



# Transverse Torque

Issue number 219  
March - April 2016





# Ford im Bild



**A**lle 4 Zylinder-Fahrzeuge,  
4/21<sup>13</sup>/40<sup>13</sup>/50 PS Personen-, Liefer- und  
Lastwagen, die wir von jetzt ab in  
unserem Werk herstellen, tragen  
zur Kennzeichnung als  
**Deutsches Erzeugnis**  
dieses Kühlerschild



**FORD MOTOR CO. A. G. KÖLN** <sup>A/RH.</sup>



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Annual Subscriptions:- UK £30.00 (S/order preferred);  
Overseas (incl. Eire) £35.00

TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model  
Register Ltd. Registered in England No. 4445646. Reg.d Office:5 Clarendon  
Place, Leamington Spa, CV32 5QL

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

# Editorial

If you are like me, most of you with 'going' cars, probably have not ventured out for a few months now – I know it's been about 4 months in my case, and once again, the 'To Do' list never got completed, barely started in fact. Having a constricted small damp garage doesn't help. I did remember to add some anti-freeze though, just in case, and with a dry bright but cold day recently, took upon myself to attempt starting her up. Well, a no-go the first attempt. Recharged battery, new and adjusted spark plugs, cleaned and dried contacts still didn't get her going, so checked the carb and jets next. No! not a phut! So I shot out and purchased a gallon of nice new super unleaded and filled the bowl of the carburettor up and this time, after a tiny fiddle retarding the ignition, she fired up and ran reasonably well. But noticeably puffing smoke out of the oil filler cap. My home-made Tideswell adaptor takes most of these fumes and sucks them back into the carb, but longer term, I need to check out compression and the pistons.

I have been asked to do a Wedding Run soon – my first, for an old friend – so need to spend the next weeks cleaning, fixing loose trim, shining the chrome and making presentable. Hopefully another good photo opportunity!

I have purchased some really thick and hard neoprene foam that I intend running under the doors to replace the missing original steel section that provided some obstruction to the blast of cold air that comes through at present. This foam is actually strips cut off one of those garage floor mats, about one inch thick. I'll let you all know if it works.

Besides trying to craft words and format this edition, I'm busy booking up online places to stay and things to do in America as I was lucky enough to win British airways flights in a raffle at a car show last year. Summing up, I could nearly have bought another Model Y with the cost of just the accommodation! It does mean however that I shall miss the AGM, which this year will be at the British Motor Museum in Gaydon. Lucky you as well, because if you arrive early, you get to look round for free. Great value!

I know that Ron Lewis is hard at work refreshing our website and recommend getting to look there frequently to see the improvements as they happen. As with the Yahoo Forum that I oversee, there is plenty of information and great photos to be found. The Facebook pages too allow discussion on your problems and shared experiences. Do take a look at all three. The more members that look and use these, the better and more useful they will become.

With my other hat on – parts holder for our club, along with several others – I had to do my annual stocktake for the Parts Dept Guys – Peter Ketchell et al. They all do a brilliant job supplying us with the bits we need. That's a big thank you from us.

Whatever your politics – and we won't discuss that here – Europe is a big question to deal with. Henry had the answer years ago – an European car to serve all our needs. Our Model Y's were really the first European cars providing a cheap universal car that suited all the different roads and hills and whether you drive on the left or right, (No politics I said!) proved a big success throughout. It didn't need metric threads or centimetres, no Centigrade or Fahrenheit needed for the temperature gauges (!) and ran on the simplest of fuels. Trade was boosted, travel encouraged, good fair wages paid and costs progressively reduced. I bet Fords paid their due taxes too.

We again have several interesting features sent in by members in this issue – we all enjoy reading them – and as always, I implore you all to have a go and put something forward for your magazine. Even if that is only a comment on what you like to see and enjoy, it will bring added direction and purpose. Note many photos included in our magazines are originally in colour, if wishing to see them, please ask me or view in the Forum when available.

I await your contributions!

**Roger Corti**

**Cover photos**  
 Carol Jarvis and BRR 525 – Winners of Car and Lady 2004 Ardingley, Sussex

(Inside front) The Front cover of "Ford im Bild" from 1933 supplied by our Jim Miles – see inside story.

(Inside rear) As mentioned in latest Transverse Torque, a lot of Model Y's will be 80 years old this year. This is one of them. Graham Rudd's CUW 421 was actually registered on 29th February 1936, so it is exactly 80 years old on 29th February this year 2016. He had a banner made to advertise the fact.

**Rear Cover**  
 Received from Pascal Planke in the north of France, who travelled over the border into Belgium to see and photograph Franz Boet's beautifully restored February 1934 Tudor Model "Y". Franz bought it from a dealer in Antwerp who had imported it in from UK (UK registration AXV 108).

**Editor's Note: Please send in good quality photos of your cars for our covers. The front cover requires preferred upright/portrait style.**

# Chairman's Chat

As I mentioned in our last issue the AGM is the first major event of our Y & C year and this is now almost upon us on April 17th at the new venue of the British Motor Museum at Gaydon. There are plenty of reminders in this issue so I hope that we will see lots of you coming along to make it a bumper occasion.

I know that I have mentioned in the past the vast amount of work put in by the Committee members and many others who help to keep the Club running smoothly and be as helpful as possible to our members. Now there is one Committee member who we can all help enormously with his job over the next few months and that is our Membership Officer Mike Malyon. For the first time in fifteen years we are increasing our annual subscription by £5.00 which with 460 members will result in a mountain of work for Mike. May I therefore ask that you send him your revised Bankers Order or subscription payment for the correct sum of money by the renewal date in June. It will be much appreciated.

Turning to more mundane matters, the problem with asbestos in our cars has again come under scrutiny. I did not appreciate that until December 2015 we were not legally approved to sell our cars as far as the Health and Safety Executive were concerned. A Heritage Vehicle Exemption Certificate was signed on 23rd December so that vehicles over 30 years old can be legally sold if they contain asbestos. If it is considered that asbestos is likely to be present the seller should provide a written notice, but there is no need for this to be proved or expert advice sought. Asbestos could for example be present in brake shoes, the clutch or gaskets.

The selling of separate parts that contain or may contain asbestos is definitely a 'No No'. These items must be dealt with by a competent person with adequate controls in place to prevent the spread of asbestos. This matter is dealt with in some detail by the Reach Enforcement Regulation 2008 Certificate of Exemption No.3 2015 should you require further information.

I hope that this should help if any of you are considering selling your cars and buying another Y or C model of course!

As you will know I have, during my time as Chairman, tried to encourage you all to use your cars on the principle that if you don't drive it regulations may force us to lose the opportunity. I believe that there are in fact a number of States in the USA where we would not be allowed to drive our cars on public roads. So let's keep driving and make sure we especially get out on 'Drive it Day' the 24th April – Don't Forget!!

Happy Motoring for 2016

**John Argent**

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# Secretary's Ramblings.

I write this on a cold, bleak February day looking forward to warmer days on which to enjoy our cars. We have a busy year ahead.

AGM. Sunday 17th. April: Please see the AGM Notice elsewhere in this issue. Our AGM day is always a friendly social gathering and this year should be even better as there is more on offer to see. We have chosen to hold the AGM at the newly opened re-designed BRITISH MOTOR MUSEUM at GAYDON. (Formerly the Heritage Motor Centre). Naturally there is free admission for members (plus one guest) attending the AGM. Since the formal meeting starts at 1.30pm. members may wish to come along earlier (show your club magazine at the door) and look around the new Museum and new Collections Centre. New members are particularly welcome. Come along to support your club.

**Club Secretary:** I am proud to have held this office for well over 30 years but now I feel that someone should be prepared to stand for this office at the AGM. I am willing to give support, if required, to any new secretary. That support would be to arrange a gradual transfer of role over an agreed period of time to facilitate smooth transition. Thus the prospect becomes less daunting to a new secretary. If you wish, without commitment, to contact me to talk about this role - then please do....just pick up the phone. This is an important but rewarding post with an enthusiastic and supportive committee on hand. Your club needs you!

**National Drive it Day:** Sunday 24th. April. The purpose of the day is to give public prominence to the classic car movement as part of the wider heritage of our country. Around the country there will be organised road run events with one, without doubt, in your region for you to join. If not then get a small group of likeminded classic car owners to do a picnic run or similar.....maybe taking along someone who is not a classic owner. If your car is not on the road then why not park it at the end of your drive on public view. DiD is as much a shop window to advertise our hobby as a fun day. Getting new people interested is vital for our future health so do get out the old car.

Y&C Norfolk and Suffolk Tour: We have this tour to look forward to in June (See separate notice). Jo & Roger Hanslip, with support from David & Margaret Butwright, have planned a one centre tour of these 2 scenic counties. There are plans to take in various visits of interest. We always welcome new faces on these enjoyable tours and if you cannot make the whole week you may consider joining for part of the time or even only one day. Jo would like notice of your intentions to ensure places on some pre-booked visits. 2017 Tour: At present we have no tour planned for 2017. Anyone got any plans? Please let me know.

**Unsung Hero Award 2016:** I am proud to have been nominated, and short listed, for a National Car Clubs Award in the Unsung Hero category. The presentation of the awards is being held at a Presentation Dinner at the NEC on Saturday 5th. March during the Practical Classics Restoration Show. There are others similarly shortlisted so nothing is certain. I am proud to have been shortlisted as it is an honour and recognition for our club as much as for my efforts. *(Bob deserves to win this award for all the work he has done for the club -Ed)*

My Restoration: My CX tourer is now back in my garage awaiting progress. The body tub is on the bare chassis but at least with axles and wheels in place. The body tub will need preparation ready for spraying in maroon to match all the loose panels which have already been repainted. Engine and gearbox will need refitting along with brakes and steering. Much to do ....

Do get out and about as spring approaches. See you all at the AGM.

**Bob Wilkinson.**  
Secretary.

## NOTES ON AGM BUSINESS :

### ELECTIONS:

All club officers formally step down at the AGM and some may seek re-election. Our Chairman, John Argent, having served for 2 years may be stepping down. In this case nominations for Chairman are sought. If the Vice Chairman is elected as Chairman then nominations will be sought for Vice Chairman.

