



**Issue number 215**  
**July - August 2015**

# Transverse Torque



**Planes, Trains and Automobiles**



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

# Editorial

It has been a most promising start to the season with several interesting events so far and many more to come. For me, our AGM, Marlow May Fayre, History on Wheels Museum at Eaton Wick for Drive-It Day, Headstone Manor, Chiltern Hills Rally, Enfield Pageant, Northamptonshire Tour, RAF Northolt Centenary to name a few. It looks like it will be another good year – I hope it's the same for you. Of course, some of you have not yet got your cars up and running yet, but visiting events is still worthwhile with opportunities to meet other members, see their cars, ask questions and enjoy a day out. The best day of course still to come – the Old Ford Rally at Gaydon! Please make yourself known to us, as it's always good to put faces to names.

Preparation is the thing – they say prevention is better than cure. To that end, I thought about my annual oil change and greasing and got stuck in early on. Not all in one go – there's only so much you can do easily in one go at my age. But whilst greasing I noticed a floppiness in the track rod/Tie rod so replaced one track rod end. Together with more oil in the steering box (EP90) and tracking properly, the steering was much improved.

To check the tracking, I made up a flat aluminium strip to just fit inside the front wheel rims, then placing it through the spokes, under the sump front, could compare with the distance at the rear of the rims. 1/16" – 1/8" toe-in being recommended in 'Henry's Cars for Europe' (p257). Setting this is necessary when replacing track rod ends.

Getting under further to reach the grease nipples in the centre (Using axle stands of course) I noticed the supporting bracket to the brake rods had broken, so temporary fix of cable ties secured that! Brakes were also adjusted, the exhaust pipe extension moved slightly to prevent knocking against the brake rods. ( I had wondered about that rattle! ) Inspections underneath are always valuable in spotting small problems before they get bigger. So gearbox (EP120) and back axle (EP140) were oiled as well as the engine (SAE 40).

I find myself looking at 'The Book' every time I work on the car – it is definitely a 'Must Have'. Have you got yours yet? (Did you know there are over 330 photos and illustrations as well as technical specifications and the complete history.)

When I go to shows and events, sometimes just while parked up, I always place an A4 laminated card in the windscreen with some basic information. I find that often the public are shy to ask, so this allows an opportunity to find out more and develop an interest – it may make the difference when choosing which classic they want to buy. We always need new (and younger) members, so please encourage curiosity and interest. I also carry some folded flyers with club details and web address etc to hand out. Can you do something similar? I can always help if asked by printing your car details for you to display.

It's been mentioned before, but can I ask again that details are sent to me of any events coming up that may be of interest to members in your area. Better still if you can get together with other members and share a day out. (Why Not?) - Take some photos and please let me have them for publication here and on the Forum and Facebook.

Both the Forum and Facebook require invitations by me, (As members only) so let me know your email addresses please.

Now we all like toys, so my latest is a shot blasting cabinet, at just over £60 new, it seems a bargain. Now to clean up all those old spares lying around...

Roger Corti

**Next Copy Date will be Friday 28th August.  
Please note this in your diaries. Issue 216 will  
include an in-depth report on the  
Old Ford Rally at Gaydon Heritage Centre.  
Please submit your photos.  
Please notify the Editor of  
any known events coming up.**

**Cover photographs:-**

**"Club Convoy en route to the Chiltern Hills Rally – see the report"  
Overlay Chiltern Hills Plaque?**

**Rear Cover:"A 'Flight' of our cars attending the Sywell Aviation Museum before  
departure homewards"**

**Inside front: "Planes, Trains and Automobiles - A selection from a recent tour  
– and why not?"**

**Inside rear: "Great turn out at Enfield Pageant – see the report"**

## Chairman's Chatter

I am sure that over the last few years none of us could have avoided the media discussions on the problem of youth unemployment. I suppose that with grandchildren now of an age where they need to look for employment it has been of particular interest to me.

It was for this reason that I was very pleased to learn more about the Vehicle Restoration Apprenticeship Scheme which the Federation of British Historic Vehicle Clubs (FBHVC) has been working hard to promote.

They had a great deal of interest in their proposals at the Practical Classic Restoration Show at the NEC at the end of March and since then they have apparently been able to make significant progress. Banbury and Bicester Colleges were on the FBHVC stand and received a lot of interest from both business and would-be apprentices. They were fortunate enough to have six apprentices on their stand who were a great credit to Bicester College bringing along the Midget that they were currently working on. The course also have a Morris Minor and a Triumph GT6.

Perhaps we should, as a Club, consider trying to provide one of our cars for one of the colleges. It must be worth considering if we are going to have the mechanics of the future to keep our vehicles going.

Apparently other colleges are also offering apprenticeship courses. Leeds City College and Emtec College at Nottingham are two that have been mentioned and it is hoped that marketing for the idea of further apprenticeships is likely to be increased.

Another interesting development I have recently read about is that apparently China is taking an interest in our classic car scene. As I am sure you know China has become a huge market for the British motor industry and apparently it has not gone unnoticed by the Chinese business community that our little island with only 70 million people has generates a £4.2 Bn benefit to the economy from the classic car industry. If the Chinese developed a taste for historic vehicles I wonder what could they do as their overall wealth increases.

Perhaps I should enquire if Roger is able to produce our magazine in Chinese!

I hope that you are all enjoying the summer and getting your Y's and C's on the road to make sure that we are noticed as much as possible.

John  
Argent

# SECRETARY'S RAMBLINGS.

Every weekend in our summer we see classic cars driving to and from local events. No town or village fete seems complete without a sprinkling of classic cars these days. I enjoy these events - I use my Riley RM whilst restoring my CX tourer - As they are often close at hand, attendance is only for an afternoon, and rubbing shoulders with owners of mixed makes adds to the variety of our hobby. We often take our cars for granted and forget the extent of the pleasure given to show visitors seeing our cars and reminiscing. Try to not sit passively with your picnic & newspaper.....talk to those showing the smallest interest. We should use these opportunities to encourage these enthusiasts into becoming classic owners so that our hobby is in younger hands in the future.

I find it amazing how many "new" Model Y's and C's turn up. Sam is following up on a very early Model Y assembled at Asnieres in France in 1932 owned by new member Pascal Plancke signed up recently by Membership Officer Mike Malyon. Which reminds me to remind members to pay their subs - if you have not already done so - to reduce Mike's workload incurred through chasing up late payers.

The future: Our club is served well by a range of officers delivering services and running events but many of these, although enthusiastic, are getting long in the tooth. We need to be constantly gradually introducing new faces into the active scene to take over in the future. We are fortunate to have begun this process over the past few years - new & younger faces on Committee and in the regions - but we need more members to take on roles, for instance .....help with the NEC event each November, Enfield show each May, Old Ford Rally each July. Present organisers will be delighted to be contacted by interested members.

In addition, Pete Ketchell is looking to run club workshops in various new regions - can you help to find suitable small workshop / garage premises near you?

Club parts: We are fortunate in having a good range of parts, mostly remanufactured, available to members either restoring or simply maintaining their cars. Please use our club parts facilities in preference to any other suppliers (there are very few in any case) as this income provides the necessary finance to add to the range of parts available. All our parts are UK manufactured and thus probably of better quality than those produced overseas. Use your club.

Scare stories: We get these from time to time with regard to use of our cars. The latest talked of (I was contacted by a very upset member who had read a magazine article) banning the over 80's from driving classic cars! Contact with the Federation of British Historic Vehicle Clubs (FBHVC) quickly dispelled any truth in the rumour. Who starts these stories? ..... and incidentally all classic car owners over 50 years of age are being made exempt from all taxation by our new government !! (This should have been in the April 1st edition - Ed)

My CX Tourer restoration is moving steadily forward (see story elsewhere) and I am beginning to be hopeful of using it on the Norfolk and Suffolk Tour in 2016. As I write this I am in the final phase of planning the Old Ford Rally at Gaydon on July 19th. Contact me if you have not already booked - I can help with late bookings. I look forward to seeing you there!

Bob Wilkinson.

**OLD FORD RALLY**  
**SUNDAY JULY 19th. VENUE - HERITAGE MOTOR CENTRE, GAYDON.**  
**Fords to 1990 are eligible to display. Special feature this year - remembering 1945.**  
**Military Vehicle Trust and Bicester Home Guard are putting on special features.**  
**Come in period dress.....parade in afternoon.**  
**We expect over 500 vehicles.**

**Last chance to pre-book - contact me by July 12th. at latest.**  
**Turn up on day gives access but at normal Gaydon gate price.**

**SEE YOU THERE!**

Bob Wilkinson.  
 01832 734463 . bobwilkinson49@hotmail.co.uk

## BOB'S JOKE CORNER.

*This slightly salacious story was sent anonymously....*

With a very seductive voice a wife asked her husband "Have you ever seen twenty pounds all crumpled up?"  
 "No" said her husband.

She gave him a sexy little smile, unbuttoned the top three buttons of her blouse and slowly reached down in her cleavage created by a soft, silky push-up bra and pulled out a crumpled twenty pound note.

He took the crumpled twenty note from her and smiled approvingly.

She then asked "Have you ever seen fifty pounds all crumpled up?"

"No I haven't" he said with an anxious tone in his voice.

She gave him another sexy little smile and reached into the top of her skirt and pulled out a crumpled Fifty pound note..

He took the crumpled Fifty pounds and started breathing a little quicker with anticipation.

"Now" she said "Have you ever seen 10,000 pounds all crumpled up?"

"No way" he said, becoming even more excited to which she replied:

"Go look in the garage !"

Please send me your latest laugh line.

**Bob Wilkinson.**

### Contents

Planes, Trains and Automobiles .....	2
Register Officers .....	3
Regional Contacts.....	3
Editorial .....	4
Chairman's Chatter .....	4
CX Tourer .....	5
Restoration Update.....	5
Membership Matters .....	6
Spares Officer's Report.....	7
Letters from Members .....	7
Events 2015 / 2016.....	10
Jenny's japes in Oz.....	10
Photographic finds.....	11
Ford 'FourScore' .....	12
Driving Licence Changes.....	13
Translate Talk.....	14
Regional Reports .....	17
20 years ago.....	21
Henry Ford Timepiece .....	24
For sale .....	24
War Time Regulations .....	26

## CX TOURER RESTORATION UPDATE.

The story so far.....My 1936 CX Tourer is undergoing a full restoration ... body off to access chassis which was in need of serious surgery.

