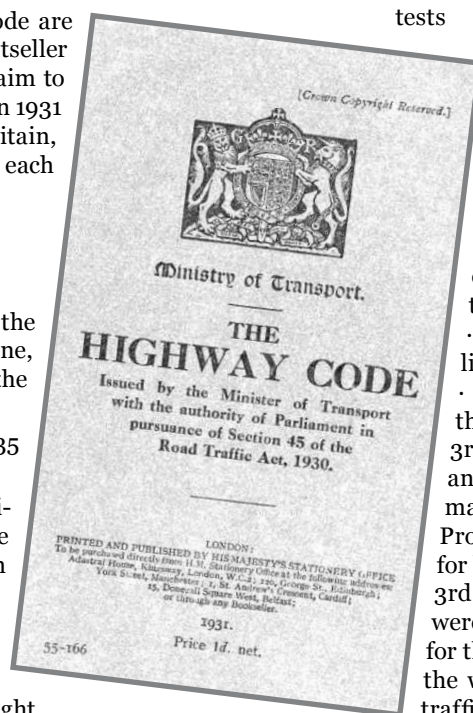
Other road safety milestones included:

- anyone buying a driving licence must put 'L' plates on the car and eventually take a driving test to get their full licence
- a 30 miles per hour (mph) speed limit was introduced in urban areas
- windscreen wipers were used for the first time

3rd August 1937 - Speedometers and safety glass in windscreens were made compulsory on 1 January 1937.

Provisional licences were brought in for heavy goods vehicle (HGV) drivers.

3rd September 1939 - Driving tests were suspended on 2 September 1939 for the duration of World War 2. During the war, examiners were redeployed to traffic duties and supervision of fuel rationing.



My introduction to Ford Motoring

My first car (Black 'Y') as an impoverished student way back in 1953 cost £25.

I still have the newspaper cutting with the 'for sale' ad. The lengthy description simply said 'Taxed and Insured', as it would. After all, it couldn't really say '5 bald tyres, no brakes, radiator leaking, exhaust blowing, roof leaking, engine cream crackered etc could it?

I guess I must have seen it as a challenge, or more likely it was all I could afford to set me on the road of motoring. Girl friends were not rushing to share my old BSA Bantam after all, and it was clearly time for me to learn a few things about restoring an old car.

I rented a lock-up half a mile from home for 10 shillings a week and set to. When I say 'set to', I mean that I bought a cheap paraffin heater, a few torches and a padlock for the lock-up. I'd saved up for a set of spanners and basic tools, so I knew that no task on this most basic of vehicles could possibly be beyond my talents as an accountancy student?

I set a list of priorities, as one does. First I decided to get the brakes working (I'm not sure why this came first, since I wasn't old enough to drive a car anyway, but it seemed like a good idea at the time). A quick inspection showed that there was so much wear at every linkage that this was a problem to be dealt with later. I know, I thought, I'll repaint the car. I did a bit of de-rusting, filling etc and bought Valspar from Halfords, brushed a few coats, rubbing down between each and I had to admit that it did look better.

My next action was to fit indicators. Some of the older members may remember those wonderful orange/red 'ears' which you could fit high on each side of the body. Brilliant, that seemed to work OK with a nice long control stick on the steering column. Complex electrics were clearly becoming my strong point. At this point I could invite girl friends to come and sit in the car, in the lock up, with me. This worked well, at least for a week or two anyway, but it was becoming clear that to impress a girl one needed a car that she could actually ride in? Well, I was very young at the time, and I've learned since!

There were a few obvious bodywork weaknesses, including running boards which hung down at the front and a driver's door which had dropped more than a little but hey, these weren't important in the overall scheme of things were they? We didn't have MOTs then!

I passed my driving test in a nice, new Driving School Standard Ten, after which it became a priority to get the old Ford on the road. That meant all new brake rods etc, which I entrusted to the main dealer Rugby Autocar, who also fitted a reconditioned engine for £25. I was still 'broke' but now I could drive the car as long as I could afford a can of petrol every Friday. The radiator was leaking, but two sticks of Wrigleys enabled a twelve mile trip to Coventry (Yes, with two more sticks for the return trip.)

I kept the 'Y' for a few more years, wowing everyone with my flashing indicators, before motoring with Vespa Scooters whilst saving to get married. When I sold the old Ford the running boards were still hanging down at the front, but at least they carried the notice (yes, you've guessed it) DON'T STEP ON HERE.

Colin French

Extract from

MOToring ENCYCLOPEDIA

Part 12 (27 December 1932 – Sixpence!)