Secretary: Bob Wilkinson has indicated his wish to step down after over 30 years in the role. He is prepared, if required, to continue with some secretarial duties to facilitate a transition period for a new secretary to take on the reins. Please give some consideration to this post and contact Bob Wilkinson if you wish to discuss this or any Committee post

### AGM NOTICE:

The 2016 AGM will be held on Sunday 17th. April at 1.30pm.  
Venue: British Motor Museum, Gaydon. (Formerly the Heritage Motor Centre). CV35 0BJ.

Lecture Room 1, on first floor just inside Conference Entrance, has been booked for the AGM.

Free entry for Members and 1 guest – please carry a club magazine to show at Museum entrance. Members may wish to spend either the morning or time after the AGM to view the newly opened Museum and Collection Centre as there is much more now to see. Ask at the desk for times of Collection Centre Tours as groups will be accompanied by a guide.

Refreshments will be available in the first floor cafe throughout the day.

#### Main Items on Agenda:

1. Minutes
2. Officers' Reports.
3. Maurice Billing Award: Presentation.
4. Election of Club Committee /Officers
5. Events 2016:
6. Club Library: Donation to British Motor Museum. Sam Roberts.
7. Other proposals invited.

### PROPOSALS:

#### 1. Club Library:

Y&C Library ; Proposal to donate to British Motor Museum, Gaydon. (See agenda item 6) The Y&C Register's library is a unique collection of Ford related books, pamphlets, and magazines covering the years of our cars. Although it has had little use by members, it is important that it be safeguarded and be made accessible to a wide range of enthusiasts. The proposal to donate this collection to the BMM creates this opportunity. Members will be asked to debate and vote on this proposal at the AGM.

2. Other proposals for AGM are invited. These must be received by the secretary no later than 1st. April.

**CLUB PARTS AT DISCOUNT:** Pre-ordered club parts, at 10% discount, will be available for collection at the AGM. Orders should be sent as soon as possible using the usual facilities. Only orders received by 7th. April will attract this discount.

### General Note:

Our AGM day is an excellent opportunity to meet fellow members as well as to conduct necessary club business. The atmosphere is always friendly and businesslike. Please come along, you may bring one guest, to join in the day and enjoy seeing the new facilities at the British Motor Museum.



# Spares Officer's Report

I have just completed the annual stock take, which involves collating the items held by each of the twelve stock holders, plus what new items there are held in the containers. There are a small number of additional items stocked since last year's stock-take. I have given the Treasurer the values for the Annual Report and a figure for the Spares Budget.

As you will have read the AGM is taking place at the British Motor Museum at Gaydon, on 17th April. Members can order spares to be collected at the AGM and obtain a discount of ten percent; orders must be placed by 7th April to guarantee the delivery and to qualify for the discount.

In the Federation of Historic Vehicle Clubs latest newsletter there is an article concerning the Certificate of Exemption under REACH exempting 'heritage vehicles' from the ban on putting products containing asbestos in the market was signed on 23rd December 2015. The article in this issue on asbestos clarifies the situation regarding our cars, I must stress it is my interpretation, using my background knowledge as a mechanical engineer.

The manufacture of fuel tanks is progressing, the tooling is near completion and some of the components have been sourced. We hope to have a tank at the AGM. The windscreen surrounds will take a while longer, we have developed a method of manufacturing the windscreen surround profile, we are now investigating how we can make the profiles in long lengths. There is still time to be involved in the evaluation please let me know, as part of this you can have fuel tank or windscreen surround at cost price on the understanding that you give us feedback on the quality and performance.

I repeat my request for anyone who has any shock absorber parts that are surplus to their requirements, if you have any please bring them along to the AGM.

Peter Ketchell  
Spares Officer.

## ASBESTOS AND THE SALE OF OUR CARS.

In the Federation of Historic Vehicle Clubs latest newsletter there is an article concerning the Certificate of Exemption under REACH exempting 'heritage vehicles' from the ban on putting products containing asbestos in the market was signed on 23rd December 2015. This article hopefully clarifies the situation regarding our cars, I must stress it is my interpretation, using my background knowledge as a mechanical engineer who has been retired ten years and it is thirty years since I was involved in asbestos work.

### ASBESTOS

For those members who are not familiar with asbestos the following information may be useful.

Asbestos is the name given to a group of naturally occurring minerals that are resistant to heat and corrosion. Asbestos has been used in products, such as insulation for pipes (steam lines for example), floor tiles, building materials, and in vehicle brakes and clutches. Asbestos includes six different mineral fibers the majority contain chrysotile which is included in 90 % of asbestos products. Heavy exposures tend to occur in the construction industry and in ship repair, particularly during the removal of asbestos materials due to renovation, repairs, or demolition. Workers

are also likely to be exposed during the manufacture of asbestos products (such as textiles, friction products, insulation, and other building materials) and during automotive brake and clutch repair work.

Asbestos is well recognized as a health hazard and its use is now highly regulated by Health and Safety Executive, under the Control of Asbestos Regulations 2012, which came into force on 6 April 2012, updating previous asbestos regulations to take account of the European Commission's views. Asbestos fibers associated with these health risks are too small to be seen with the naked eye. Breathing asbestos fibers can cause a buildup of scar-like tissue in the lungs called asbestosis and result in loss of lung function that often progresses to disability and death. Asbestos also causes cancer of the lung and other diseases such as mesothelioma of the pleura which is a fatal malignant tumor of the membrane lining the cavity of the lung or stomach.

How does this affect our vehicles?

The items that originally contained asbestos are brake shoes, clutch plates, gaskets and seals. The presence of asbestos under European legislation could prevent us from selling our cars.

### WHAT IS REACH?

REACH (Registration, Evaluation, Authorisation and restriction of Chemicals) is the system for controlling chemicals in Europe. It became law in the UK on the 1st

June 2007. REACH adopted some of the older aspects of the chemicals system in Europe, including Safety Data Sheets (SDS).

REACH replaces 40 pieces of legislation into one regulatory system.

REACH aims to fill a gap in what we know about the chemicals used every day in industry and in consumer products. It takes a broad view of chemical use, and places new duties on businesses depending on where they sit in the supply chain.

Companies who manufacture chemical substances or import them into Europe – either on their own or mixed together to make chemical products - are at the top of the European supply chain. These companies have to 'register' a dossier of technical information about each substance they manufacture or import with the ECHA in Helsinki.

REACH should result in more information being passed down the supply chain to users – for example safety data sheets will give more information about the exposure scenarios and risk management measures that should be taken when using a product.

In time, REACH will result in some particularly hazardous substances being taken out of use altogether, and some will have to be specifically 'authorised' for use.

REACH is a complex new system, it applies to companies who manufacture, import, sell, or use chemicals, unfortunately, because we may wish to sell our cars we fall under the umbrella of this legislation.

What we need to do is understand your position in the supply chain and take any appropriate action.

### HERITAGE VEHICLE EXEMPTION CERTIFICATE.

The Certificate of Exemption under REACH exempting 'heritage vehicles' from the ban on putting products containing asbestos in the market was signed on 23rd December 2015. While this represents the satisfactory return to legality of the sale of historic vehicles which may, or may not, contain asbestos, HSE was not actively policing the previous illegality of historic vehicle sales but we must assume they will take some steps to see that the Certificate is complied with. We succeeded in making the compliance requirements as simple as possible.

- The definition for the Certificate of Heritage vehicle is one built over thirty years ago. The definition does roll forward.
- 'Placing on the market' includes lease, loan and gift. The word 'seller' in the following bullets it is shorthand for someone selling, lending, leasing or gifting a vehicle.
- The seller does not have to take anything apart to find out if there is asbestos; the advice is against doing that.
- The seller does not have to seek out an expert on asbestos to give an opinion on its likely presence.
- The seller does have to provide written notice of the presence of asbestos. Thus if the vehicles has old brake shoes or an old clutch, they need to be mentioned. If there might be more, say in gaskets and insulation,

that possibility should be mentioned.

If the transaction is by way of loan or lease (whether or not any money is involved) the person taking the lease or loan must have a copy for his or her own use.

The Certificate covers only complete vehicles and does not cover parts.

#### HOW DOES IT AFFECT OUR CARS.

For the moment I will need to do more investigation on the longer term implications of the legislation and the exemption certificate. In the meantime if you are selling a Ford Model Y or C you will have to declare in writing that the vehicle may contain asbestos.

This written record is to be supplied with the vehicle which should describe so far that is reasonably practical:

*The date the vehicle was manufactured.*

*Which items in the vehicle may contain asbestos?*

*The types, condition and locations of the asbestos.*

For some years now we have been supplying asbestos free parts, your car may have these types of items. To be on the safe side I suggest that members list brake shoes, clutch plates, gaskets and engine seal.

In the meantime if you need to work on your brakes wear protective clothing, including a good quality mask and double bag your old shoes.

DO NOT ATTEMPT TO REMOVE THE BRAKE LININGS FROM THE SHOES.

I will clarify in more detail when I receive answers to questions I have asked.

Peter Ketchell.

#### Bob's Joke Corner.

**And, if you think lawyers don't have heart, read this lawyer story**

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 pounds, 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

## 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.

Diane Mallyon

M1301

Cheveley

Suffolk

Mick Underwood

U1501

Conisbrough

South Yorkshire

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

**Diane Mallyon** – we extend a warm welcome to Diane who is the owner of FS 6332, chassis number Y26895. It is a navy blue 1933 Fordor, first registered on 20th of June of that year. The car was previously owned by member, Alan Robertson. As the car is on the road we hope you enjoy many hours of driving your "Y".

**Mick Underwood** is the owner of CXR 880, chassis number C39538 and Briggs body number 462/568. It is a black CX tourer. It was first registered on 26th April 1936. The car is under restoration. Good luck with the restoration and a very warm welcome to the Club.

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

#### INCREASE IN ANNUAL SUBSCRIPTION

**As reported in issue 214 of Transverse Torque, it was agreed at the 2015 AGM that there will be an increase in subscriptions from 1st June 2016. This is the first increase since June 2000.**

**Subscriptions payable are as follows:-**

**UK members £30.00**

**Overseas members (including Irish Republic) £35.00**

**UK Friends £20.00**

**Overseas Friends £25.00**

**Enclosed in this issue is a new Standing Order mandate. For those who already pay by Standing Order and those who wish to start paying by this method, please complete the new Standing Order form and send the whole form back to me before 1st May 2016.**

**For administrative convenience, UK Members and Friends are urged to use the Standing Order method of payment.**

**I look forward to receiving your forms.**

**Thank you in anticipation.**

**[Non-members in receipt of this complimentary issue of our club magazine need not take any action with regard to this renewals notice.]**

**Mike Malyon, Membership Officer**

**8 Bron Haul, Dyserth, Denbighshire, LL18 6LE**

**Email:- mikemalyon@hotmail.co.uk**

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?'