The decision, by my friend Roger Hanslip who is doing the welding etc. , to make new chassis side rails seemed drastic but ultimately the best answer to avoid having a patchwork of welds and possible distortion.

The side rails (see issue 214 April ) are now fixed to the various cross members. The chassis was sand blasted previously and with new metal side rails the whole chassis looks like and feels like new! It was treated to a lavish coat of primer then a week later a coat of black.

The next stage is to mark and drill holes for the steering box and front engine mounts. The old chassis side rails have been kept to act as templates to ensure accuracy when positioning the fixing holes.

Following that begins the process of uniting the body with the chassis and repairing all the body mounting points which had suffered from patch repairs over previous years. But that is for another time.....

Bob Wilkinson.

## SPARES OFFICERS REPORT

At the AGM we reported that we were looking into manufacturing fuel tanks and windscreen surrounds, these two items were developed by Dave Tebb and thanks to him we have been able to proceed with the project, which is in its early stages of development. As you can appreciate, these two items will take some considerable time, resources and finance to develop. If you are interested in purchasing either item please let us know; it gives us an idea on how many to make.

The last few months have been taken up with restocking a number of parts for sale items. A large order for chromed parts has just been delivered; it is difficult to find firms to do the sort of work we are seeking, at a price which is acceptable to the register.

We have added long clevis, complete with over size clevis pins and split pins to the parts for sale list.

**B8. Long Clevis, Clevis Pin and Split Pin. – Set of Two. O/S. £6.90 per set.**

Some basic items are becoming less easy to source, things like gaskets, shock absorber dampers and even some of the nuts and bolts we require. If anyone has shock absorber parts that are surplus to their requirements please let me know we can always use them for spare parts.

Peter Ketchell Spares Officer.



## Letter from Member

I am not sure to whom I should direct this missive, but I feel that you will ensure that it goes to the appropriate person/people. In perusing my three years of past TT's, I notice with some consternation that poor Eileen (because she does) seems to have a very limited wardrobe – at least at the NEC. While the fur stole is probably appropriate for the time of year the NEC is held, she has been wearing the same shirtwaist dress and the same shoes for at least those three years. The variety of women's wear shown at the North Norfolk Railway would lead me to believe that given Eileen's figure something should be available in her size.

It also occurred to me that Eileen would enhance the Club stands at such events as the Enfield Pageant and the OFR at Gaydon, weather permitting. I doubt she would look her finest dressed in a rain slicker with her make-up running and wet hair.

Possibly she could appear at the OFR dressed in the theme of that year. If the club ladies can find suitable attire for Mike Malyon, how hard would it be to fashion something in Eileen's size?

Just some idle thoughts from a long-distance member on a dreary Saturday afternoon. Per-



haps others have voiced similar thoughts that I am unaware of.

Regards,  
Mike O-H107

# Membership Matters

## New members

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following - 5 new and 2 re-joining members.

Norris Bradley	B1952	Coleraine Co Londonderry
Martin Firth	F1601	Selby North Yorkshire
Peter Green	G0802	Wokingham Berkshire
Guy Hutchinson	H0502	Bexhill - on - Sea East Sussex
Pascal Plancke	O-P 107	Tourcoing France
Rod Shrigley	S0602	Garndiffaith Gwent
Gerry Woods	W1402	Dwyran Anglesey

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

**Norris Bradley** has rejoined the Club. He has a brown Tudor first registered 11th August 1932. It carries the registration IB 4242, chassis number Y1975. The car is under restoration. Welcome back on board and good luck with the restoration.

**Martin Firth**- We are pleased to welcome Martin to the Club. He has bought WS 4710, chassis number Y102565, Briggs body number 167/10176, from his best mate ex-member Chris Sparling. Martin first bought WS 4710 in 1962 when he was 14 years old. At 17 he passed his driving test and WS 4710 was his first car. Martin's mother named the "Y", Emilene. He kept the car until 1991 when he sold it to Chris. Chris kept it until 2013 when Martin bought it back. As the car is on the road we hope you enjoy driving "Emilene" again.

Peter Green is another rejoining member. He has bought Regional contact for region 08, Roy Hocking's, black Fordor, registration number JL 1349, chassis number Y59774. It was first registered 01/05/1934. As the car is on the road we hope you have many happy hours driving your "Y" and welcome back to the fold.

**Guy Hutchinson** has upgraded from a Friend of the Register to a full member. He is the proud owner of RJ 3355, having bought it off ex-member, Colin Brading. The chassis number is Y79855 and Briggs body number 165/15641. It is a cream Tudor, first registered 12/09/1934. The car is one of three surviving cars from the special production of 200 cream cars sold to the dealers to drive to the Ford dealers' Convention in Blackpool in October 1934. As the car is on the road we hope you enjoy driving your "Y" and a very warm welcome on board.

**Pascal Plancke** is our new member from France. He owns 3009 BC 59, chassis number Y4673, Briggs body number 135/4282, a black/blue Tudor. First registered in 1932 it is one of the earliest "Y"s. The car was the 293rd to be assembled in Asnieres, France. The previous owner had owned the car since 10 January 1939. The car is under restoration. We wish you success with the restoration and a very warm welcome to the Club. *[Nous vous souhaitons beaucoup de succès avec la restauration et un accueil très chaleureux au Club.]*

**Rod Shrigley** - we extend a warm welcome

to Rod, who has purchased AAS 573, which was the subject of an article in Transverse Torque 213, having done the Saharan adventure. A photograph of AAS 573 is on the front cover of issue 213. It carries the chassis number Y82421 and Briggs body number 166/5421. We hope you enjoy driving your well travelled "Y".

**Gerry Woods**- we are pleased to welcome Gerry to the Club. Gerry's black Tudor was first registered early in 1936 in Burnley. The vehicle was found in Sale, Manchester, having stood for forty years in a showroom/garage. The car carries the registration HG 4252, chassis number Y129545 and Briggs body number 165/34383. As your "Y" is on the road we hope you enjoy driving around Anglesey.

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

**Mike Malyon** Membership Officer



**SUBSCRIPTIONS**  
**WERE DUE ON 1st JUNE 2015**  
**I would like to thank all the members who have paid promptly. May I point out that, if you haven't paid by the 8th of August 2015, this will be your last issue of "Transverse Torque".**  
**I would like to stress that paying by standing order is easier for you and me – you don't have to remember to pay – your bank does it for you!!!! If you have a U K or Eire bank account and would like a standing order form, please contact me, my details are on the inside front cover of the magazine.**  
**Thank you in anticipation.**  
**Mike Malyon** Membership Officer

# International news.

## Germany.

Peter Förster, in Altenburg, Germany, sent a photograph of his black and ivory 1938 Deutsch-bodied Eifel cabriolet. On 10 May, he and his wife, Brigitte, took the car on its first rally of 2015, the "Schwanenclassic". From the way they are wrapped up, it looks as though it was a tad chilly. "2015 celebrates, not only Peter and Brigitte's golden wedding anniversary, but also Peter's 40th anniversary of ownership of his December 1932 short rad Model "Y" (Y6343).



**Peter and Brigitte Förster with their 1938, Deutsch-bodied Eifel**

## Australia.

Bill Ballard reports, "I have found a picture of a 1936/37 Model "CX" De Luxe roadster, straight-sided utility in everyday use. This is the only picture I've ever seen of such a vehicle. It was sent to me in very low resolution form by Ray Grieve in Canberra. The 'ute' has obviously led a very hard life judging by the damage to both the front and the rear outside mudguards; the chunk missing out of the nearside sill; the absence of a front bumper and replacement headlamp lenses. The strange frame at the front offside, bolted to the offside bumper support is presumably for carrying pipes, fence posts or a ladder. Note the canvas covering the rear tub. Most interestingly, unlike the standard monochrome "CX"s, the 'ute' has the grille, bonnet sides and wheels painted in a different colour to the remainder of the bodywork. Note also the absence of side screens.

I believe the registration "KO-117" could have been issued by New South Wales, as they were up to "TG-810" by 1946. Victoria did not issue "KO" marks until 1947 - but of course the 'ute' could have moved to



**The only known photograph of a Model CX straight-sided 'ute'. From its embattled state, it was presumably the chore-horse of an Australian farmer somewhere in the bush."**

Victoria after the War and been re-registered."

## Norway.

An extract from 'V8 Forum', the magazine of the Early Ford V8 Club of Norway, reporting on a company in Oslo called Erko, which imported and repaired Studebakers back in the 1920s and '30s. "When the owner's son, Cato Eriksen came into the company in the mid-thirties, he started to import used English Ford cars from a company in London called Pride and Clarke, located on Stockwell Road. The winter storms can be severe in the North Sea, and of course were just as severe in the thirties. However, the ships were smaller, not stabilised and more vulnerable, so often the cargo was tossed around. A shipload of cars came to Erko in Oslo in 1938 and a winter storm had damaged several of the cars. Cato Eriksen contacted the insurance company and, because of the insurance claim, they wanted pictures of the damaged cars. Here are the pictures of a Model "Y" that Mr. Eriksen took to send to the insurance company."



**A damaged Model "Y" as it arrived off a ship in Oslo in 1938.**

re-issued number of some kind, probably an overhauled engine number, although the engine appears to be the original with

## Spain.

Josep Estramps in Tortosa, Spain is making good headway with the restoration of his Ambi-Buddbodied Model "CX" (Modelo 10) cabrio-limousine, C36693. This is a March 1936 car which would have been assembled at the Ford Ibérica plant in Barcelona from a rolling chassis from Dagenham and an Ambi-Budd body from Berlin, Germany via the Ford plant in Köln. This arrangement was introduced by Sir Percival Perry to help the Ford plant in Köln to meet its export obligations dictated by the Third Reich.

Luis Cascante has informed us of another find in Spain.