Ford Cars: Four Models and Their Care.
American Mass Production Motor Cars Made in England.

Here are described and illustrated in detail four motor cars conforming to principles first laid down by Henry Ford, these being low cost, with reliability, intensive factory production and a high power-to-weight ratio. These models, three of which are manufactured at the great works at Dagenham, are the small 8 h.p. specially designed for the British market, the 14.9 and 24 h.p., varieties of one type, and the new V8, a Canadian-built eight cylinder 30 h.p. engine with remarkable accelerating powers. Maintenance details are given for the first three cars.

Ford cars were designed to give low first cost together with a high degree of trustworthiness over a limited period. Another feature which is essentially a Ford car feature, although it is usually overlooked, is that of a high power-to-weight ratio. Ford cars, from the original T models onwards to the latest V eight-cylinder, have all of them low weight for the power developed by the engine.

The new 8 h.p. Ford, which was designed for the British market, departs in some respects from the Ford convention: but the outstanding success of the original cars, especially the famous T model, was due in large measure to the high power-to-weight ratio with the resultant easy engine conditions. Moreover, the low weight of the chassis had advantages in many unexpected directions, such as when operating on soft ground where cars of greater weight were liable to stick and their wheels to slip.

Another feature of the Fords has been the factory methods, which for a number of years have set the pace for all manufacturers who aspire to series production on a grand scale. The system upon which Henry Ford had established his American and English works cannot here be gone into at length, but it affords one of the most fascinating studies in industrialisation. Points worthy of note in this system are the emphasis laid upon the latest and best tools. No price is too high for the right tools in the Ford factories, and, as has happened more than once, Henry Ford is ready at short notice to undertake the enormous expense of re-tooling an entire works if some new invention or some new development in machine tools holds out chances of increased rates of production or better general working conditions. The highest grade and the most advanced tooling throughout the factories; high wages and short hours for the workers, and all the usual mechanisation of the successive stages in the production lines are all of them essential items in the plan upon which these works are run. Mechanisation is carried to the farthest possible pitch; yet at the same time

The Ford Y & C Model Register

the wages of the workers are high. In this manner Ford endeavours to overcome the objections usually raised to mechanisation while at the same time, by means of a very large output, making the most extensive use of it that is possible.

The Dagenham works, on the banks of the Thames, are the largest motor car works in Europe, and their capacity for production is beyond anything that has previously been conceived in Great Britain. Moreover, these works are more elaborately supplied with machine tools, dies, presses and other plant specially designed for individual operations than any other, and have many interesting devices for economising not only labour, but also materials.

Thus the Dagenham works have their own blast furnace, the only one in the south of England, and they produce enough benzol to run the cars which are produced there on their first tests. Rubbish from London is consumed in huge quantities in the furnaces at Dagenham. The design staffs operate upon a system similar to that of the manufacturing departments. A great deal of work is done before a model is decided upon. And even then, if that model shows signs of not being the kind of thing the public requires, it may suddenly be abandoned so that work may be begun on another model. Immense trouble is taken to see the materials used in the Ford cars are up to a constant specification.

The belief, therefore, that Ford cars are turned out haphazard with no thought to anything but the total number produced is erroneous and a great deal of intensive experimental work as well as much absolute research is undertaken before production stages are reached in any model.

The various Ford models are described below, and sufficient details about them are given to enable owners of them to maintain them in good condition.

There are four chief Ford models: the 8 h.p., the 14.9 h.p., the 24 h.p. and the 30 h.p. all of them except the last have four-cylinder engines, and the last has an eight-cylinder engine arranged with the cylinders in two banks of four, each set at an angle of 90°.