The sender prefers to remain anonymous to avoid litigation!

**Send me your favourite chuckle.**

**Bob Wilkinson.**

# International correspondence.

## Australia.

Update from Jenny Bone.

Jenny owns the youngest short rad Model "Y", 'Blue', Y36169 – September 1933, which she and husband, Derek exported to the Blue Mountains in New South Wales in 2004. In mid-December, she wrote,

"Since I last wrote we have been out and about, but unfortunately no photo. You know us - always forgetting! Even on Sunday last (13th December) we took the camera with us, but it never came out of its case!

In early November we travelled across to the other side of the Mountain and attended the annual Blackheath Rhododendron Festival with my Ford and joined in the parade. It was good, the weather was kind and the car behaved perfectly. Then in early December we took a mid-week trip down to the Thirlmere Railway Museum with a few of our Blue Mountains club members. It was really good and made a great day out even though it was a long run for 'Blue', but then on our homeward journey we experienced a few problems. The route we took was to Penrith and then through the country lanes all the way to Thirlmere, but it was a very bumpy road and on the return journey the temperature was in the thirties. We made several stops, to top up the radiator and once to refuel. We got through all the traffic lights in Penrith OK, but when we reached Agnes Banks, we were pulled over for a breath test. Quite amusing really, it has never happened to us before! We then continued on our way and stopped once more at Kurrajong to let the car cool down and top up with water. She doesn't always need it but Derek does it out of habit now. What we were half expecting then happened, as we climbed Bellbird Hill; the poor little car was struggling and eventually gave up halfway. The fuel was not getting through, evaporating before it reached the carburettor. We waited for her to cool down and because being on the hill the tank was much lower than the pump Derek had to suck petrol from the tank to get her

going. Good job this was after the breath test!! Once we reached the top she was fine and got us home – no problem.

Even so, we were a bit concerned and wondered whether dirty fuel could have contributed to our dilemma; so the next day we emptied the fuel tank and discovered a few tiny particles of dirt and something about three centimetres long, of a rubbery/gel type substance - which was big enough to block off the fuel pipe. Derek cleaned the tank and all was put back together. The following Sunday (29th November) we set off again for Eastern Creek Raceway this time where the All Ford Day was being held. It was good but again a very hot day. We actually purchased a fuel tank cleaning kit whilst we were there and, as expected the same thing happened again on the same hill on the way home, so - we just had to sit it out and wait for her to cool down! A couple of days later we set about cleaning the tank with the marine cleaner and managed to seal it very successfully – even though we had never had any problems with leaks. Derek even stripped the fuel pump and cleaned it right through just to be on the safe side.

We thought, OK, she wouldn't let us down a third time, but guess what? Last Sunday afternoon (13th) on our return journey from the Blue Mountains Christmas lunch she died on us at the traffic lights at Mount Victoria. We had just climbed the notorious Victoria Pass, now with road works and no chance of getting a good run at it. Even so, she soldiered on and reached the top without a splutter. When her engine died we were again expecting the previous problem, i.e. fuel and heat, but the engine was

not that hot and fuel was coming through OK.

After lots of checking and double checking we discovered there was no electricity getting to any of the plugs, they were checked, cleaned, the points were checked and cleaned but still no spark. It was suddenly noticed that the distributor cap had several very fine hairline cracks, so out came a spare; it was fitted and she jumped into life immediately. We didn't have to adjust anything, just jumped in the car and travelled the final 40kms home, up and down the hills of the Bells Line of Road no problem, her little engine purred. Hopefully this is the end of our problems for 2015 – although inconvenient, we solved them and always got home – but remember it pays to carry spares. Her registration is due next week and hopefully we will get a 'log book' for the 60 day a year trial, so then we can venture out more often, which should be fun!!"

## South Australia.

Whilst 'Down Under', we congratulate the Ford 8 & 10 Sidevalve Club of South Australia on their 35th anniversary this March.

## New Zealand.

The Ford 8 & 10 Enthusiasts' Club of South Island is also celebrating an anniversary in March; their 21st. Congratulations to you as well.

## Poland.

Question received from Elizabeth Rynecki:

"My grandfather, George Rynecki, wrote a memoir in the late 1980s about his memories of life in Poland before the Second World War. In the memoir he writes, "I escorted Paul to the ship in my small car, an English Fort-Eifel. I did go on board the Batory, but I wouldn't listen to Paul, and left at the last gong." The date of this memory is August/September 1939.

I see in my online research that the Ford Eifel was manufactured by Ford Germany between



**Two 1936 Model "CX"s - Bill Ballard's roadster (C31277 Geelong body no. 20B R220) and Garry Yule's Fordor sedan C46299, Geelong body no. 20B S972), seen parked outside Garage Classics in North Williamstown in the suburbs of Melbourne on Sunday, 18th October 2015. Garage Classics is a private museum owned by an Australian and devoted mainly to British classics. The cars were participating on a Ford Owners, Restorers & Drivers Club of Australia (E.O.R.D.C.A.) club run visiting places of interest to the west of the city centre.**



## Obituary Chris Kite

Chris has lost a short battle with terminal cancer (an untreatable brain tumour), which after manifesting itself, very swiftly ended his relatively young life of 43 years.

Chris grew up in classic car loving families and from a young age, nurtured the love of English Ford sidevalves. He owned two Model "Y"s, a Fordor 1933 short rad, Y32410 (registered 1933 Y) and a Fordor 1937 long rad Y168005 (registered MODEL Y)

Chris was Vice-President of the North Island Ford 8 & 10 Club, based in Auckland.



the radiator grille. Drauz, another body manufacturer, provided cabrio-limousine bodies for the Eifel. (cabrio-limousines were a cross between the open topped cabriolet and the closed limousine. They had a roll-back canvas roof)

In February 1937, the shape of the front of the Eifel changed again to a V shaped grille. With minor modifications, it stayed that way until production of the Eifel ceased in May 1939.

The three bonnet shapes are illustrated in the attached photographs. However, your grandfather was living in Poland and presumably bought his Eifel there. Poland was on the dependency of the Ford Copenhagen assembly plant in Denmark, importing built-up cars through Danzig. In order to help the Ford plant in Cologne meet its export quota dictated by the Third Reich government, Ford Copenhagen imported Eifel cabrio-limousine bodies and ancillaries from Ford Cologne to fit onto imported English chassis and transmissions. These were marketed as Ford Eifels also. Living in Poland, it could well be that your grandfather owned one of these hybrids, which is why he referred to the car as an English Eifel. It is a pity that you do not have a photograph of the car.

Well, you did ask for some historical background. I hope this is helpful and not too confusing!

To answer your specific point. "an English Ford Eifel" is stretching the description a tad too far. "a Ford Eifel, based on the contemporary English Ford 10hp" would be more accurate. Either that or just leave it as a "Ford Eifel".



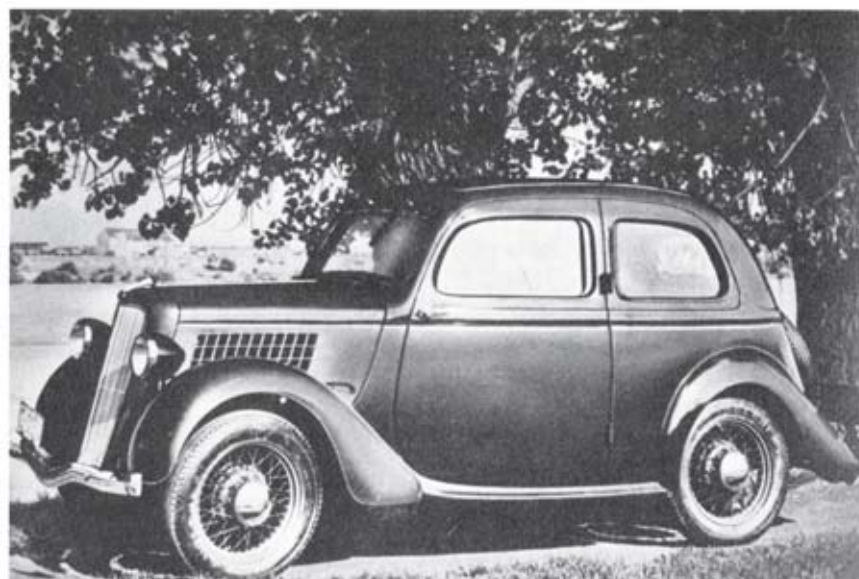
**A standard English Ford Model "C".**

1935 and 1940. But it also seems that, perhaps, there was also some sort of English model. Do I have that correct? So if I edit my grandfather's "Fort," to "Ford," but said it was an English car, could that potentially be a true statement? I know I'm asking you do guess a little as surely you have no idea what car my grandfather actually drove, but any historical insight you could provide me would be much appreciated."

Answer from our Archivist:- "The Ford Eifel appeared in three main guises - all out of the Ford plant in Cologne.

Initially (May 1935), as originally intended, the English Model "C" chassis, transmissions and bodies were shipped in crates from Dagenham, in Essex, down the River Rhine to Cologne, where they were assembled and distributed to the Ford dealers in Germany and its dependencies (Austria, Czechoslovakia and Hungary). These cars were given the name Ford Eifel by the German company, but were really just left-hand-drive English Model "C" saloons (called 'limousines' in Germany).