It is a two-door short rad Model "Y", which was re-registered B-71753 in Barcelona in 1943 (following the Spanish Civil War). It belongs to Eduard Pedrola, from Tarragona who, it seems, has only restored the body so far. Although it does not carry a Briggs body number plate, it has a chassis number Y 29481; the third digit is barely readable. This would have been manufactured at Dagenham in July 1933 and exported to Ford Ibérica in Barcelona. We are baffled by the stamped number, AB 53, on the side of the engine. It will be a



**Josep at work on the Ambi Budd body shell for his Modelo 10 cabrio-limousine.**





**A nice looking, newly painted body on the short rad, Y29481, which has appeared in the ownership of Eduard Pedrola in Tarragona, Spain.**

twin water inlets. Luis informs us that AB is the provincial code of Albacete, which might be a clue. Can anyone help with this mystery?



**The mystery stamp, AB53, which is on the blank plate above the twin water inlets on the engine. Can anyone suggest the meaning of AB 53?**

Luis also donated a copy of the No. 35 June 1935 'Revista Ford' magazine to the Y&C Register library. 'Revista Ford' was the equivalent Spanish publication to 'The Ford Times'. Luis found it at the last Barcelona Retro-Autojumble. This particular issue heralds the introduction of the Model "C" into Spain under the heading "El Ford Modelo 10". Although my Spanish is next to non-existent, the article consists probably of extracts from 'The Ford Times' translated across. The five photographs accompanying the article are all of unregistered Ford publicity right-hand-drive Model "C"s in England.

Of more interest, towards the end of the publication is a report on the 1935 "La VII Exposición Internacional del Automotiv en Barcelona", at which was displayed the latest Ford range of vehicles. To the front of the stand was a black and ivory Fordor Modelo 10, similar to the Tudor one that had taken centre stage at the Ford Motor Exhibition at Olympia the previous October. Behind that was a Tudor Black Modelo 10 and, to its left, a 1935 Tudor Modelo 8, amazingly with a fixed roof. More interestingly, to the right front of

The Ford Y & C Model Register

the stand was a smart looking Modelo 10 coupé, similar in design to the Model "C" tourer, but with coupé stanchions, flat straight door tops



**The photograph of the Ford display at "La VII Exposición Internacional del Automotiv en Barcelona" in 1935. Note in particular the handsome Modelo 10 coupé at the front right of the display. Our thanks go to Luis Cascante for his donation of the June 1935 'Revista Ford' magazine to the library.**

and a smart Tickford-type weatherproof hood. This

could only have been a special body built on a Model "C" rolling chassis imported from Dagenham. The coachbuilder in all likelihood was Ramón Pla, who lived in Artesa de Segre, a small village about 150 kms from Barcelona. He built a similar body for a Model "Y", which was exhibited at the 1933 'Exposición' – see page 185 of the Y&C book.

**New Zealand.**

For years, we have been trying to get to the bottom of the 'rumour' that there were problems with the first shipment of Model "Y"s to The Colonial Motor Company Ltd., in Wellington, New Zealand. At last, thanks to Roger Gardner, an article in a 1970's magazine has come to our notice, which confirms the rumour, as well as reinforcing what we knew already about the unreliable back axles on the early production cars. It reads, "For the Colonial Motor Company Limited the policy of maintaining loyalty to one brand of car throughout has had its advantages and its disadvantages. In the past, some models were more popular than others, but the sales organisation had to sell just as hard, even harder, when it discovered a model was not popular with the public. In selling, success comes to the persevering.

In late 1932, The Colonial Motor Company Limited received its first shipment of English-built Ford cars from Dagenham, in Britain – 200 units of the then first "small" Ford, the 8 h.p. Model Y, which had a miniaturised silhouette of the then current V-8 [not so, the Model 40 V8 did not appear until 1933]. The first English shipment turned out something of a headache because the cars were shipped in windshield front end condition, with body components separate for New Zealand assembly. They travelled in open

went into service, the Company had in effect to supply one and a half rear ends per car, because 50 per cent of them gave trouble. As one wit expressed it – "all new 'babies' have back end troubles – the new "Baby" Ford is no exception".

But, while the new "baby" had some initial teething problems, it grew in great strength and in 1934 alone, 554 of the Model Y were sold – a very considerable portion of the New Zealand market.

The success of the later Ford production, the Model C 10 h.p., which came out in 1935, derived its success in no small measure from its smaller counterpart. As is now history, the Model C evolved into one of the most successful cars ever put out, the Ford Prefect, which continued as a base production model for over 15 years."

**U.S.A.**

The longer serving members among you will remember the late Carlton Thisse and his wife Delores. Carlton was a 'snowbird', living in Michigan in the summer and Florida in the winter. In 1960/61 he completed an exchange teaching programme in this country and took back a long rad Model "Y" with him to the States (Florida). He subsequently bought a long rad Model "Y" (Michigan) and, finally, Kath Devine's white and black Model "CX" tourer (Florida). Although Carlton passed away in August 2003, all three cars remain in the Thisse family and are used regularly.



**Alan Thisse's (ex Kath Devine) Model "CX" tourer, still wearing the Y&C Register grille badge in Florida.**

## Events 2015 / 2016

19 <sup>th</sup> July	The Old Ford Rally	Gaydon Gaydon Heritage Centre	Bob Wilkinson 01832 734463
5/6 <sup>th</sup> September	International Autojumble Beaulieu		
13 <sup>th</sup> September	Otley Vintage Transport Extravaganza	Pool Road, Otley, W. Yorkshire	Pat Jennings 07951 841868
18-21 <sup>st</sup> September	North Norfolk Railway		Jo Hanslip 01945 430325
3rd Oct	Club Workshop		Peter Ketchell 01244 676856
1 <sup>st</sup> Nov.	Committee Mtg Gaydon @ 11.00am		
13-15 <sup>th</sup> Nov.	NEC Footman James Classic Show		Geoff Salminen
12 <sup>th</sup> Dec.	Christmas Dinner		Colin French
17 <sup>th</sup> April	Our AGM at Willoughby		
5 <sup>th</sup> -11 <sup>th</sup> June	2016 Tour Norfolk/Suffolk		Jo Hanslip 01945 430325

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

### **Y & C Register Workshop.**

Following the success of last year's workshop and as stated in the last issue of Transverse Torque, we will be running the second in the series of workshops for members.

Please note; for a variety of reasons, the date of the workshop has changed to Saturday 3<sup>rd</sup> October.

The main emphasis this year will start with basic maintenance, the sort of things you will need to prepare your car at the start of the motoring season. Once you have got your car up and running you may encounter some unexpected faults. The second parts of the workshop will go into more detail on how to diagnose any unanticipated failings in your eighty year old pride and joy. The sort of thing that will prevent you getting home under your own steam.

The things we will be covering are fault finding on batteries, fuel and ignition systems.

Just to reiterate; we are not trying to turn members into mechanical fitters, but give them the information they will need to be able to get their cars home safely.

The venue is, The Old Pump House Garage, at Adderbury, once again it has been offered by Robert Jarvis. The date is now Saturday 3<sup>rd</sup> October.

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

In a nutshell; the workshop could be your own breakdown service.

If you have any suggestions for things you would like us to cover please get in touch with me at the above email address.

**Peter Ketchell.**

# Jenny's japes in Oz.

Jenny Bone owns the youngest short rad Model "Y" (Y36169), having exported it to Australia when she and her husband, Derek, emigrated there in August 2005. Some of you will have met them when they visited the Old Ford Rally at Gaydon last year. Jenny is our only member in New South Wales, living 70 km north-west of Sydney in the Blue Mountains. Here she reports on her first rallies of 2015:-

"Following a long spell of hot sunny days over the Christmas and New Year holidays, the rain came - on cue, the morning of our first car run of 2015. We were scheduled to drive out with our local Blue Mountains Historic Car Club to lunch in Rhylestone, a small town just outside of Mudgee. It would have been quite a trek for my little Ford Y but that particular route has good roads and is fairly quiet on Sundays but, on the morning in question, there were low clouds and fog over the Blue Mountains, so along with most of the other club members, we decided to opt for plan B - the modern car.

However, our February club run was to the Oberon Steam and Vintage Fair on Saturday 7<sup>th</sup> February and the weather was perfect. On Friday the 6<sup>th</sup> there was also a "Terrific Tractor Trek" and a "Classic Car and Truck Run" and, as per previous years, Derek and I participated in the car run. Because Oberon is approximately 100 km from our home and, bearing in mind we then do another 130 km on the car run, we trailed the Ford Y to the showground. This year's trip - namely the "Oberon Pioneers Classic Run" - was to Rockley, a historic village classified by the National Trust. Rockley first became a township in 1848 after a copper mine was opened 8 km from the town; subsequently gold was also discovered. The outward journey of 63 km took us through the beautiful central tablelands with views of Lake Oberon and the Great Dividing Range and an elevation of approximately 1200 metres. It was a great drive and the car performed well.

Our lunch venue was a beautiful National Trust registered Guest House and a delicious three course lunch was waiting on our arrival. Following lunch we explored the neighbouring Mill museum and then set off on our return journey. There was no set time for returning and we all set off at our own pace, following a route set out by the organisers. Derek drove on the return journey with me navigating and, to begin with, all went well; quiet roads and beautiful scenery, but then after 23 km the route instructions didn't make sense. After following the instructions for the village of O'Connell (our intended midway stop), we

# Photographic finds.

came to a T-junction that was not listed. We should also have seen Ben Chiffley Dam - we didn't and we never did reach O'Connell. What we did encounter though were two flocks of sheep being relocated, many kilometres of gravel road, cattle grids, steep sharp bends and lots of dust.