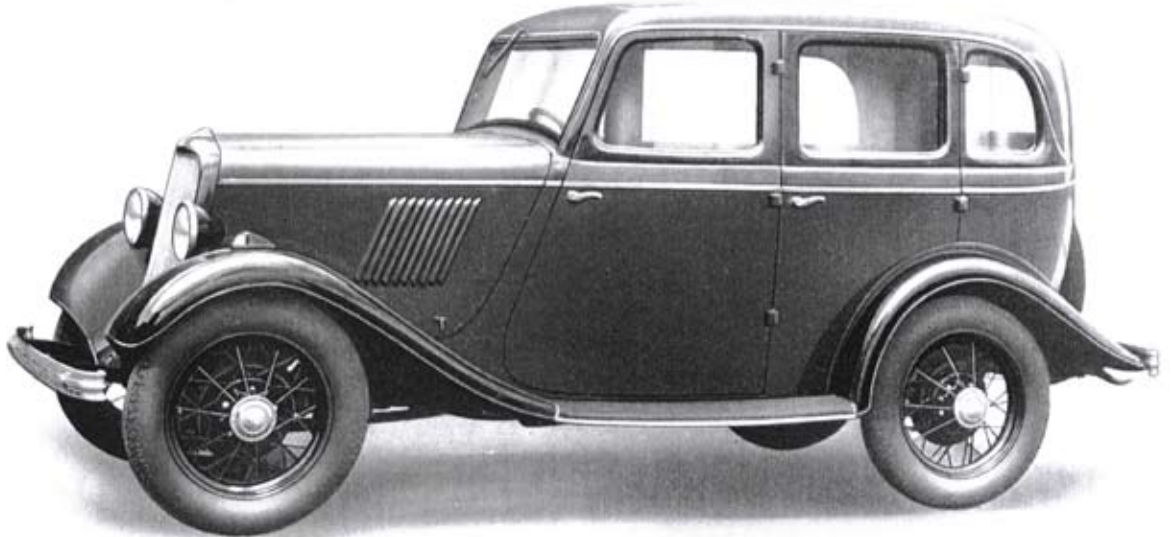
Care and Maintenance. Ford 8 h.p.

The eight horse-power Ford was designed in the first place expressly for the British market. Its four-cylinder engine has a capacity of 933 c.c., which gives an RAC rating of 7.96 h.p. with an annual tax of £8. The crankshaft is carried in three bearings, there is a detachable cylinder head, aluminium alloy pistons

and side-by-side valves. A submerged, gear-type pump supplies the bearings with oil under pressure, while the gudgeon pins and cylinder walls are splash lubricated. Ignition is by battery and coil with automatic advance-and-retard mechanism, the firing order being 1, 2, 4, 3.

The clutch of this model is of the single plate type and the gearbox is of the synchromesh pattern, offering three ratios with top 5.43 to 1. Thermo-siphon cooling is incorporated,

Ford. Saloon model of the 8 h.p. four-cylinder car with a four-door ("Fordor") body.



aided by a two-blade fan driven by a V-section belt. In accordance with the Ford tradition, transverse, semi-elliptic front and rear springs are fitted, with hydraulic shock absorbers front and rear.

Brakes are of the four-wheel expanding type with large braking area. The foot pedal applies brakes to all four wheels, while the hand lever applies brakes to the rear wheels only. A small but practical point is the fitting of a pull-out starter switch which is a guard against inadvertently switching on the starter when the engine is running.

Lubrication. Oil for the engine is carried in the reservoir in the sump. This should be drained after 300 miles running with a new car and thereafter every 1,000 miles. The sump holds about half a gallon of oil. A dipstick indicator will be found at the side of the engine and on it are the marks "F" when the sump is full, and "L" when the level has gone to the lowest permissible point. In no circumstances must the oil level be allowed to go below the "L".

The oil pump is located in the centre of the engine at the lowest point. It drives the oil up the pump shaft to the main oil passage, which runs alongside the engine. From this main oil passage or gallery leads branch off at the appropriate places to the main bearings, camshaft bearings and big end bearings. There is an overflow into the compartment housing the timing gear, and return pipe at the rear main bearing. Oil splashed up into the cylinders is returned through the slots in the bottom piston rings.

In the chassis the clutch withdrawal bearing is lubricated by a grease cup, which is accessible through an opening in the floor immediately in front of the gear lever. After every 1,000 miles of running the cup should be screwed down as far as it will go and then unscrewed and repacked with grease. When it is replaced it should be turned down 2½ or 3 turns. This is an important point for lubrication especially when a lot of traffic driving is being done.

The rear axle lubricant requires renewal about every 5,000 miles. The gear-box also will need lubricant at about the same time. The capacity of the gear-box is about 1 pint. Attention should be given to the front wheel bearings inside the hubs and to the shock absorber fluid at about the same interval of time.

Valves, Fan, etc. In the engine itself points to note are the valves, which are of the special Ford steel and are set when the engine is assembled to their full clearance so that no adjustment is possible; and the oil pressure relief valve which is situated at the front of the engine underneath the generator.

An extremely simple fan belt adjustment is provided. The generator, which carries the fan bearing the pulley, is mounted on a spindle which passes through a socket on the cylinder head. The spindle is clamped by a pin and nut. To tighten the belt, should this become necessary after prolonged wear, the nut is loosened, the clamping pin tapped lightly to free the spindle, and the generator prised upwards by a screwdriver or tyre lever. The clamping nut is tightened when the correct belt tension has been obtained. With the correct tension it should be possible to move the belt sideways about one inch.