Then, Adolf Hitler decreed that cars sold in Germany should be made in Germany, so Ambi-Budd, who were coachbuilders in Berlin, designed and manufactured slightly different limousine bodies for the Eifel w.e.f. late 1935. These cars carried the "Ford Deutsches Erzeugnis" (Made in Germany) badge on

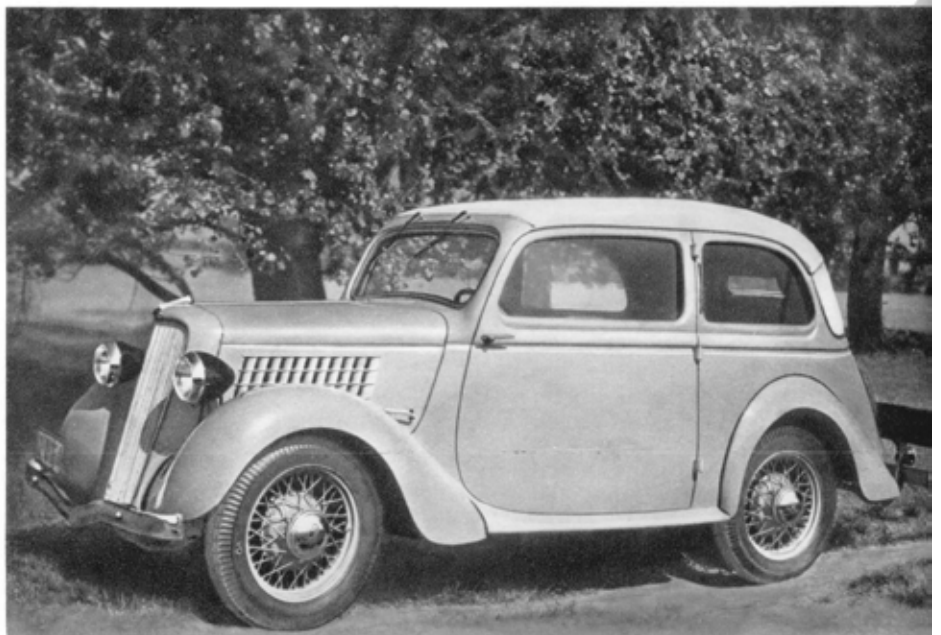


**The standard Ambi-Budd bodied Eifel limousine**



The later V-shaped radiator grille with the 'Made in Germany' badge.

Ny smart  
Ford-  
Model



For Folk, der sætter  
Pris paa at have en  
Vogn, som snart kan  
være lukket og snart  
aaben, er der kommet  
et begrænset Antal af  
en ny Type af Junior  
de Luxe paa Mar-  
kedet under Navnet  
»JUNIOR CABRIO-  
LIMOUSINE«, hvoraf  
vi bringer et Par Bil-  
leder.

18

Ford Copenhagen advertisement for an Eifel cabrio-limousine.



# Web, Forum and Facebook

Both the Forum and Facebook have seen some activity, centred mainly around technical problems, with members seeking advice or showing work completed and in progress.

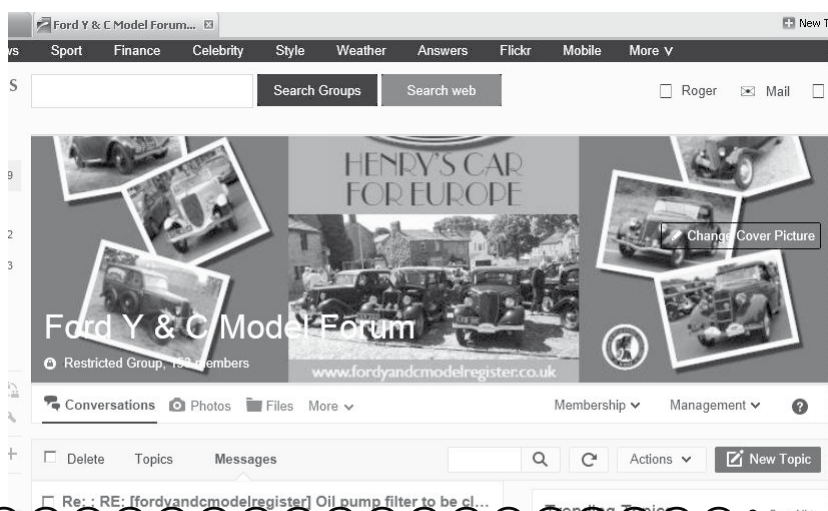
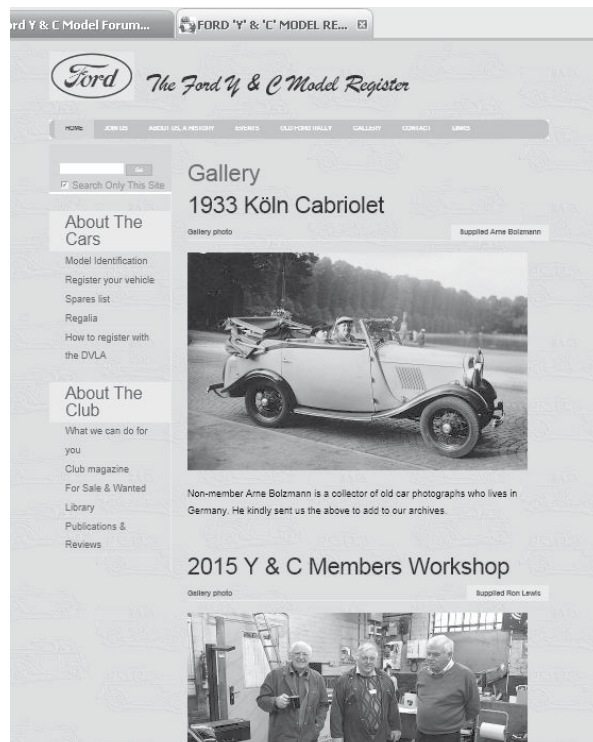
Facebook (27 members) had a short video from Michael Leete of a Y doing Trials, a YouTube clip, Denis Holden reporting on his Number plate reconstruction –HG4252– and fitting shock absorber and bushes along with painting under the front bonnet area. Numerous photos, adverts and other film clips were shown.

On the Yahoo Forum (153 members) ongoing progress of the seized engine of Sandrillonnette, belonging to Pascal Planke is being reported, with the likely cause being a gunged up oil pump mesh filter. This presented a problem removing two of its pistons and a broken tooth on the flywheel. In addition, the colour of engine and gearbox paint was sought and answered, (Dark green or battleship grey for reconditioned) along with questions on anti-freeze and the fuel tank with its fuel level sender as well as a question about fitting an oil gauge.

Also on both sites were notifications on eBay finds, events such as Enfield Pageant and more photos were added.

Our own website – open to all – was also attracting much interest, with numerous updates of events and gallery photos. Ron Lewis, our webmaster, is presently looking at upgrading the website, with a view to getting a wider audience and a better profile for search engines.

These types of modern media each have merits of their own – Facebook and the Forum getting quick problem responses, the Forum with its more comprehensive album gallery (Members can have their own albums), the Website presenting the club to the world with contact details etc. It also has updated parts lists and the latest magazine index (To 218). As with the magazine, all depend on Members contributing news, photos events and asking / answering questions. Advice can be given on using these sites (Or get the kids to access them for you). We have an excellent club, served by numerous volunteers and the means to take us forward into the 21st Century. Why not share with other members your problems and progress?



## Our Club Website Update

I took over managing the club website a few months ago. Since then I have made a few minor cosmetic changes, as well as keeping it up to date.

Having spent some time looking at the website from both technical and aesthetic viewpoints, I have come to the conclusion that we must update it. From a technical point of view, the website will be brought up to current standards. Most notable is that it will be rebuilt to ensure that it displays properly on all the new sizes of display media, such as smart phones and tablets, as well as PC screens.

As far as aesthetics is concerned, I like the friendly and welcoming approach and content, so much of the content will not change. Improvements will be made to how pictures are displayed and how the pages are navigated. However, I would like to ask you all to have a think about what changes you would like to be made – do we need a members only area (perhaps with an online copy of TT downloadable)? Should we have identification photos for all spares? Should we have a technical article page? etc. etc.

If you have any views on what you would like to see changed/added to the website, then please contact me.

I will be building the new website over the coming months, but the current website will continue to be kept up to date at all times until the new website is ready to publish.

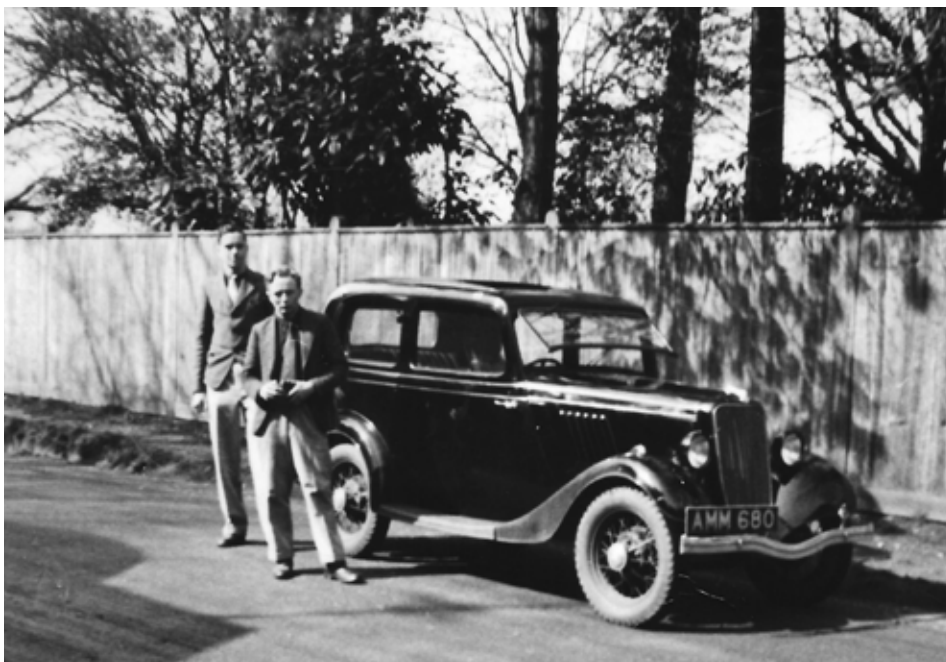
Thank you in anticipation.  
**Ron Lewis**

# Photo Finds

## EBay Finds

This photo was acquired from eBay in the USA and shows LongRad Ford Y Reg no AMM 680, unfortunately not known to the club. It is of local interest to me as on the rear has been written: "David & self, My first car - Ford 8HP. Mount Park Road, Harrow."

Obviously taken on a summer's day as the windscreen has been wound fully out, and if I'm not mistaken, a sunroof is open too. I suspect from the state of the road that it may well have been taken in the thirties. Looks too if it's sporting one or two badges to its bumper - perhaps RAC an AA? From a similar registration, it was probably made about December 1933



**What a stunner - and the lady is not too bad either! A superb publicity photograph of the Model "C" with the all-important accessory the rear has been written: "David & self, My first car"**

## For Sale

**2 \* 1936 Ford Model Y 4 Door Saloons - Genuine Ex-Brighton Taxis (with history)**  
Unique sale ! 2 x 1936 Ford Model Y 4 door saloons - genuine Ex-Brighton taxis with history. Body work in cream livery. Good restored condition with all original taxi features but stored / unused for past 5 years due to ill health. Bargain at £5,000 each for quick sale. Sell as pair or separately. Sequential Registrations.  
Full details tel: 01245 400560.