We finally arrived back at the showground around 4pm and mentioned our dilemma to the organiser who, like us, could not make any sense of the route sheet. The car by now was not a pretty site, it being covered in a thick white dust. So we filled our 'esky' with water and gave her a wash down. The following morning on our arrival at the showground we were met with an apology and explanation - the route organiser had passed his typed route instructions to a colleague for photocopying but, when reducing it to two pages, two rows of directions were accidentally deleted. (It was nice to know the navigator was not at fault!!). We gave the car another wash as best we could and took part in the Grand Rally parade through Oberon town, along with a magnificent collection of vintage tractors, steam engines, commercial vehicles and classic and vintage cars. At home the following day Derek gave the underneath of our car a really good wash and now has the task of checking for loose nuts and bolts. All in all we had two great days, good weather, good company and good fun and we're looking forward to next year's run, but maybe we'll take a roadmap with us next time!"



**Jenny and her short-rad outside the National Trust registered guest house in Rockley, N.S.W. on the Oberon Pioneers Classic Run, 7th February 2015.**



**Having, unintentionally, taken a route 'off piste' on the return journey to the Oberon showground, the car looked as if it had been through a dust storm!"**

Three period photographs from the Manchester Libraries collection sent in by Karl Dillon, who collects Police related photographs in the main.



**A long rad Model "Y" van makes its way down the A6, Stockport Road in 1934, at its junction with Devonshire Street in Ardwick, to the south east of Manchester city centre."**



**A 1935 Salford registered long rad Model "Y", complete with winter muffler, parked in 1936 in Lever Street at its junction with Dale Street in the Ancotes district of Manchester.**



**A long rad Model "Y" queuing on the tram lines in Oxford Road in 1939 looking towards Oxford Street, which commences after the railway bridge in the distance. The photograph is taken roughly where, now, the A57(M) Manchester inner ring road**

# Ford 'FourScore'

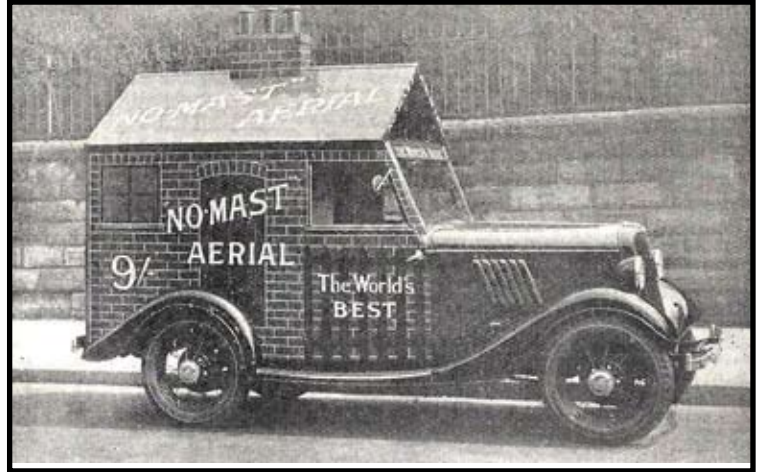
## – July 1935 Ford Times

I just love to read through old car magazines to see original articles, adverts and photos, and the edition of July 1935 'The Ford Times' is no exception. It has already featured in the article on Ford Y's used on the Argentinean Railways. (TT 212)

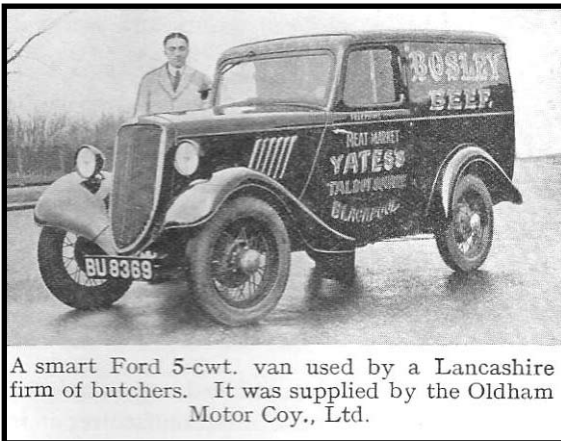
Sifting through again, my eye was caught by an article 'Choosing the Vehicle for the Job' (by W.F.G.) - how capacity, body type, engine and chassis features influence efficiency and economy. The four page article, summarised here, has not in principle changed over eighty years.

"The van or truck which spends any substantial part of its life running under-loaded is wasting money. The opposite evil, that of overloading, is still less economical in the long run. ...there are many less evident factors, the importance of which is often not realised until too late. Quite a number of users of enclosed vans, for instance should really operate trucks, saving time and money each time loaded or unloaded..."

"The modern (1935) operator has an embarrassment of riches in the choice available – The Ford range has no fewer than 11 different chassis, payloads 5/10cwt, 1 ton, 30cwt, 2 & 4 tons, with 4 or 8 cylinder engines and 6-wheeled chassis 4 tonnes with single or double drive to the rear wheels. For these 13 standard van and truck bodies are built, with a large number of special body types to meet abnormal requirements."



**A special body based on a Ford 5cwt chassis supplied by J Blake & Co Ltd of Liverpool.**



A smart Ford 5-cwt. van used by a Lancashire firm of butchers. It was supplied by the Oldham Motor Coy., Ltd.

The article then extols the merits of the 5cwt and 10cwt vans and its uses at home and abroad.

Another article found was on Ford (America) leading the way as Henry Ford restored the minimum pay-rate of 6 dollars



per day in the fourth week of May affecting 128000 workers, to celebrate the fact that they were again operating at a profit for the first time since 1930.



Following that, was an item on a Popular Ford with a special sports body taking part in the Aldershot Tattoo with troops in the old-time costume of the Grenadier Guards.

Then we had an item on the Bath and West Show held at Taunton

Throughout the magazine, various dealers were publicised although the photos were too dark or small to reproduce here.

There was also a full page advert entitled "A Recent Triumph of Ford" for their exchange engine scheme



JULY, 1935

463

THE FORD TIMES

## A RECENT TRIUMPH OF FORD SERVICE DEVELOPMENT



### *If your Engine needs Overhauling*

Now is the time to let your local Ford dealer fit a factory-reconditioned Ford engine into your car (or commercial vehicle) in exchange for your present engine and the nominal charge noted below.



2 p.m. Drive your Ford into the local Dealer's Depot.



3 p.m. A factory-reconditioned, precision-tested engine is installed.



6 p.m. Drive your Ford away, ready for another long life of service.

The reconditioned engine has passed all the precision requirements of standard Ford manufacture; it incorporates the more recent improvements in design; and it carries with it a six-months' guarantee.

With all these advantages, this engine-exchange plan is designed to save both time and expense.

# Driving Licence Changes

*The paper counterpart of the driving licence was abolished from 8th June. Here is what you need to know about the change.*

### What exactly is happening?

From June 8 the paper counterpart to the photocard driving licence was scrapped. The counterpart includes information on a driver's penalty points along with details of what vehicles they can drive.

### What is replacing it?

Drivers will be able to view their licence information online and generate a check code to share details with third parties by logging on to [www.gov.uk/view-driving-licence](http://www.gov.uk/view-driving-licence).

The check code can be shared with an employer or a car hire company. It allows someone to see what vehicles you can drive, any penalty points or disqualifications, your name and the last eight characters of your driving licence number.

### Why is the change being introduced?

It is all part of the Government's drive to reduce unnecessary red tape.

Last year the Driver and Vehicle Licensing Agency (DVLA) had to replace around 445,000 counterparts because drivers had lost them, for which they were charged £20 each to cover the cost.

### Why are motoring groups so anxious about the change?

They think car hire companies, particularly those abroad, who want to check a driver's record will be unaware of the change.

Not all drivers need to show details of their driving record when renting vehicles. But an AA/Populus survey showed that more than a third of drivers who have hired a car abroad in the past five years have been asked to show their paper counterpart.

A survey from [money.co.uk](http://money.co.uk) also showed that nearly three quarters of drivers were unaware of the need to produce a code when renting vehicles.

### What does the DVLA say about all this?

They think car rental companies will be well aware of the change and they advise drivers to check with their hire company about what documents and information they require.

Should people keep the old paper counterpart?

The DVLA says no, but the AA says it is best to hold on to it and take it abroad as a "belt and braces" measure.

### How many people are affected by the change?

There are 46.3 million driving licence holders in Britain of whom 37.7 million have a photocard driving licence. A total of 8.7 million have an old-style paper licence issued before 1998, which remain valid.

# Translate Talk

I am minded to start this small feature for and about our worldwide membership. It will have a two way basis, with translations to and from other languages as a recognition of the importance our cars once held in the world market, and also to serve our worldwide membership. (Numbering 60 outside of the UK and Ireland – that's about 12% of our membership)



Countries represented in membership are Argentina, France, Spain, Germany, Holland, U.S.A, The Seychelles, Switzerland, Holland (Netherlands), Sweden, Finland, Denmark, Norway, New Zealand, Australia, Portugal and South Africa.

Not being a linguist, I resort to 'Google translate' and other online facilities. This may create the odd humorous translation, so I beg forgiveness now! To start with, here are three German postcards recently acquired that celebrated 75 years of Ford, with translations as best I can.

First of these shows a smart lady, reading her newspaper, sitting in the passenger seat of her new LHD ShortRad.

**Translation : Ford has built a 4 hp vehicle with all technical preferences of a larger car. This means: Quality of construction and the material, stability, reliability and comfort. These have low purchase price and minimal maintenance costs, in short: the car that everyone can afford!**

On the rear is:

1933 "Wagen für jedermann"

Frühe Variation des Themas "Mobilität für alle": An den Grundbedürfnissen des Alltagslebens ausgerichtet präsentierte sich 1933 das "Köln-Volkstyp"-Modell. Mit dem sparsamen

Vierzylinder-Viertakt-Motor brachte es das Gefährt immerhin auf eine Höchstgeschwindigkeit von 90 km/h.

Der Preis des Sparmobils: 1.990 Reichsmark.