Fuel System. The petrol is carried in a tank at the rear and is conveyed to the carburettor by a mechanically driven fuel pump located on the near side of the engine towards the front. The pump is driven by an eccentric on the camshaft. It draws petrol from the tank

and past a sediment chamber at the side of the pump, which should be drained out periodically. The pump has a diaphragm which draws the petrol through an inlet valve and expels it to the carburettor through an outlet valve.

The carburettor is of the down-draught type with the usual float chamber, main jet, compensation jet and starting jet. There also is a slow-running device. For adjusting the slow running the engine should first of all be thoroughly warmed up, and then the throttle adjusting screw should be set until the engine idles slowly. The air adjusting screw on top of the float chamber may then be screwed in or out until the engine runs evenly, the normal adjustment being from one to one and a half turns from the fully closed position. Afterwards the screw should again be turned until the engine picks up a little more speed.

Clutch. Clearance must always be maintained between the clutch release bearing and the clutch operating fork. The amount of clearance is shown by the amount of free movement in the clutch pedal. When the clutch disk facings have become worn an adjustment of this clearance will be needed. The clutch pedal should have 1 in. play, and the adjustment is made by removing the clevis pin and turning the release arm rod. Screwing the rod out and increasing its length will increase the free movement of the clutch pedal.

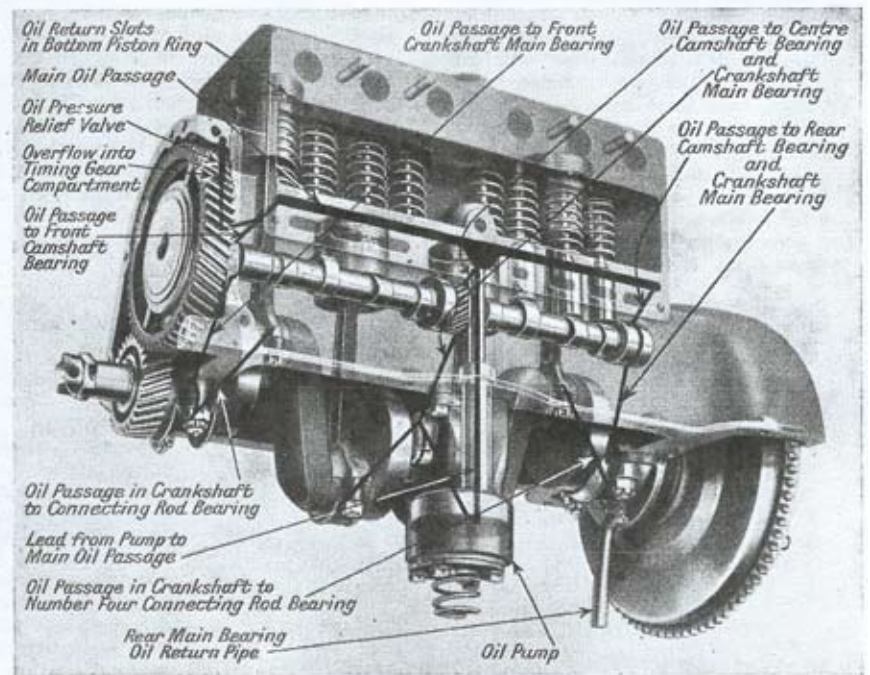
Wheels and Brakes. Wheel adjustment is not often required and it should not be necessary for the ordinary owner-driver to undertake it. Moreover, a special feature of the Ford system is the service offered by the dealers. The front wheel bearings may be adjusted by removing the wheel and inner hub cap and then taking out the cotter pin. The front wheel bearing nut, bearings and hub may then be removed or adjusted. When re-assembling, the adjusting nut should be run up tight and then turned back approximately a quarter turn and the cotter pin replaced. The inner hub cap must be replaced before putting the wheel back.

The Ford Company recommends a road test as being the best means of checking brake adjustment, the best setting being when the least possible pedal pressure locks all four wheels simultaneously with the car travelling at about 25 miles an hour on a dry road. At speeds above this the rear wheels only will lock with this adjustment; while below 25 miles an hour the front wheels only will lock. This is recommended as the best adjustment for the brakes. Before adjusting the brakes the tyre pressures should be accurately checked.