**1937 2 door saloon, Y182173.** Due to pressure of work, has been standing in garage for over 5 years. Will start and drive ok no problems. Driver seat will need repairing and some bodywork. Robert Pavitt Tel. 01992 523752 (before 9 p.m. please)  
Open to a good offer around £4,250. Sad to see her go, but needs a new home.

**Wanted someone to undertake some restoration work on my 1937 Ford Model Y.**  
Car is off-road, engine rebuilt. Needs some bodywork & paint.  
Contact to discuss details: Tel. 07780 333457.  
Gary Crosby. (Member Stourbridge, West Midlands)



**O'Connell Street in Sli-go, Eire (Yeats country as those on the 2002 tour of Ireland will remember). The January 1937, Hertfordshire Model "CX", complete with GB plate is parked ahead of a Model "Y", presumably pre-war."**



O'CONNELL

R.668

**Plenty of parking places in Southport, then in Lancashire; now Merseyside. A lone Tudor Model "Y" is parked between a Vauxhall and a Mk 1 Consul with the Marine Lake and Pleasure Land in the background. Photograph taken in the 1950s."**



BANK OF ENGLAND & ROYAL EXCHANGE, LONDON

**A 1930s photograph of a Model "Y" van in the City of London passing in front of the Bank of England and the Royal Exchange**



# Events 2016

17th April	Our AGM –Now at Gaydon British Motor Museum	
15th May	Chiltern Valley Vintage Show	Jim Miles
28th-30th May	Enfield Pageant	Jim Miles
5th-11th June	2016 Tour Norfolk/Suffolk	Jo Hanslip 01945 430325
7th July	Old Ford Rally at Gaydon	Bob Wilkinson
16th-19th Sept	North Norfolk Railway '40's Weekend	Jo Hanslip
23rd October 2016	Stoneleigh Restoration Show	
6th. November	Willoughby Committee Meeting 10.30am	

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

Next Copy date will be Friday 29th April 2016  
Please make a note of this in your diaries, as I will be asking once again for your reports, happenings, whereabouts, achievements, coming events and of course, photographs – of trophies won, scenes seen, repairs made and people met.

In particular, AGM photos as well as Drive-It Day photos and reports would be appreciated. (But you need to be quick!)

To get on the front cover, upright 'Portrait' photographs are needed, the back cover normal 'Landscape' layout preferred. Photos sent in also get into our Forum and Facebook pages as well as our website.

Please also share details and dates of events that you hear of, so that members can enjoy seeing other's cars and show off their own.

## NORTH NORFOLK RAILWAY '40'S WEEKEND

16TH TO 19TH SEPTEMBER 2016  
SEA MARGE HOTEL - OVERSTRAND  
01263 579579 - Sarah Daniels.

The Hotel has contacted me to ask those of you who have not paid their £20 deposit per person for this 3 night stay, could they please do so in order to secure the rooms, also let them know if you want double, twin single or family. The cost will be £65.00 per person per night for dinner bed and breakfast.

Can you please let me know via e mail (jo.hanslip@btopenworld.com) or phone 01945 430325 so that I can arrange free passes on the North Norfolk Railway for the Saturday and Sunday.

If you are not sure whether this is for you then please ring me or Roger for details, for those who have not been before, ask someone who has.

We look forward to welcoming new and old friends.



# Regional News

Duncan Davis, Region 17, [IoM/Cumbria/Durham/Tyne & Wear/Northumberland/Cleveland] writes in:

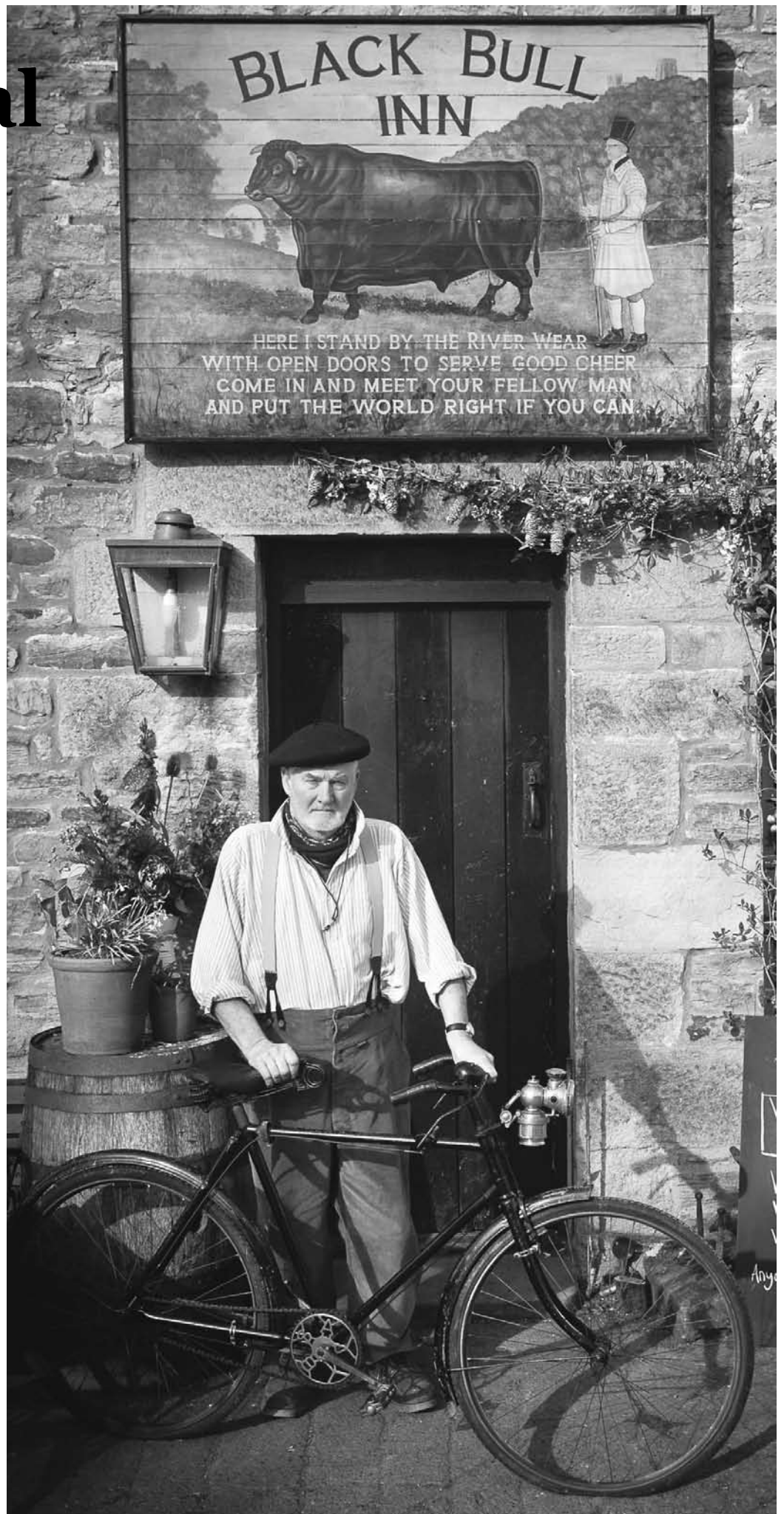
*I am organising our annual vintage weekend to coincide with National Drive It Day. The Black Bull Frosterley stages a music, beer and vintage vehicle gathering from Friday 22-Sunday 24 April.*

*Trad Jazz on Friday afternoon, Skiffle on Saturday and Sunday. It is very informal and usually one or two local Ford owners drop in.*

*I attach a picture of the Landlord guarding the door in case anyone with a baseball cap tries to creep in!*

*Baseball cap wearers pay double for everything unless they are American AND currently engaged in a game called baseball.*

**Here I Stand By The River Wear  
With Open Doors To Serve Good  
Cheer  
Come In And Meet Your Fellow Man  
And Put The World Right If You  
Can.**





# With the 1 litre Ford around the world

*The following is 'roughly' translated (but you will understand the gist of it) from 'Ford im Bild', a publication from 1933, kindly loaned by our Jim Miles, spotted by him whilst searching German Ebay looking for parts for his Eifel and Opel! (A good find Jim).*

*It relates a courageous journey by Mrs. Erna Dorner in a two door SR Ford Model Y, From Germany through India, Indo-China, Malayasia, Japan and then on to the USA. , a journey of about 31,000Km .*

## Part 1



It was December 31, 1932, when our "Ford" rolled down the breakneck serpentines of the mountains, the Balochistan separates the Indus valley. At 2000 m, the scale of the British Army road leads down to the north Indian plain, frequently by rockfall risk and after snowmelt not passable because the water then in tearing power the mountains crashing down, everything that comes in your way swept away . The ongoing curves our Riemann headlights was our evening a great help. on the heights nor snow and rain clouds in Indus Valley suddenly palm trees and evergreen trees that gave this New Year's eve a very peculiar character.

The New Year's Day 1933 saw us as guests of the British officers in Multan, a garrison town north of Lahore, which is regarded as the hottest city in India. Temperatures 57-59 degrees in the summer are not uncommon.

India, the Wonderland, so you can hear always say, and this is true for the fantastic buildings from the time of the great Mughal Emperor from 400 to 600 years ago to even necessarily. What the traveler who travels by car through the country and thus get an insight into many other things, but the most striking is the vegetating of the population under the most primitive conditions in the greatest imaginable dirt, well understood, from the standpoint of the West Europeans from. Nowhere the extremes are so close together as in India. The temples and palaces of Maharajahs equipped with extravagant splendor, built the huts of the rural population of mud and palm leaves. In the Muslim villages hundreds of stray dogs running around, nourish rich of the wastes that are thrown on good oriental street, and thus act as a flusher, a task that the sacred cake and the vultures will revert found in Hindu villages. Carefully every Hindu is lead around his cart to a stationary middle of the road cow, and even the Europeans in the car makes a bow, so as not to disturb the sacred animal.