1925-2000 - 75 Jahre Ford in Deutschland

Translation:

"Car for everyone"

*EARLY variation on the theme "mobility for all": aligned to the Grundbedürfnissen of everyday life presented in 1933 the*

*"Köln-people type" model. With the economical*

*Four-cylinder four-stroke engine, it brought the vehicle nevertheless, a maximum speed of 90 km / h.*

*The price of saving scooter: 1,990 Reichsmarks.*

## 1925-2000 - 75 years Ford in Germany

The second postcard shows the production line and printed on the back is :  
1933

Fertigung bei der Ford Motor Company AG in Köln

Fließbandfertigung, Höhepunkt der industriellen Revolution, Exportschlager der USA. Henry Ford I, Selfmademan, Verkörperung des amerikanischen Traums and Erfinder aus Leidenschaft, entdeckte das Geheimnis des „Erfolgs in Serie“. Normierte Teile, ausgeklügelte Logistik and ein Produktionsstandort mit direkter Anbindung an den Rhein, die internationale Schifffahrtsstraße. Vor allem aber setzte er auf motivierte Mitarbeiter. Mit einem Mindestlohn von zwei Reichsmark pro Stunde verdienten Ford Beschäftigte am Fließband mehr als mancher Kaufmann oder Handwerker.

The back of the card is loosely translated:

*1933 Production at Ford Motor Company AG in Cologne*

*Assembly Belt production, highlight of the Industrial Revolution, exported from the United States. Henry Ford I, self-made man, the embodiment of the American dream and passionate inventor, discovered the secret of "success in the series". Standardized parts, cleverly thought out logistics and a production site with a direct connection*

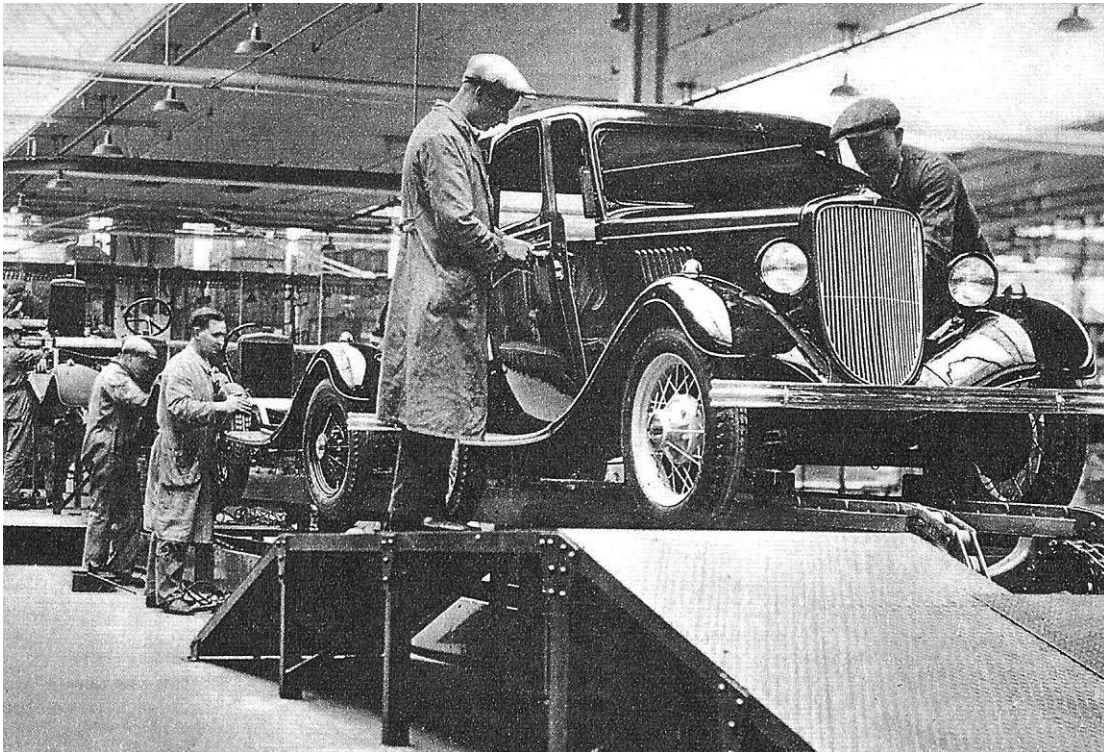
Ford hat einen 4PS-Wagen mit allen technischen Vorzügen größerer Wagen gebaut. Das bedeutet: Qualität der Konstruktion und des Materials, Stabilität, Zuverlässigkeit und Fahrkomfort. Dazu niedriger Anschaffungspreis und minimale Unterhaltungskosten, kurzum: Der Wagen, den sich jeder leisten kann!



*to the Rhine, the international shipping route. Above all, he sat on motivated employees. With a minimum of two Reichsmark per hour, Ford employees at the production line earned more than some merchants or craftsman.*

The third and final card has on the back:  
1938 Unterwegs im Ford Eifel

Freizeitmobil: In unzähligen Varianten boten selbstständige Karosseriebauer Mitte der dreißiger Jahre Cabrio-Versionen von beliebten Basisfahrzeugen an. So auch 1938 vom Ford Eifel. Der preisgünstige Kleinwagen vermittelte seinem Besitzer auf diese Weise noch mehr Fahrvergnügen - und bot obendrein ausreichend Kraft, um das Urlaubshaus auf Rädern gleich mitzunehmen



Translated as:

*1938 Move in Ford Eifel*

*Recreational vehicle: In countless ways independent coachbuilders offered to mid thirties, convertible versions of popular basic vehicles. So also in 1938 by the Ford Eifel. The inexpensive small car mediated its owner in this way even more driving pleasure - and offered in the bargain sufficient strength to carry the vacation house (caravan) on wheels as well.*



In continuance of our International item, here's an advert I found



HAVAS 33154

# Une série extraordinaire

## FORD vous offre :

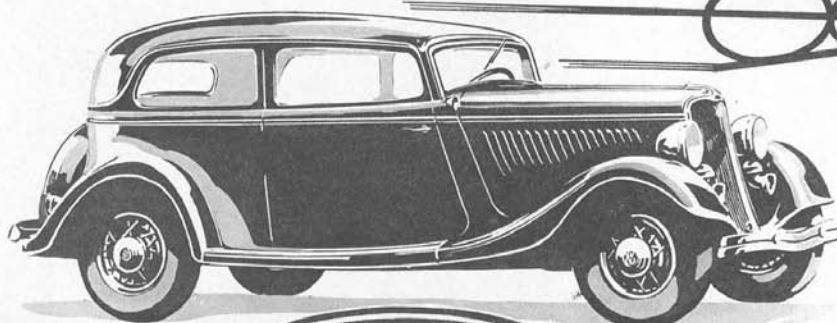
*pour 17.800 frs :*  
*une 6 CV. aérodynamique*  
(90 Km. à l'heure - 7 litres aux 100 Km.)  
(Impôts 5 CV.)

*pour 25.000 frs :*  
*une 12 CV. = 4 cylindres*  
(100 Km. à l'heure - 12 litres aux 100 Km.)

*pour 26.000 frs : une 19 CV.... la plus rapide et la plus robuste des 4 cyl.*  
(13 litres aux 100 Km.)

*pour 32.900 frs : la fameuse V-8 aux accélérations merveilleuses*  
(15 litres aux 100 Km.)

*pour 37.900 frs : l'expression définitive du luxe Ford... la nouvelle V-8 modèle 40*



Société

Française

36, Boul. des Italiens, PARIS

225, Quai Aulagnier, ASNIERES



# Regional Reports

## Chiltern Hills Rally

– 17th May

The Register had a club stand at the Chiltern Hills Rally, organised by our versatile Jim Miles. [Regional area 20 – London/Middx] Many members attended – Graham Miles with his blue Knibbs & Parkin tourer, John Argent his Kerry, Bob Brown in his CX, Jim Miles his Ford Eifel Sport Roadster, Michael Leete and Roger Corti in their Y's and Jim Mile's friend, Norman attended with his splendid Ford Model 78.

The main group met up in the layby on the A41 near junction 20 of the M25, in close proximity to Graham's, and travelled up in convoy, arriving safely at Weedon Park, Aylesbury to find the event field already near to full. Our allocated space was filled three cars deep and little space left.

Visitors were a plenty including one gent who said he regretted selling his E38W and now wants a Y, another gent told of his job with Perry's, the Ford dealers at Wealdstone. Visitors included new member Chris Peacock, seeking details on his windscreen frame and doors and hinges.

The event was large in area, although short on autojumble and activities, but our flag was proudly flown and our banner displayed. The weather was sunny as was our disposition. All in all, a fun day out. Photos and a video were posted on our Forum and Facebook.





**Showing the similarity of styling between Jim's Eifel and Norman's Model 78**

## **The Enfield Pageant – 2015**

Club members turned up in force at the Enfield Pageant once again. With a dazzling display of 6 Y's, 2 Tourers, a 'C' and Jim's infamous Eifel, visitors were enthralled with our stand. Another fine turn out in Area 20, organised by Jim Miles

Positioned a little nearer the main thoroughfare than previous years and neighboured by the FSOC and the Ford Escorts, our area was almost the centre of attraction of the whole show! (Well, it felt that way).

The Pageant – this year lacking the 'Wall of Death' – still gave thousands of visitors great value for money, with a fun fair, a marquee full of classic American automobiles, seemingly a mile of autojumble, a 1940's marquee and an arena with great displays of high flying daredevil motor bikes leaping high into the sky. Music and 1940's dancing as well as live performances provided additional entertainment.

Recognised as the site where our Register was founded by Graham Miles with others many years back, the event provided a superb backcloth to our display, and brought numerous visitors and old friends to meet with us and share stories.

On Saturday, members and visitors included Tony Eldridge, Jim's friend Norman Bloor, Jim Miles, John Argent with a fleeting visit of his son, Colin, myself, Tim Brandon, Michael and Christine Leete, Neil Bray with Dave, Graham Cribb and Jack Clarke

Cris Leete donated a fine tin of biscuits to the communal tent awning group to go with our teas.

Sunday saw Myself, Jim Miles, Graham Miles (we had stayed overnight) with Michael Leete & Chris again, and John Argent. Old friend Julian Janiki visited us along with Bill Crockford, and the Murrays from Ireland.

Monday again the overnighers with visitors Jim Sharpe & Joan, David Kent, Jack & Shirley Clarke, Tony Eldridge and Nigel Stennet-Cox.