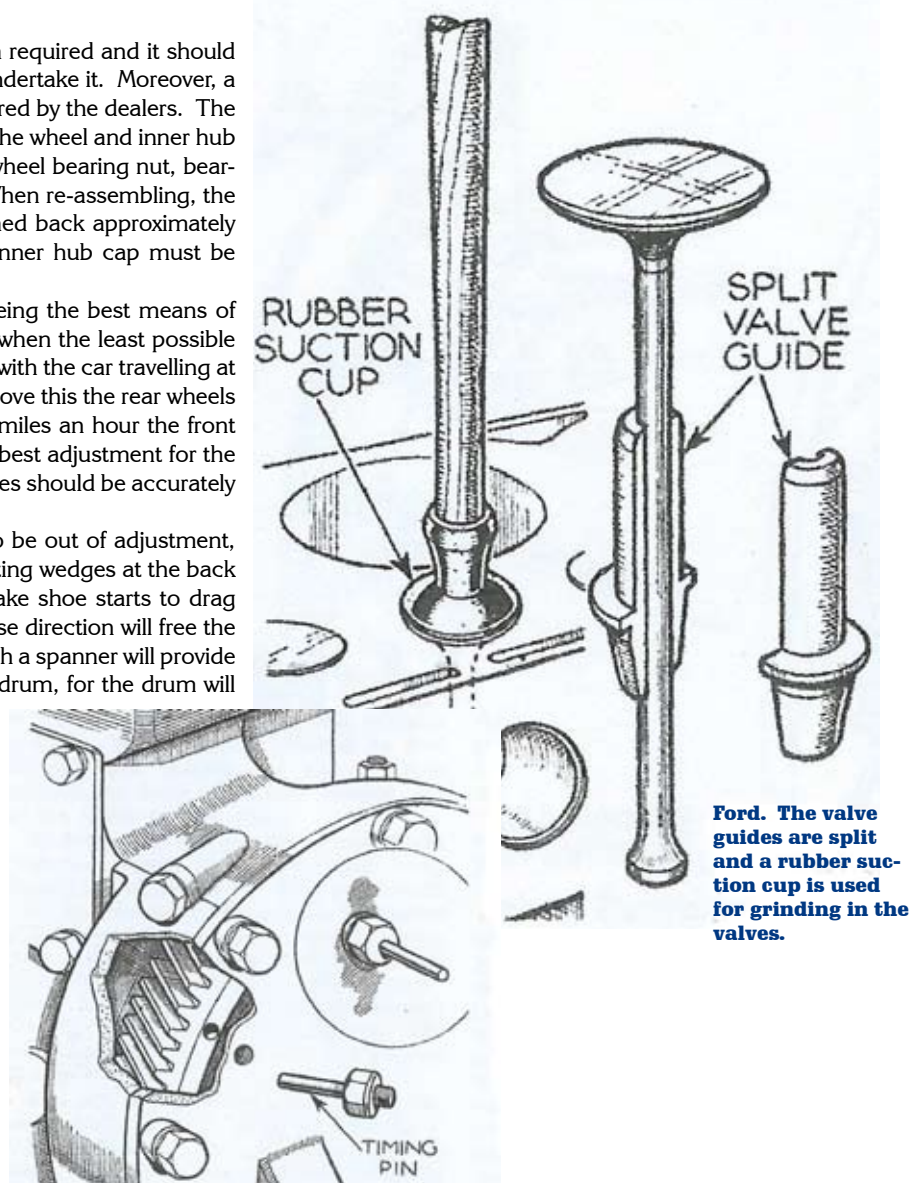
If, when the test is applied, the brakes are found to be out of adjustment, the wheels must be jacked up in turn and the adjusting wedges at the back of the brake housing plate screwed in until the brake shoe starts to drag on the drum. Then one or two notches in the reverse direction will free the wheel and set the adjustment. Tapping the drum with a spanner will provide an additional check that the shoes are clear of the drum, for the drum will ring if they are clear and will emit a dull sound if they are not.

Ignition adjustments are made in the Ford in the same manner as in other cars. The spark plug gap should be twenty-two thousandths of an inch and the gap between the contact breaker points when open eighteen thousandths of an inch (later instruction books recommend fourteen to sixteen thousandths of an inch)

There followed the detailed maintenance instructions for the Ford 14.9 h.p. (Model B - known in Ford terminology as the ABF), the 24 h.p. Model AB and the Model 18 V8, which is not included here.



Ford. Section of the 8 h.p. engine, with en bloc cylinder and crankcase casting, helical gear-driven camshaft, valves permanently set, forced feed lubrication and three-bearing crankshaft.