South of Delhi, Agra, is one of the Seven Wonders of the World, the Taj Mahal, the monument that

was built 300 years ago for his favorite wife by a Mughal emperor. The story goes that the architect blinded after completion of his work, and both his hands were cut off, so that never again a similar structure would be built in the world. To best time, at full moon, we came to Agra and stood speechless before this miracle of white marble, which lay like an entity from another world before us in the moonlight.

Even in India aroused our little "Ford" the greatest interest; and, accordingly, it was recorded in all major cities so you do not liess us in Calcutta 10 days going;. In all circles, in German, English and Indians, the reception was equal warmly. At the 12,000 kilometers we had now come, and certainly this route was the hardest of all the way. But here we also experienced the first failure in our program this extent, as the way to the carriage by Siam to Indo-China is impossible inside. Telegrams flew back and forth, but all said in one voice: "drive from Calcutta through Burma and Siam impossible because no paths are available."

So nothing remained but our "Fordchen" to load the steamer and to go to Penang in Malaya with a stopover in Rangoon. In defiance we tried from Penang even dock on your own to Siam to come, but the im-

possibility had soon see. Dutch densest jungle drive through the most foot and horse trails to penetrate, could our little "Ford" because not. To compensate, but we were able to ride all Malay peninsula, and we did not regret it, because here we have experienced for the first time the full tropics. Hundreds of kilometers the road led by coconut and rubber plantations, through jungles and tribal villages, whose huts made of palm leaves still on stilts for protection against moisture, wild animals and insects.

In Singapore, where we spent eight wonderful days, our trip was ended by Malaya.

The undoubtedly most beautiful part of our trip was Indochina. Far too few people have any idea of the charms of this country, to walking around the tourist traffic mostly. As German athletes we had initially



Tower from the Portuguese period in Malaysia



surprised softly concerns with respect to the inclusion in a French colony, but we saw each other soon pleasant. Personal recommendation to aide the commanding general in Saigon brought us the best relationships.

Unforgettable us a hunting trip will remain because we undertook in his company. It was necessary to bring a Panther about the route, which had been seen several times in a plantation. The hunting of big cats, so Tiger and Panther, night undertaken met a body which seemed only weird, their accuracy but soon we recognise. The hunter carries a headlight against the star, electrically or met carbide fed whose bill far goes into the thicket. Like all cats of Panther is blinded by this light, one can see his eyes light up, and the hunter must use the short moment of rest to shoot at the illuminated points. It was an exhilarating thing, this silent as possible go through the night plantation where the ear strained pays attention to every rustle and the eye greedily waiting for the two glowing dots to light up in the spotlight. For hours went sneaking and stopping and waiting until suddenly from the direction in which we know the French officer, booming a shot, which was immediately followed by a second. So he was the lucky one, and we can make our retreat, for this time we were in the cold! The coolies hauling to a full-grown panther, and beaming has our friend to the beautiful fur.

More than 2000 km we drove through Indochina, everyday new stimuli discovering. Whether it was the strain of the Mois, concluded that dwell in the mountains, met bow and arrow to hunt and are almost naked, whether it is a night ride through the jungle met the thousand voices of the jungle and green shimmering moon was whether we drove along the sea where the coconut trees reflected in the water on the shore - every hour was wonderfully beautiful.

Until shortly before Canton in southern China, we were able to drive, then we had to load the car on a Chinese river boat to come to Hong Kong. The rainy season was for 8 weeks in full swing, the streets groundless and swollen rivers. Violent Force Continue met the carriage would have put our whole trip in question. Well-six times we had with the help of 20 to 30 carts must loaded onto a junk, which offered absolutely no guarantee of safe arrival of the car on the barge. All relevant points us ride because of the revolution unrest also vigorously from penetrating further into the country.

After a short visit in Shanghai, we drove over to Japan and had again here the dubious pleasure of having to put on our car the most demanding requirements. Never before I had believed that Japan has so catastrophically bad roads. The rapid growth of car traffic in the last six years has probably had a big drafty Infrastructures in cities resulted in the country but is provisionally left everything as it ages. Village follows another village roads go cross and transverse, in the villages, the streets have just a road-width, and half an hour and more one has to wait until there is a driving ahead horse and cart succeeded in making the road free. Nobody understands a European language, signs, insofar as: they exist, are only in Japanese, and it happened to us for the first time on our whole tour that we alone could not find the way, the Ford Motor Company in Yokohama introduced us to our request kindly a young, English-speaking Japanese who preceded drove, and so we went with added broken shackle, getting stuck in the mud and pouring rain from Kobe to Tokyo.

However, apart from this predicament things Japan has for the traveler much beautiful and interesting. Nowhere the Longstanding is kept so high as here. The majority of Japanese women still wear kimonos and obi, the housing with its strict simplicity but great room culture is strict detained, and the home and the family are the Japanese a sanctuary in which he hardly let in strangers.

The departure of Japan has been very difficult, as we on April 2 (1933) by USA. embarked on Hawaii. Colorful streamers were thrown up from the pier to the ship, many thin threads that seemed to invite us to stay and did not want to let go. Behind us, the East lay with all its strangeness and its iridescent colors, ahead of the West was his civilization.

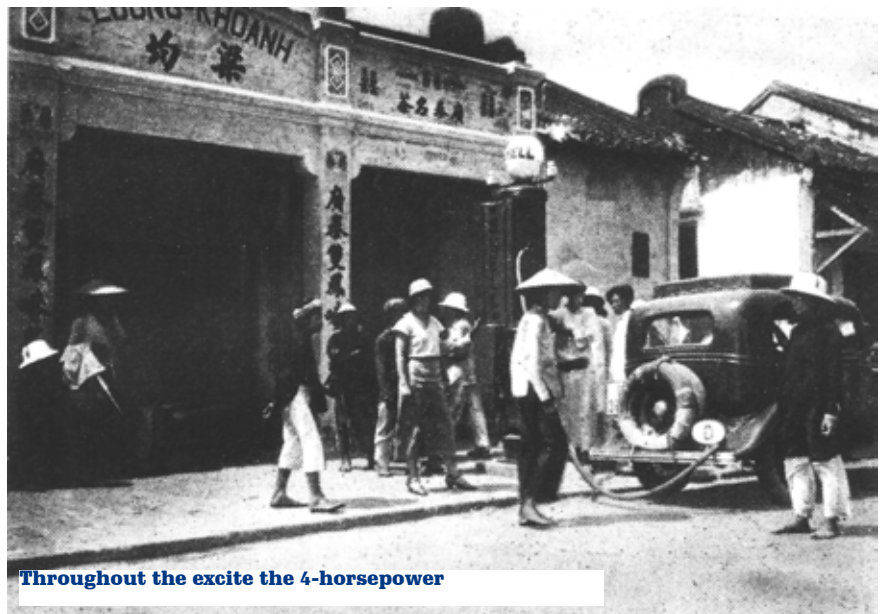
See part 2 in the next issue of 'Quer Diskussion' (Transverse Talk) "The intrepid journey of a two door SR Ford Model Y."

The Ford Y & C Model Register

## In The Frame

*Following on from last issue of Transverse Torque, member Chris Jarvis writes in regarding the use of his Y, BRR 525, in the film 'Piccadilly Jim.'*

Herewith some pics of the 'on location' filming in London of the film 'Piccadilly Jim'. I drove BRR 525 from Brighton for both days filming and the little engine never let me down, thrashing along at 50+ for miles on the M23 to keep pace with everything else! The experience I had on set with BRR was a good one, the 'gaffer' who I met when I first arrived on day one was simply astounded I had driven up in the Y, the other cars were trailered apparently! The filming was limited to times when Whitehall could be shut off to traffic; even on Sundays that was a big ask! Similarly the scene shots in Bedford Sq. etc. were amazing having to wait until aircraft stopped flying overhead and taking several runs to get the scene shots just how the director wanted!



Throughout the excite the 4-horsepower

I got paid extra because in one sequence the star actor rode in the back of BRR as can be seen in my picture. The catering was very good and the whole experience was a lot of fun, even though it involved a fair bit of hanging about between filming. Yes it was fun and I did get well paid, with extra for the 'risk' of having the star ride in the back! I enlisted with the agency for more work but alas never heard from them again. The movie was never released to cinemas but I bought a DVD copy which I still have naturally. Happy days of Y memories - wonderful!

The film was a romantic comedy by P G Wodehouse, the book first published in 1919 and first made into a film in 1936. The plot centres around a father and his son who are

**Continues next page**

rivals in love for the same girl. The latest film adaptation in 2005 changes the plot to a lazy playboy with an elaborate plot to woo a woman who loathes his debauchery.



**Ford Y BRR 525 stars in the latest DVD film as shown here.**

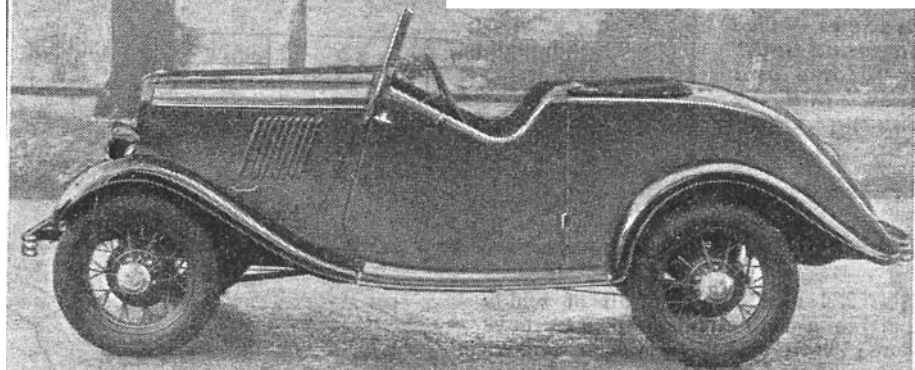
**20 years ago.**

**Issue 99 March/April 1996.**

For this and subsequent issues, Peter Brooke took over the editorial reins from Kath Devine, whom he admitted was a hard act to follow. The challenge was made even greater with issue 100 being the next one off the press – watch this space!

The Club's ego was boosted somewhat by the Coventry Museum of British Transport voting the Ford Model "Y" as one of their top twenty all-time favourite cars. "Needless to say the Mini, Morris Minor, Austin 7 and the more exotic Rolls Royce Silver Ghost,

**A pretty ordinary Model "Y" tourer introduced by Wilson (Kingston) Ltd., probably, primarily, as window dressing to entice punters into their showroom.**



Aston Martin DB5 and Jaguar XK120 scored higher than the Model "Y"; but to be voted 14th greatest car of the past 100 years is something we should be pleased with. Geoff Salminen was only too pleased to loan his 1937 Tudor to the museum for the duration of the exhibition."