Many little treasures were found amongst the autojumble including various old books and magazines, spare valves and washers for fuel pumps, various engine components, model cars, and a set of Opel hub caps for Jim.

The weather started well, but disappointed with rain Saturday afternoon, but much sunnier and brighter Sunday/Monday although a little breezy in parts. We again had the pleasure of Dave and Carol Tebbs on their Autojumble stall.



## Planes, Trains and Automobiles

Twenty nine intrepid travellers – members, spouses and friends – set out in the first week of June for an extensive tour of Northamptonshire in ten Ford Model Y's, two CX's, a Morris Minor, Ford Eifel and a Landrover fitted out as a breakdown wagon. Quite a convoy!

*[See the collage of photos inside front cover]*

We were based at the Aviator Hotel, within Sywell 'international' aerodrome complete with Art Deco style buildings and bedrooms. At the side of the hotel was also the Sywell Aviation Museum that had alongside, a Hawker Hunter F-2, that being the only one left in the world.



Apart from one Y trailered in, all managed the drive there without problems, apart from one un-named member who had fuel pump problems, soon overcome with a quick rebuild from a bag of bits at the roadside. The only other car with a reported problem was down to a blowing manifold gasket, that was swiftly repaired in the hotel car park – with of course, a few onlookers. Always something to learn, the gasket can be pulled out and re-inserted without removing the manifold with its exhaust and attachments. By unscrewing the manifold nuts, the manifold can be pulled away enough for the new gasket to slide back in, as the stud holes are slotted.

We did have through the week, one night when a fire alarm set off that woke us all abruptly in the wee early hours, with some of us who had inadvertently forgotten to bring their pyjamas, dressing rapidly in evening gowns and anything else to hand. Not a pretty sight!

The tour started with visits to Sulgrave Manor, home of George Washington's ancestors then on to the NT Canons Ashby House and gardens.

The following day took us to the Charles Rennie Mackintosh house in Northampton, this being a charming example of his work outside Scotland, alongside that of the owner, Wenman Joseph Bassett-Lowke, the founder of a model making business. The guide here was enthusiastic and found most interesting in her descriptions. (She was also a classic car enthusiast!)

That afternoon we all made our way to the local Phipps NBC "Albion" Brewery, starting off with a bottle of their IPA and listening to a charismatic part-owner describing the history and connections to various other master brewers. The premises were being renovated, so we sat on dusty chairs amongst heaps of old furniture with a backdrop of several vats and brewing machinery. We toured all the cellars, tunnels, and brewing areas, sampling further beers that were being trialled and then taken right to the top of the building with grand views of Northampton and their rival brewery – Carlsberg, that also drew water from the same source below the premises.

The Friday took us off to Bletchley Park – home of the Codebreakers and the Enigma machines. A small hiccup in travel directions saw us travelling in ever decreasing circles, head to tail, until bravely, someone took the lead. The next day we all drove right across Northamptonshire enjoying country lanes and gated roads to our visit at the Nene Valley Railway. This took us (by steam) right into the city of Peterborough with most of us taking a look at the magnificent Cathedral where Katherine of Aregon is buried. So also, Mary, Queen of Scots was buried there until removal to Westminster Abbey. Most of the party took the opportunity on the return to visit Fotheringhay where Mary was executed and Richard III was born.

On our last morning together, most visited the nearby Sywell aviation museum. Here amongst a fascinating collection of memorabilia, I found a Bomb tractor and trailer. This was powered by a Ford 8HP engine. Interesting was the Benjamin Whittaker "Handy" speed governor attached to the carb that prevented the engine over-revving. (Originally cost £6-10s) You would not have wanted to take those bombs along too fast!



**Bomb tractor fitted with Ford 8HP engine and B&W Governor**

The weather had improved throughout, making the whole experience memorable, and at the final evening gathering our thanks were poured upon the organisers

– Chris and Colin Rowe.

## 20 years ago.

### Issue 95 (June/July 1995)

As reported in the last issue, it is 20 years since Roger and Jo Hanslip appeared on the Y&C radar as members of the Register. Their joining was formally reported in Issue 95. Over the years, they have contributed significantly to the Club's activities and the members' enjoyment; a shining example of members putting in to the Club as much, if not more than they get out of it – brill! Roger bought the Orient blue and black Fordor Model "Y" with sliding roof, BTA 828, from the late Richard Wakefield, a member based in Brighton. With some woodwork assistance from Noel Page and a smidge of morale-boosting labour from Bob Wilkinson, he has since embarked on a major restoration of the Model "Y" van, ENO 966, which he bought in 2006 from Paul Beck of Small Ford Spares fame.

The only other new member reported in Issue 95 and still with us after 20 years, is Colin Kemp in Coggeshall, near Colchester. Colin owns KG 7403, a 1935 green and black Tudor "Y", which is still being shown as under restoration. How is it progressing Colin?

Disappointingly, of the eight new members and cars, apart from Roger and Colin, only one car presently belongs to a paid-up member, he being Derek Riley of Holme on Spalding Moor in East Yorkshire. His 1937 Tudor Model "Y" had previously belonged to Alan Oakes, a very early member of the Club. In 1995, in the ownership of Tony Smith, she was known as 'Delilah' and was a prize winner at the Y&C annual gathering that year at the Criche tramways museum.

Overseas news included the visit from Florida of Carlton Thisse and his wife Delores (both now, regrettably, no longer with us), who came to the UK to buy and ship Kevin Devine's Model "CX" tourer, ADM 182, to join his two Model "Y"s based in Michigan and Florida (for the summer and winter respectively)! Malta also was in the news following June and Clive Litchfield's holiday trip. Whilst there, they looked up member Joseph Pace (pronounced 'Patchay') and his 1935 Fordor Model "Y". Joseph introduced another car to the Register, an October 1933 all-singing and dancing Fordor De Luxe Model "Y" belonging to his friend Vince Mically.

20 years ago, a regular attendee at our events was Paul Bainbridge with his black Model "C", BAU 946. Paul was our Model "C" advisor for some time until he was afflicted with the military vehicle disease, which he caught from his son, Gary. The history of BAU was written up in issue 95. It is now owned by member Robert Marshall in Hucknall, a suburb of Nottingham, which means that the car has still not lived more than 5 miles from its original place of sale; Hooley's Garage in the centre of Nottingham.

This year, 2015, we celebrate the 70th anniversary of Victory in Europe (VE) Day. In 1995, it was the 50th anniversary and some members were out and about joining in the celebrations. Bob Wilkinson and Peter Brooke joined a parade of Land Army girls, ex-soldiers, cadet units, etc. at Holme on Spalding Moor, a former bomber station in East Yorkshire (that's twice in this article that the little-known Holme on Spalding Moor has been mentioned!). Bob was driving his very smart and original grey Model "CX", now owned (and for sale) by Dan Judge in Leeds. A local brass band entertained the crowds and at the appropriate moment, the beacon was lit in unison with others round the country following a minute's silence. Bob made the comment, "I was able to buy some petrol coupons from a friendly lady – but it did cost me a pair of nylons"

The annual gathering, as mentioned, was held at the National Tramways Museum in Criche Derbyshire and written up in issue 95. The weather was not on our side, but that did not dampen the spirits of those who arrived for the barbecue on the Saturday evening, nor the 20 "Y"s and "C"s and passengers that arrived for the big day in the museum's high street on the Sunday. One family who were not going to be beaten by the weather was David and Josipa Porcic (plus three large dogs and their Model "Y") who arrived in their huge camper, which Bob believed was longer than the street he was born in! The

sun made an appearance after lunch on the Sunday, enabling the visitors to the museum to enhance their photographs with period cars and for the awards presentations to be enjoyed. Clive Brooke won the Best Intermediate "Y" and the Eric Bufton Trophy for the best home restoration, Paul Bainbridge for the Best Model "C" and Frank Johnson the Best Original Vehicle with his Model "Y" Arrow tourer.

The other event which was well attended and written up was the annual Enfield Pageant. Jim Miles, aided by Paul Tritton set up the stand on the late May Bank Holiday Saturday, with the late Jeff Cole's "Y" acting as the anchor for the Register flag. Others present on the Sunday were Tim Brandon from near Ipswich, Steve Fisk, Sam Roberts, Frank Croucher, Des and son Ron Stephens, Kevin Briggingshaw,

Ian Buckler's October 1933 Guanex van-conversion pick-up truck at Enfield



Kevin Taylor and, with the commercials, Ian Buckler's yellow and green 'Guanex Organic Manure' Model "Y" pick-up truck. Graham Miles, with his van, and David and Valerie Leech, in their early Cordobatan Model "C", joined Jeff Cole, Kevin Briggingshaw and Frank Croucher on the Monday.

The overhead valve, sidevalve engine! It sounds like an oxymoron but describes the Whatmough cylinder head conversion, which was written up in this issue (see also pages 107 -109 in the Ford Models Y&C book). Geof Neill, from Western Australia, had recently visited New Zealand and returned with a particularly complete Whatmough cylinder head and wanted to know more about it.

'The Autocar' magazine of 9th March 1934 reported as follows;- "The performance of the 8 hp Ford has always been good, but a special conversion set has been designed by the well-known engineer W.A. Whatmough, for Dagenham Motors Ltd., providing for a new cylinder head with an overhead inlet

valve; the exhaust valve remaining at the side, as in the standard design. The cylinder head has been shaped so that only the area of the valve chest surrounding the exhaust valve has been retained in the combustion space, while the inlet port has been plugged and a push-rod, operated by the normal tappet, passes right up through the middle of this plug, through the space originally occupied by the inlet valve, and operates the overhead rocker gear (see illustrations 1 & 2).

A lead is taken from an existing plug in the side of the crank case to force oil to the rocker boxes. The rocker bushes are drilled and the rockers themselves have channels to lubricate the push rod ends. Both valves are of the same size and double valve springs are fitted. The plugs are over the exhaust valves. A 30 cm carburettor is fitted at the rear of the engine and the water outlet is also at this point, in order to ensure that the warmest water shall surround the inlet passage (see illustration 3).