Ford. The valve guides are split and a rubber suction cup is used for grinding in the valves.

The timing pin is pushed into a recess in the gear wheel. Normally it is screwed into the outer cover

Henry Ford's Peace Ship.

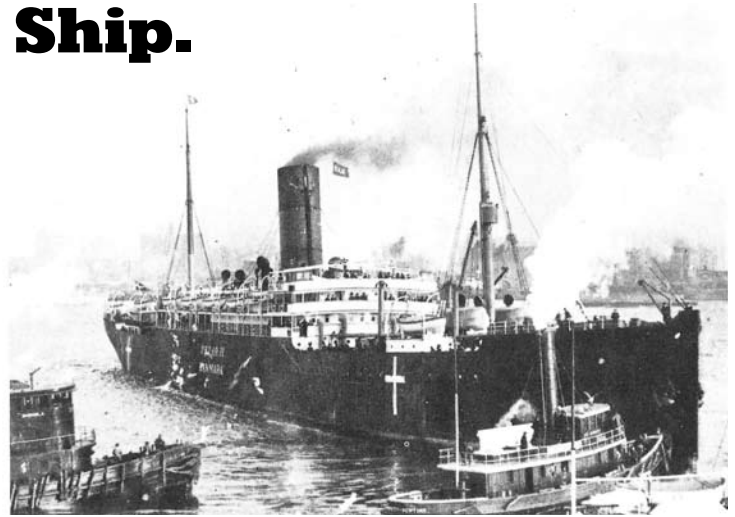
with thanks to Robert Lacey's book "Ford" (available from the library)

It is suggested that Henry Ford's pacifism stemmed from the influence of his mother, who lost a brother in the American Civil War shortly before his birth, as well as a result of the general pacifist climate in America at the start of the twentieth century. In August 1915, he declared, "I hate war, because war is murder, desolation and destitution." His extreme published views were not received well by the senior management of the Ford Motor Company and led to the resignation of his long-time associate, vice-president and treasurer, James Couzens, who felt that his personal views should not be voiced as those of the Company. Henry Ford was adamant that, if necessary, he would devote his fortune and even his life to ending the Great War.

Although he found little support within the Company, his written articles attracted the attention of three professional pacifists, Rosika Schwimmer, Jane Addams and Louis P. Lochner. Rosika Schwimmer, in particular, was a domineering woman, who claimed to have, in her handbag, notes of conversations she claimed she had had with various European heads of state from both sides of the conflict, describing their wishes for peace. However, she adamantly refused to show anyone the papers in question. In November 1915, Henry, always a soft touch with strong-minded women, fell for her desire to exert an external influence to stop the hostilities. The pacifists met with Henry to consider the form of a conciliatory delegation to be sent to Europe. The meeting bogged itself down in too much detail for Henry, but when the idea of a 'Peace Ship' was mentioned, Henry came to life. It was a simple gesture, which would hit the headlines – an aspect that appealed to Henry. That evening, he summoned steam-ship agents to his suite and booked most of the second-class accommodation on the Oscar II, a ship of the Scandinavian-American Line that was due to leave New York in eleven days time! The following day, 25th November, he had an audience with President Wilson in the White House, who was not as enthusiastic or as believing as Henry that the venture had any hope of success.

Henry then tried to sell the idea to the public through the newspapers using the slogan, "We'll have the troops home by Christmas." But his performance in front of the journalists was not impressive, bearing in mind that the Oscar II was not due to arrive in Europe before 16th December. Not only that, but, when quizzed by the journalists, he did not know where the ship was going and did not have a plan of action once it docked. He was ridiculed across the media; the headlines of the New York Tribune the following day read, "GREAT WAR ENDS CHRISTMAS DAY: FORD TO STOP IT." Henry had hoped that the departure of the ship would be accompanied by many of his great and famous friends. Thankfully, for them, the short notice of the departure gave them a reasonable excuse to refuse his invitations and thus save them the embarrassment of being seen to be supportive of his folly. Even his wife, Clara, having been initially taken in by Rosika Schwimmer, told him not to go and refused to go with him, especially as it was only six months since the Lusitania had been torpedoed off the Irish coast and there were mines scattered around the British isles. To placate Clara, Henry took with him her minister, the Rev. Samuel Marquis, for spiritual protection, and Ray Dahlinger, his chauffeur and general dog's-body, to give him physical protection.