It was in this issue that, thanks to Kevin Briggins who was looking through an old 'Light Car' magazine, that a hitherto unknown to the Club Model "Y" two-seater tourer came to light, manufactured by Wilson (Kingston) Ltd. Neither then, nor now, has a survivor come out of the woodwork. It looked to be a pretty standard design, so probably not many were sold (see page 134 of the 'Ford Models Y&C' book).

Whilst on the subject of tourers, the January 17th, 1996 issue of Classic Car Weekly included a double page spread devoted to Ray Cooper, who had joined Vauxhall in 1964 as the assistant restorer in the Vauxhall Heritage Museum. He was running a Model "Y" Kerry tourer at the time. Neil Loran, who was a Vauxhall



mechanic and who is still member of our Club, had been on a course at the Vauxhall headquarters in Luton and had met up with Ray Cooper. Neil showed Ray some photographs of Model "Y"s, including one of a just restored Kerry tourer, AYL 454, at Stanford Hall in 1991. Ray recognised it as the car he used to own. It was he who had converted the rear axle to that of a post-war Pop and who knew the complete history of the car. This was Sam Roberts' Kerry, restored by him back to original spec and now owned by our Chairman John Argent. Arrangements were made for Ray Cooper to visit Sam in Andover. The Classic Car Weekly article, which was reproduced in issue 99, told the story of the Cooper/Terrier reunion and Ray's nostalgic drive in the car.

Of the seven new members announced in this issue, five were overseas members with their cars in Argentina, Spain or Norway. Only Brian Fleet remains in membership with the car, ATP 374, which he inherited from his uncle, the original owner, in 1937. The seventh new member, Jerry Standen, owned BOD 978, a car, which we will hopefully see much of in the near future as it is being expertly restored by its present owner, our very own Treasurer, Colin French (with a little help from his friend!).

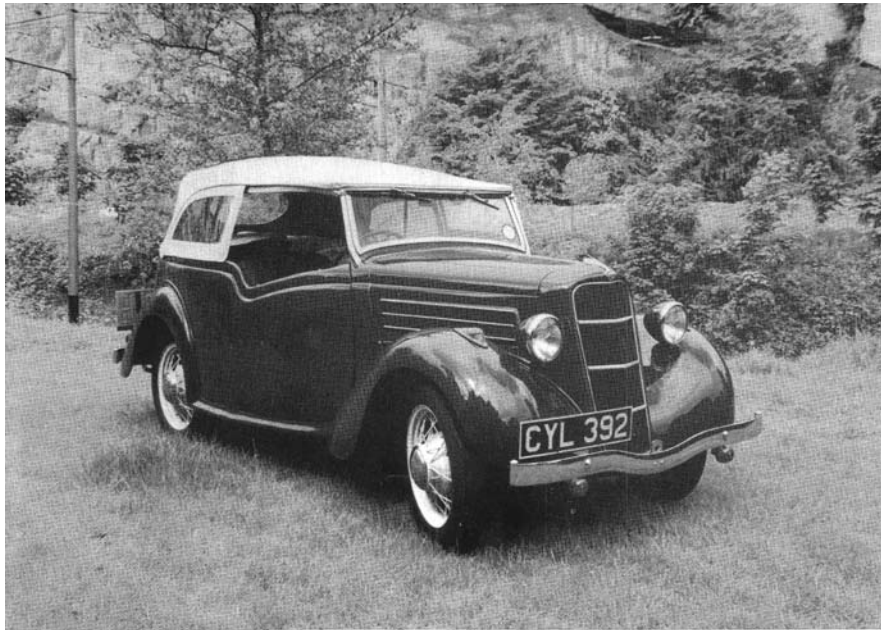
There were two interesting stories of our cars in issue 99. The first was of Frank Croucher's Model "CX" tourer, CYL 392, now owned by non-member John Beaumont in Flintshire. Frank was the third owner. The first owner, Mrs Evelyn Green owned the car from new, in 1936, through to 1972, when it was towed away for scrap. Somehow it escaped the crusher and was restored by the second owner, Jeff Jackson, in Knebworth between 1984 and 1991. Frank was put in touch with the grandson of Evelyn Green, who said that his father, then aged 74, would dearly love to see the car. Frank in the "CX" tourer, with Kevin Briggshaw in his short rad "Y", set off for Bridport, Dorset. "Obviously, when he saw the car, he was very emotional, it bringing back memories of years ago as a child being driven round by his mother; the accidents they had had in the car, etc. – even to this day the passenger door does not fit properly because it came open one day in 1936 and hit a lamp post. It was never repaired properly. He remembered the times they went to Italy, Switzerland, France, etc. for holidays in the car; the car being hoisted in nets onto the ships ....."

The second article was about the "Thai Y". The Castrol Thailand Technology Centre was to hold a car show in Bangkok and wrote asking for judging points on our Fords. The judging points were faxed and it was subsequently learned that a

Model "Y" had won the "vintage" section. Accompanying photographs showed a two-tone grey long rad Fordor, which the late Geoff Murrell remembered seeing photographed at the 'Bangkok Concours' in 'The Automobile' of May 1989. The car was stated as being a 1935 Ford owned by a Mr. Siripong Buranaphan, the Manganing director of Castrol Thailand Ltd. In November 1995, member John Follon and his Thai wife, Somchit, travelled to Bangkok on holiday and met up with Khun Siripong in the Asia Hotel lobby. After lunch, Mr. Siripong drove them in his 1978 Mercedes to the present owner of

"Y", disconnect the positive terminal on the battery. This is the terminal that is connected to the bodywork or the frame of the vehicle.

During the article, it was stated, "You may have to disconnect the cable from your voltage regulator, etc." If, when this cable is disconnected, it should touch any metal part, engine bulkhead or starter motor metal work, you immediately have a short circuit where the full 6 volts is applied across the wiring. This could burn out your loom, or the very least, if this



**The model "CX" tourer, CYL 392, when owned by member, Frank Croucher, Here seen at the 1995 Club's meet at the Criche**

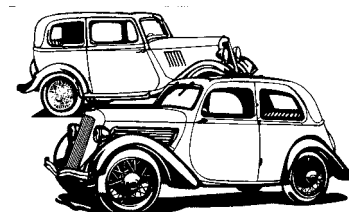
the Ford in the middle of Bangkok, a Mr. Khun Thwat Kumutpongpanich (I love these Thai names!). Suffice it to say, John crawled all over the car and found all the relevant numbers for us to locate it on the list of survivors. His wife, Somchit, took a number of photographs. The car was originally owned by an English gent, who sold it to a doctor, who, it seems, was related to, or knew Khun Siripong. Khun Siripong restored the car and had subsequently sold it quite cheaply to his friend.

It was felt that his was a crated 'Knocked Down' export from Dagenham to Ford of Malaya in Singapore, where it was assembled at the Tanjong Pagar harbour-side plant and exported on to Thailand.

In the previous issue (issue 98), technical tips were given. One in particular, which raised the hackles of our expert Technical Adviser (the late Jeff Cole) was that concerning the dynamo adjustment to alter the charging rate. In issue 99, Jeff explains, "Now before any adjustments or replacements are attempted on the electrical equipment or wiring on the model

wire you have removed touches the metal work briefly, you could bend the ammeter needle very badly as you would be passing many more amps than the indicated 20 or 30 on the meter.

One small point while on this subject, the Model "Y" 1932-37 was fitted with a cut-out, mounted on the dynamo, which is an electrical relay, not a voltage regulator. The voltage regulation is performed by moving the thinnest of the three brushes in the dynamo, either in the direction of rotation to increase the charging rate, or the opposite way to decrease the charge."



# Housewife Wins Christmas Ford

*(From an old press cutting – unknown paper)*

Mrs Jean Moss, 30-year old Streatham housewife, has won a 1935 Ford Eight car in the competition run for three weeks until Christmas by Adlards Motors Ltd., Clapham, Brixton and Putney.

She received her prize on Friday from Mr. Sidney Allard, chairman and managing director of Adlards, who is a world famous rally driver.

Adlards, main dealers for Ford cars for 25 years, held the competition to mark their quarter-century association with Fords, said Mr. G.B. Belton, Adlards public relations officer. It was appropriate, they thought, to put up a 1935 Ford Eight, one of the first £100 cars, as prize.

The contest drew 1,840 entries of which 98% were from South-West and South-East London. Adlards described the response as remarkable.

But no one produced a correct entry. Mrs. Moss was the nearest in listing ten qualities of the Ford in order of merit and for writing a slogan. (I wonder what that slogan was? Any guesses? -Ed)

*Mrs. Moss, who lives in Moyser Road, Streatham, is a medical laboratory technician, attached to Westminster Hospital. Her husband, Michael, is a forensic scientist at Scotland Yard.*

*Mrs. Moss entered the competition after picking up an entry form while attending the Allard School of Motoring at Adlards Motor Company.*

*She takes her driving test on Friday, January 13.*

I found this press cutting on sale in Ebay, it caught my eye! I assumed this was around 1960. (1935+25),

*Jean's husband, Michael, (1930-2009) left Scotland Yard soon after this to start as the first director of AHT – Animal Health Trust – a charity fighting disease and injury in animals. (Formerly The Veterinary Educational trust)*


Sidney Allard went on to develop Trials cars, then during the war, worked converting vans to run on gas and also specialised in maintenance of Ford army vehicles. After the war he developed a range of cars – Allards – using mainly Ford parts, often fitted with V8 engines.