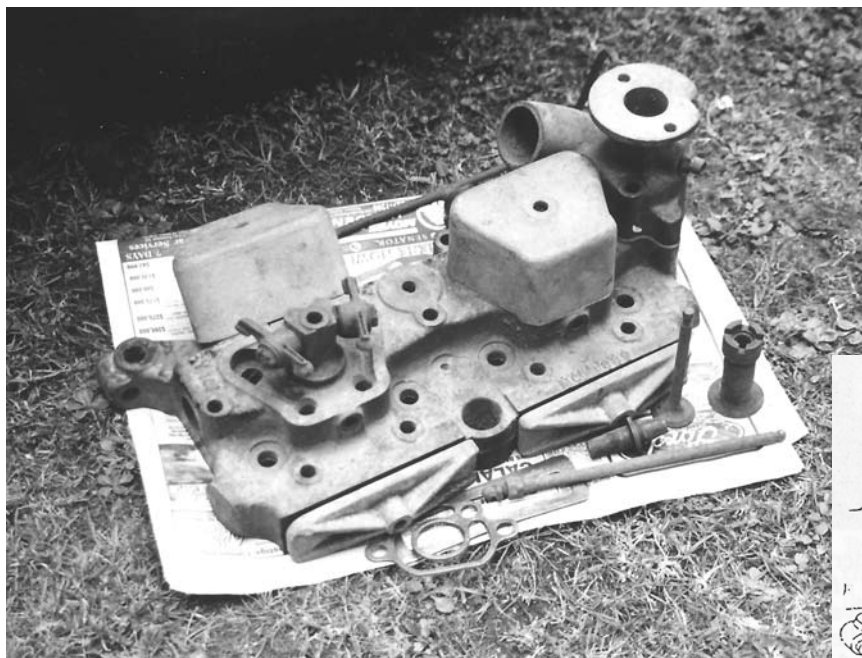
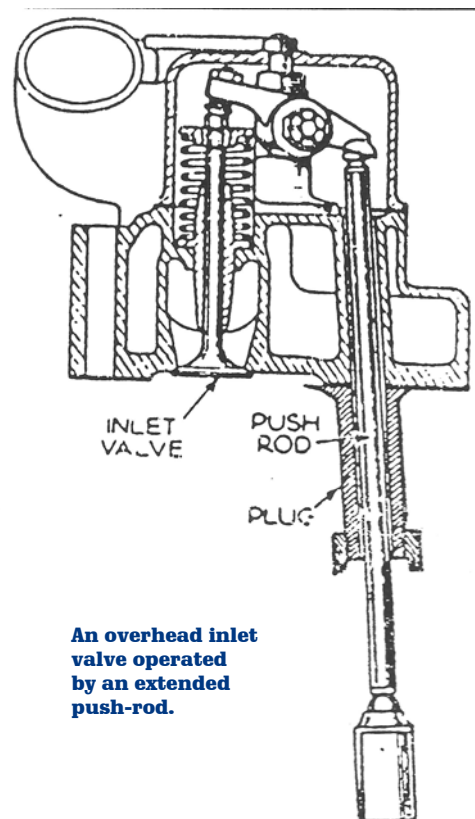
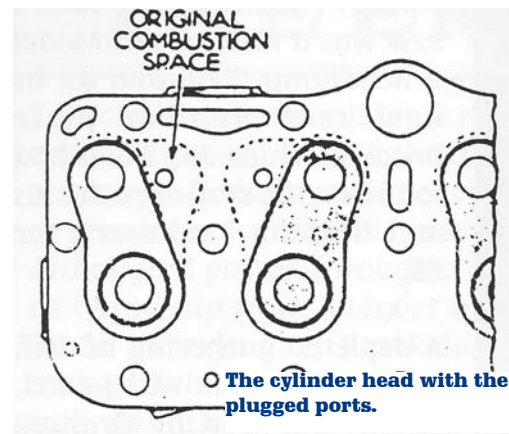
The fuel mixture inlet passage passes right along the inside of the top of the cylinder head and the gas flows straight down through the inlet valves. "Dynafrole" balancing pipes are led from a point just below the carburettor, projecting into the manifold, in order to equalise the mixture for the separate cylinders (see illustration 4). The compression ratio of the standard engine is 6.2 to 1 and this has not been in-

The article also states that Dagenham Motors Ltd. exhibited their Model "Y" 2-seater tourer, fitted with this type of engine at a cost of £175. The radiator was lowered and every care taken to keep the overall height as low as possible. As a conversion kit, the head cost £18.10s, plus 30s for fitting charge. The 30mm carburettor costs an additional £2.10s and a thermostat and dashboard thermometer were optional extras at £3.10s.

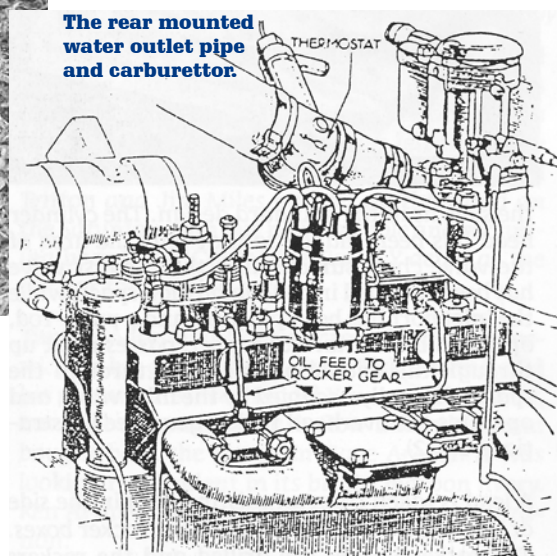
Geof Neill notes that his head has a fitting for a round flanged carburettor and two long aluminium covers on the distributor side, in contrast to The Autocar illustrations.

Finally, it was 20 years ago that Geoff Dee found that illusive Model "Y" woody, reported as follows:-  
 "It is oft said that "Any marque worth its salt shall have a Woody". And so, it came to pass that, in the year 1995, the Ford Y&C Model Register fulfilled the wise saying. A favoured disciple of the Register, one Geoffrey Dee, happened upon the Woody, whilst following up a rumour, which had circulated amongst his mates for nigh on twelve years.

"On yonder estate," they saith, "near the town of Nuneaton, is a Model "Y" Woody." But young Geoffrey, a wise and knowledgeable sage on matters Model "Y", was a disbeliever, until, one day, he was persuaded



**The Whatmough head found by Geof Neill in New Zealand, showing one rocker cover removed. Note carburettor mount and water outlet at rear of**



creased, since the extra performance due to adequate filling at high speed is claimed to be entirely satisfactory. It is said that maximum speed is increased by a good 10 mph, giving something just over 70 mph, and that the engine runs exceptionally smoothly. The petrol consumption, too, is not adversely affected; so it is stated, even when the engine is driven hard."

to visit said estate and there, under piles of debris, in a store remote from the manor, was said Woody on axle stands. "Lo," saith Geoffrey, "even though the mighty Ford Motor Company, nor any of its agents, are known to have made such a wondrous thing, I am now a believer."

He ventured forth to the manor, where many records were kept and was sore amazed to discover that, filed under "eff" in the record vaults, was a complete history and log book of said Woody. It was there that he discovered that the Woody had been in the remote store since 1959.

It had been converted to a woody after the terrible war between the allies and the Axis forces by a lowly estate carpenter, whose veritable skills with saw and plane, had removed the metal van body and girded it in wood, with large windows along each side.

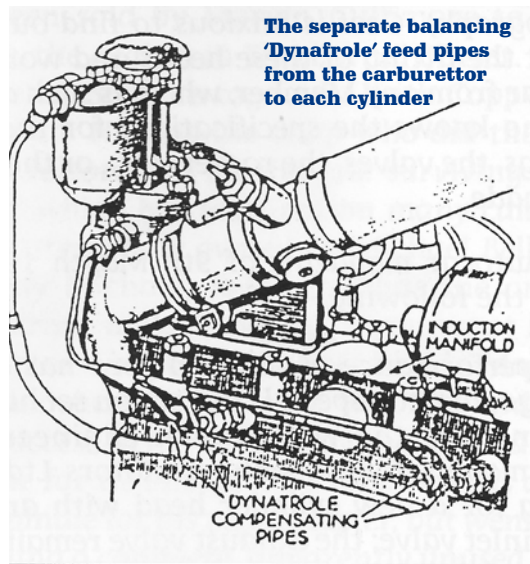
It had left the mighty Ford factory as a van, in 1935, heading in a southerly direction to the City of Portsmouth, taking the birthright of that City in the form of registration, AOT. During the terrible war, it travelled west, to the famous City of Southampton, where it served the hungry population with bread. Here endeth the first epistle of the Woody."



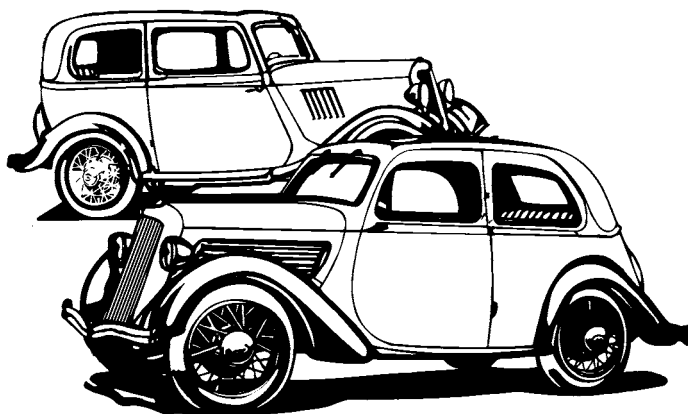
**The Model "Y" Woody in the barn at the Manor in the 1990s with the debris removed.**



**The Woody having been finally released to Geoff Dee in 2007**



**The separate balancing 'Dynatrole' feed pipes from the carburetor to each cylinder**



# Henry Ford – Advanced Timing

During the excellent Dukeries tour organised by Peter and Jean Purdy in June 2014 we visited the British Holographical Institute at Upton Hall near Newark where I was reminded of the tenuous link between Henry Ford and clocks and watches.