And so the scene was set. On the morning of Saturday 4th December, at the Hoboken pier in New York, there was chaos. Some 15,000 people gathered to see the ship set sail, as well as, some 50 free-loaders, who had spotted a chance of a free trip to Europe at Henry Ford's expense and had signed up as 'peace-makers'. "Nobody knew where to go; nobody was in charge of anything; nobody knew anything." Reported the Detroit Free Press..



The Scandinavian-American Line ship, Oscar II, made famous as Henry Ford's Peace Ship.

The journey across the Atlantic was reported by the forty-four journalists on board (sailing at Henry Ford's expense). They came to respect Henry for his openness and his sincere belief in his venture. Rosika Schwimmer, however, was subjected to ridicule and controversy in their reports as she stayed aloof throughout the crossing and refused to show the reporters the papers in her handbag. The ship docked in Oslo, Norway on December 18th. The plan was to travel through the neutral countries (Norway, Sweden, Denmark and Holland) giving lectures, attending meetings and, hopefully, generating a popular demand for peace. On docking early in the morning, Henry insisted on walking to the hotel in a temperature of minus 9 degrees C, whereupon he collapsed, having caught a cold during the voyage. Marquis, the Minister, and Dahlinger tucked him up in bed and did not allow the press to visit him for four days, the day on which, incidentally, his Social Secretary died of pneumonia, also contracted on the voyage.

By this stage, Henry seemed disorientated and had lost interest in the Peace Ship and its mission. The following day, he was persuaded to return to the U.S.A. on a ship which was leaving from Bergen later that afternoon. He did not object. On the high seas, Henry and Samuel Marquis discussed the lessons to be learnt from the Peace Ship venture, fully expecting ridicule on their arrival. On the contrary, because Henry had convinced the journalists on the outward passage of his sincerity and determination to succeed, word had got back to the American media and he was welcomed as a hero. "At least he tried", was a typical headline. For just over a year after his return,

Henry continued to finance a committee that worked for peace in Europe.



The formidable Rosika Schwimmer clutching her secretive handbag.

The venture and its aftermath did not show the Hungarian Jew, Rosika Schwimmer, in such good light. She was regarded as a self-promoting opportunist. Henry blamed her for the failure of the Peace Ship. On her return, she also upset Clara Ford with her greed and opportunism, Clara having also fallen under her spell before the venture. In later years, Henry was to look to Rosika as a major contribution to his anti-Semitic posturing, which was to despoil his name in later life.

Although the Peace Ship was a failure, it ranks as one of the major milestones in Henry Ford's life, along with the \$5 day for his employees and his victory over the Seldon Patent.

The 8 HP Model Y

In June 1978, shortly after the formation of the Ford Y&C Model Register, the 'Motor' magazine carried a large supplement on Ford; the people, the history and the cars. One item titled 'Ford's Famous Four' described each of the Model T, the 8 HP Model Y, the V8 Model 18 and the Cortina. The 8 HP Model Y write-up was as follows:-

"The greatly increased horse-power tax that took effect at the beginning of 1921 by no means killed the British sales of the Model T, and in fact by 1925 it was obvious that Ford in Britain needed a new home, for the Trafford Park Plant was bursting at the seams. However, although the site selected at Dagenham for the new Ford factory had many advantages, such as the River Thames flowing past the door, via which Dagenham-built cars could be shipped to Europe, the proximity of the river also meant that thousands of piles had to be driven into the ground before building could take place.

So, by the time Dagenham started production in March 1931, the British motoring scene had undergone a considerable change. The Model T had ceased production in 1927 after Trafford Park had built more than 3,000,000, and its successor, the Model A, was selling in a market which was shifting rapidly downwards from 14 hp and 12 hp cars of 1700 – 1500cc to the tens, nines and eights of 1200 – 750cc. Even though Ford developed a special British version of the Model A in which the 24 hp 3.3 litre engine was underbored to reduce the RAC horse-power rating to 14.9 and the capacity to 2033cc, it was fighting a losing battle. Moreover, just at the time when Dagenham with its greatly increased production capacity came into operation the trend to small cars had been greatly accentuated by the slump, which then gripped Britain. If Ford's British operation was to survive, it must have a small car to sell and urgent appeals to this effect winged their way across the Atlantic from the British management.

Dearborn was not taken by surprise by this request, and in fact for some years past had been looking at a possible small Ford. With the result that in early 1932 prototypes of Project 19, the natural successor to Model 18, the first of the V8s, were shipped to Britain for unveiling at Ford's own annual motor show at the Albert Hall in February. The excitement was enormous, and huge crowds flocked to see the new small Ford. What they saw was a car looking like a small but slightly more streamlined version of the 14.9 hp Model B that had succeeded the Model A, powered by a 933cc side valve engine which now had a three bearing crankshaft although the first few engine prototypes had only two. Even in this its earliest form the little Ford had had much smoother lines than the average box-like British small car, and looked more like a scaled down big car.