Everybody has heard of Henry Ford whose name synonymous with making personalised transport - the motor car - available to the masses and not just a rich man's toy. The world may have been a different place today had Ford pursued his main interest in his formative years which was repairing clocks and watches and I would not be writing an article for Transverse Torque as the models Y & C probably would not exist.

Henry Ford entered this world in July 1863, the month when the fiercest battles of the civil war took place at Gettysburg, where 6,000 men were killed. Although the war lasted for another two years it was the turning point which led to the states becoming united again. Henry was one of 6 children of the Ford family who were Irish migrant farmers settled at Dearborn, a remote suburb of Detroit, Michigan.

Henry had little or no formal education and it was expected that he would work on the farm, which he did throughout his formative years, so he gained knowledge by reading all the technical material he could lay his hands on. A thinker in those early years he was always looking for easier ways of carrying out tasks. The Ford farmstead was better equipped than most, however Henry still recognised the repetitive labouring tasks that were required to make it function and had no ambition to remain in the family business. Much to his father's disappointment he would move away to pursue his own interests in mechanics.

He first became aware of engines when he encountered a steam-powered traction type road engine while out with his father, the first vehicle not drawn by horses that he had seen. He had encountered static versions carried along and pulled by horses for use to power threshing machines and other farm machinery. It was this sighting that inspired the young Ford. He made it his ambition at the age of 12 years old to make a machine that could travel the roads.

On his 12th birthday Henry was given a watch of his own. A friend had given him a broken watch earlier and Henry offered to attempt a repair. He had no tools small enough to handle the tiny parts in a timepiece movement so had to make one by filing a nail. He disassembled, cleaned and re-assembled his friend's watch and it worked. On receiving his own watch he took it apart to see how it worked! And so it was how young Ford started in a small way as a teenager mending neighbours and friends timepieces which they brought to his small workshop. He became fascinated by pendulums, springs and ratchets inside time pieces and also skilled at making repairs. The young Henry built quite a reputation in and around the neighbourhood of Dearborn where his parents farmed and in fact where Henry remained for most of his life.

Henry had built up a selection of his own tools many of which he made himself and a workshop on his father's farm in which he could repair the basic machines and experiment with simple engines. A corner of his workshop was devoted to watch and clock repairs. His knowledge, ability and his tool kit were remarkable.

The tradition was for the eldest son to take over the family farm. Henry was having none of it, he had no interest in farming - his passion was for mechanical devices especially af-

ter he saw that steam powered traction engine in 1877. Henry was to become machine mad and infatuated by steam engines! He wanted to make life easier as he saw how his father and other members of his family laboured over repetitive tasks which he believed could be better performed by machines.

In the autumn of 1880 Henry Ford packed a trunk with his tools and at the age of seventeen against his father's wishes, Henry left the family farm and was driven by his father in the family horse-drawn transport to Detroit. He had 5 dollars in his pocket with which to pay for his board and lodgings. Detroit was an expanding industrial city full of machine shops and manufacturing plants which were supplying the US with a wide range of products for the railroads and the farm machinery industries.

Henry was intent on pursuing his interest in mechanical things. He was first em-

ployed as an apprentice machinist with James Flower and Co. which manufactured a range of machinery and small steam engines. He was paid \$2.50 a week. This was his first wage as he was paid nothing on the family farm due to the thrifty ways of his father, who didn't believe in paying relatives. Henry was dismayed to find that the cheapest board and lodging was \$3.50 per week which meant his capital would soon be depleted. He had a great desire to pursue his earlier interest in repairing clocks and watches which at that time he saw a great future in, so applied for a job with a Detroit watch and clock repairer for an evening job to supplement his income. Determined to remain independent he "moonlighted" taking the evening job after working all day in the factory so that he could afford to pay for the room he rented.

When Henry had progressed through the workshops engaging in all the activities of engine building he decided to move on to broaden his experience despite being offered promotion at

Flowers. He worked for the Drydock Engine Company for two years during which time he learnt about every detail of manufacturing. It was during this period and at the age of 20 Henry teamed up with a young jeweller and they together worked out a business plan to manufacture all the components required to produce watches. Ford had studied watchmaking and now manufacturing and decided that making watches was a labour intensive process which added greatly to cost. He believed that all the components could be mass produced and



Limited edition modern Henry Ford watch by Shinola



assembled without any hand fitting labour. In the 1880s watches were expensive and only made in small batches requiring a lot of fitting to make them work. With the population becoming time conscious he saw an expanding market and dreamed of producing watches at a cost of 30 cents which after adding profit would be affordable by all, being sold to wholesalers for 50 cents but he would need to produce at least 2000 per day. The dollar watch eventually to be produced by Ingersoll was still way in the future. So Ford with his revolutionary ideas set to and designed all the tools and dies for component stampings while actively seeking financial support for capital to start his own watch manufacturing business. Ford with his care and attention to detail in everything he did soon realised that with the coming of the railways and standard time that watches would not become universal necessities and concluded that demand would not warrant the investment in a factory and plant. He still remained interested in specialist time pieces and succeeded in producing the first watch that would keep both standard railroad time and sun time. It had two dials and became a curiosity in the watch and clock shop where he worked in the evenings.

Having abandoned his watchmaking idea Ford had not been wasting his time because when he eventually started mass producing cars the same principles of production and component interchangeability would be adopted.

Between 1884 and 1891 went back to farming before returning to Detroit where he became employed as an engineer at the Edison Detroit Electricity Company. It was during this time that Henry Ford worked on his first prototype road vehicle which he completed in 1896, again in his spare time. Those around him thought it crazy for a skilled engineer to devote so much time to a machine that would never "catch on"! He was already 10 years behind the Europeans such as Daimler and Benz but after many false starts would eventually form the Ford Motor Company in 1903 at the age of 41.

**Colin Rowe 28.06.15**

**For Sale and Wanted:**

For up to date list of items for sale or wanted, please visit our website. Cars, parts and books available.

Spare parts are also always listed on the website together with an order form and instructions.

<http://www.fordyandmodelregister.co.uk/index.html>

It will help if the webmaster can be kept informed when items are sold.

Adverts are free to members, £5 to non-members

**Nick Smith emails:**

*Monique and I would like to thank all members and friends of the club for their best wishes sent to us during Monique's recent illness, they are all very much appreciated.*

*Monique has now completed three out of four of the chemo sessions and is making good progress, and should be fighting fit when we see you at the forties weekend in September.*

*Our very best wishes,*

*Nick and Monique.*



**Seen out and about**



**Forum, Facebook and Club Website.**

The Club website can be accessed without any passwords by visiting <http://www.fordyandmodelregister.co.uk/>.

Our Facebook site and our Yahoo Forum need an invitation as they are restricted to members only. Invitations can be requested from your editor, please email [rogercorti@aol.com](mailto:rogercorti@aol.com)

There is a huge library of photos and diagrams on the Forum, and instant news to be seen on Facebook. Both Forum and Facebook can be used to discuss technical problems, share events and appreciate photos.

Our website also has more background information on the Register, a For Sale / Wanted feature, Gallery, Survivors List, Parts List and much more.

Don't miss out - get connected. (Help always available - Ed)

# WAR-TIME REGULATIONS

## – from The Ford Eight Handbook

### Lighting Restrictions

If you propose to drive during black-out hours you must have a mask fitted to one of your head lamps, and it is advisable to purchase one of the officially approved types. There are a number of these on the market and provided they are not tampered with you should be immune from police attention in this direction. The mask may be fitted to the near-side or off side but not to both. The bulb must be removed from the one not being used. A headlamp mask must also be fitted in the case of a motor-cycle, and this must be a dual-purpose type.

During foggy weather it is permissible to use one of the headlamps unmasked, provided

(1) the lamp is operated by a separate switch ; (2) the beam is directed downwards towards the near-side ; (3) it is used only when fog conditions really demand it; and (4) it is immediately extinguished when an air-raid warning is given. Should a police officer not consider the fog dense enough to warrant the use of the unmasked lamp he has authority to order the light to be extinguished.

The bulb used in the side and rear lamps must not exceed 7 watts in power and the reflector must be painted black or rendered non-effective. Light may be emitted only through a single aperture facing to the front or rear as the case may be, of not more than 1 in. diameter. Side panels must be completely blacked-out. Also, the aperture through which the light is emitted must be partially obscured by placing behind the glass, paper or some such other uncoloured material having a density equal to that of two sheets of newspaper, or by applying a thin coat of paint to the interior of the glass in such a manner that approximately the same effect is produced.

The paper, paint or whatever material is used must cover the whole of the portion of the front glass through which light can pass and must not be treated in any way to increase its transparency. Also, rear lamps must not be fitted at a greater height than 3 ft. 6 in., except in the case of certain public service vehicles.

Stoplights may be used provided they are so masked that the aperture through which light is emitted is of an area not exceeding 1 sq. in. ; the aperture must also be treated in the same way as the side lamps. Reversing lamps are not allowed.

I



**Ian Hawley loaned a book of photographs from the Second World War at the NEC, for which many thanks. This was an evocative shot of an early London-registered long rad Model "Y" refuelling. Obviously it, and the two conscript-age lads, were engaged in an exempt occupation. I love the petrol pump attendant's belt and braces!**

Interior illumination which can be seen from the exterior of the car is prohibited.

Direction indicators may still be used provided they too are blacked-out and here the law requires that the light shall be restricted to a small arrow-shaped window. The exact depth of this arrow must not be more than 1/8 in.

**Anti Fifth-column Measures.** When putting the vehicle away for the night the law demands that some action is taken to put it out of commission in order that it is not used by any unauthorized persons. In addition to the ignition key being removed and the doors locked, it is necessary to remove part of the mechanism.

**Camouflage.** This is not compulsory, but should you wish your vehicle to be camouflaged make sure you do not use any of the "Services" colour schemes.

**Speed Limit.** This is now fixed at 20 m.p.h. in built-up areas during the hours of black-out governed by lighting-up times.

**Parking.** It is compulsory to park your car or motor-cycle at the near-side of the road during black-out, and the lights must be left on. It is an offence to leave the headlamps switched on when the vehicle is stationary.

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