By the time the Model Y as it was now known went into production at Dagenham the following August, it had been completely restyled by Eugene T. Gregorie back in Dearborn with the wind-screen raked back 20 degrees to parallel the distinctive vee shaped radiator grille, and with many other distinctive touches which made it a most attractive design. So attractive, that when Edsel Ford saw it, he promptly ordered the design to be scaled up for the 1933 V8 Model 40, which is generally agreed to be one of the better looking models in the long line of Ford V8s.

Many other changes had been made under the skin, such as the repositioning of the carburettor above the power unit from an inaccessible position in the depths of the engine compartment, and the transfer of the petrol tank from the front scuttle to the rear of the car. And an additional two inches of width had been found for the occupants. If the original prototype had been far in advance of its two main rivals, the Austin Seven and the Morris Minor, the production version was out of sight over the horizon. It was in its time as much of a step forward in small car design as was the

Issigonis Morris Minor after the Second World War. But not alas, in handling, especially after wear of the radius arm attachment points had occurred when it would dart about the road in terrifying fashion.

Driving Impressions

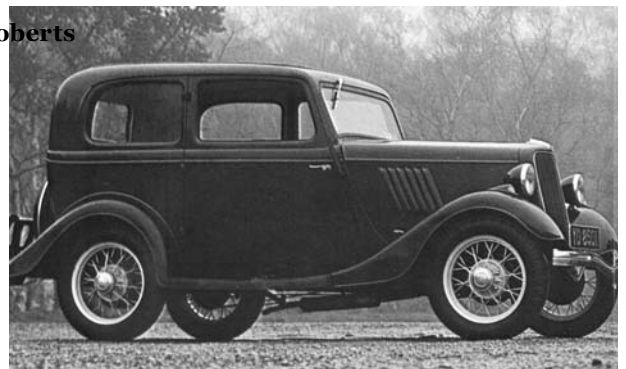
In fact when recently Mr James Miles let me drive his 1935 Model Y, which, as the illustration shows, he has beautifully restored after buying it for £12.50, it was still a pleasantly civilised way in which to go motoring. There was plenty of leg room without having to push the front bucket seat as far back as it would go. No key operated starting of course, but a separate button to pull, and the engine seemed full of life still. The ride on the transverse springs at front and rear is somewhat harsh by modern standards but not unbearably uncomfortable, and the suspension does, of course set cornering limits far below, say, a Fiesta. But the steering is pleasantly light, and the gear change rapid when correctly judged, though the synchromesh on second and top of the three speed gearbox has wilted with the years. But pottering round the Essex lanes and driving the car within its limits I thoroughly enjoyed myself. No wonder more than 160,000 were sold. The sales curve leaping upwards when in October 1935, the basic model was reduced in price to a round £100 and rechristened the Ford Popular.

The sturdy little side valve engine in both its original 933 cc form and the enlarged 1,172 cc version that powered the Ford Ten remained in production until 1961, being found not only under the bonnets of later Eights and Tens, Anglias and Prefects, but also at one time of most successful trials specials."

I would make the following comment on some of the statements made in this article:-

1. I don't think it is true to say that "for some years past (Ford) had been looking at a possible small Ford." As is commented on the prototype at the Albert Hall exhibition, "What they saw was a car looking like a small but slightly more streamlined version of the 14.9 hp Model B.", which is exactly what it was, thanks to Joe Galamb.
2. The prototypes did not have three bearing crankshafts. It is doubted that they had workable engines at all – they were concept cars. The early pre-production cars had two bearing crankshafts, which were soon changed to three bearing ones during development trials.
3. The road handling of the Model 'Y' is criticised as a result of wear at the radius arm attachment points. If there is wear at these points then I would agree, but I have yet to hear of wear taking place at these points.
4. The name 'Ford Popular' was introduced in September 1934 on the launch of the De Luxe Model 'C' and not in October 1935 when the price of the Model 'Y' Tudor dropped to £100.

Sam Roberts



The photograph of Jim Miles' July 1937 (not 1935 as stated) Tudor Model 'Y' 'Popular', which accompanied the 'Ford's Famous Four' article in the 'Motor' magazine of June 17, 1978.

Cut-away illustration by JOHN LAWSON