RC

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**FORD**

- ★ Petrol Pumps and Repairs
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- ★ 1/3rd Deposit H.P.
- ★ From 7% H.P. Interest Charges



**FORD**


1948 ALLARD J Type .. .. .	£310
1955 AUSTIN A30 .. .. .	£435
1935 MORRIS 10 h.p. .. .. .	£50
1952 ALLARD P.1 saloon .. .. .	£425
1952 FORD PREFECT .. .. .	£320
1938 VAUXHALL 14 .. .. .	£145
1947 STANDARD 8 .. .. .	£195
1939 FORD 15-ent. .. .. .	£60

1956 ANGLIA de-luxe, black, 1,200, immaculate .. .. .

£545


ADLARDS

MOTORS LIMITED

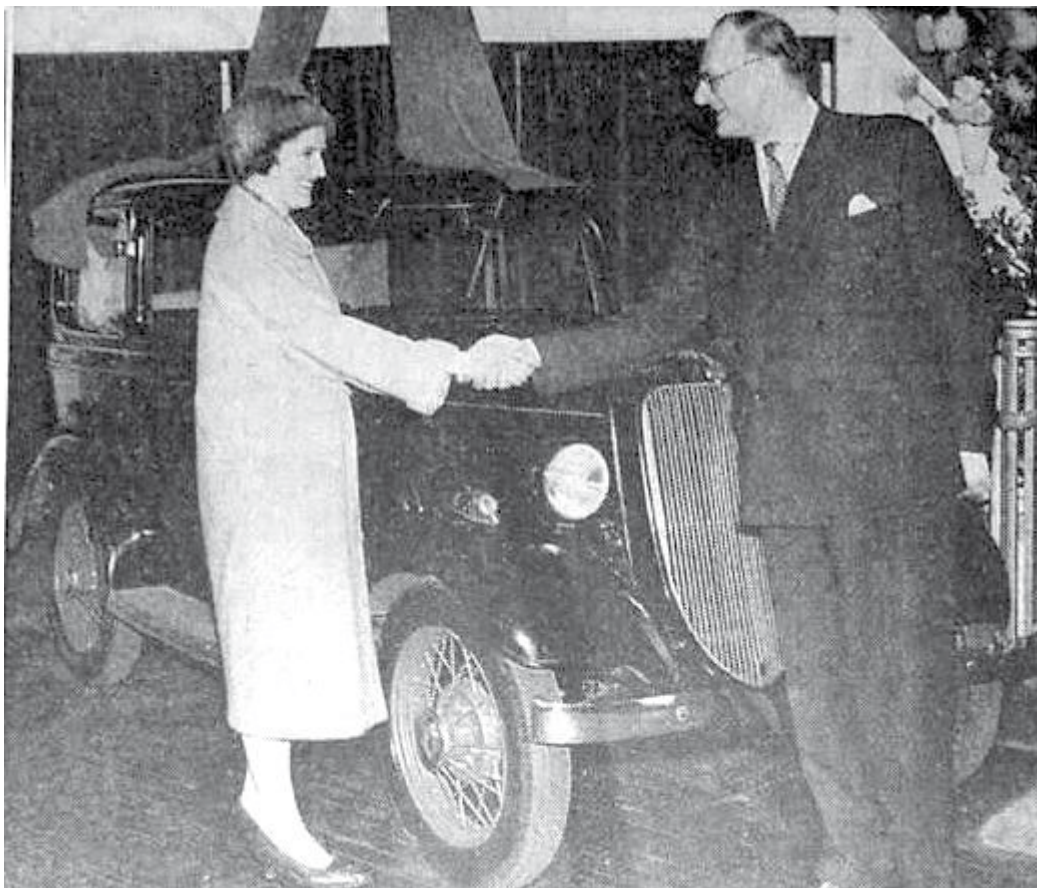


**3 KESWICK ROAD, PUTNEY, S.W.15**

Repair Garage, Petrol Pumps, Showrooms. Open Weekdays



VANdyke 1835





# Practical Aspects

**JOHN HANDIMAN** discusses the maintenance and renovation of an early type of fuel gauge as the main topic of this month's Practical Aspects in 'The Light Car' from February 1952 (price 1/-)

FOR many years prior to about the middle nineteen thirties the Hobson "Telegage" pneumatic-type fuel gauge was a widely used instrument. Rileys and Austins among others fitted them as standard equipment, whilst they were also available as an accessory. I cannot recall having seen any post-war vehicle which utilizes this kind of tank contents indicator but I make no apology for referring to it because there are still a great many old cars which still use it and I have had a few queries lately about it.

The Hobson "Telegage" works on quite a simple principle. A small unit situated in the petrol tank is connected by a pipe to a calibrated U-tube which forms the main part of the visible indicator on the facie panel: The weight of fuel in the tank creates air pressure in the tank unit: this pressure is transmitted, by way of the connecting pipe, to the gauge where it acts on a column of coloured liquid contained in the U-tube. The more fuel in the tank, the greater the air pressure and, in consequence, the higher the level of the fluid in the visible part of the U-tube from which a reading can be taken.

Probably the most common trouble experienced after years of service is that the gauge shows no reading at all irrespective of the contents of the petrol tank: this is the way to remedy it.

The first thing to do is to uncouple the connecting pipe at the back of the instrument and note whether the coloured liquid is level with the zero line. If no liquid is visible, or if it does not reach the "empty" mark, then more must be added. It is not advisable to use any fluid other than the correct one: I understand that supplies can be obtained from the manufacturers of the gauge, H. M. Hobson, Ltd., Fordhouses, Wolverhampton.

The liquid must be fed in drip by drip through the orifice exposed by the removal of the pipe until the level corresponds with an "empty" reading. Incidentally, if the instrument itself has been removed from the facia panel-the job will certainly be simplified if it has then be sure to hold the gauge at the same angle when filling as it is normally fitted. Care should be taken not to invert the "Telegage" otherwise some of the fluid may be spilled.

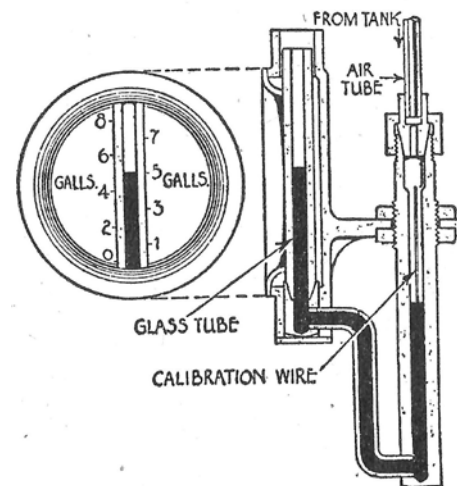
If the glass tube itself is discoloured it is sometimes possible to clean it, prior to filling, with a pipe cleaner soaked in alcohol.

The next maintenance job is to make sure that the air line between the gauge head and the tank unit is completely dried out and free from all foreign matter and moisture. This can be done by connecting a tyre pump or, better still, a compressed-air line to one end of the pipe. Where a tyre pump is employed, at least fifty hard strokes should be given so as to make sure of removing all moisture. Couple up the pipe again and check that all unions are tight, because an air leak in the system will completely upset the readings. If all is well, the gauge reading should remain constant for some 24 hours or so when the car is standing.

The working of the gauge can be checked by emptying the tank and pouring in a known quantity of fuel - say two gallons. The liquid should then rise to a height equivalent to this amount as indicated on the scale. Any discrepancies thus revealed can be dealt with by adding or withdrawing some of the liquid - provided that the gauge also zeros correctly.

One final word, after carrying out the maintenance routine I have outlined, the gauge will remain at zero until the car has been taken out on the road, as the fuel must be shaken up in order to build up the initial air pressure in the system.

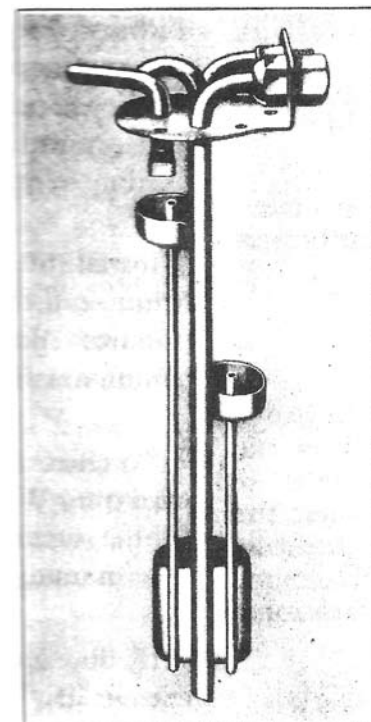
[Members may refer to page 22, Vol1, No.3 in the Model Y Bulletin - available from club stores - for details on the Y version fitted to early models.]



A sectional drawing of the Telegage head showing the main components and how the U-tube is formed.

**A sectional drawing of the Telegage head showing the main components and how the U-tube is formed.**

**If too much liquid is inadvertently added, the surplus can be taken out by dipping a matchstick into the orifice so that it absorbs a small quantity. If this operation is necessary, one should be careful not to withdraw the fine wire or wires positioned in the rear leg of the U-tube. These are for calibration purposes and are fitted by the manufacturers to compensate for any slight inaccuracies which exist in the bore of the U-tube. They should not, of course, be disturbed and require attention only if the tube is renewed, and then not by the amateur.**



Sensor as fitted to early Y's

## Views from the Back seat

Writing this a few days before Christmas (having been “persuaded” to submit an article for this edition of Transverse Torque at the Christmas Dinner at the Red Lion) it occurred to me how difficult it must have been for our mothers and grandmothers to put on a good spread for the family over Christmas during those war years.

While we nonchalantly fill our trolleys with goodies at our local supermarket with those lovely yummy Christmassy things that we seemingly can’t do without – otherwise we are made to feel as though we are letting the family down (!) – housewives in the 1930’s and 40’s really did have to “make do” with whatever was available or whatever they’d managed to save up for. Now there’s a novel idea.

Take the ubiquitous Christmas Turkey which we seemingly can’t do without these days. Well, no-one had turkeys for a start. Possibly a chicken (probably old and stringy unless you lived in the country) or a capon or maybe a goose. But what about folks in towns who didn’t have access – or sufficient coupons – for a decent roast bird. Well, you could always have Mock Goose.

For special occasions this was really innovative: made with a leg of mutton stuffed with chopped onions or large leeks, chopped cooking apples, breadcrumbs, fresh sage, margarine, plus salt and pepper.

The boned meat out laid flat blended stuffing ingredients put over the meat, then rolled up and formed into the shape of the body of a goose. Who’d know the difference? Christmas Pudding and Christmas Cake

With your weekly ration of butter or margarine you could make a fairly decent pudding or cake, providing you had saved up your dried fruit allowance for a couple of months. Padding it out with breadcrumbs and using golden syrup rather than sugar, it probably didn’t taste much different to today’s puddings or cakes.

But what about the marzipan and icing for the cake? Aaah, now we really do have to get inventive:

### Mock Marzipan

Dried potato powder and dried egg powder together with margarine, sugar and water in a saucepan and stirred over a low heat until margarine and sugar have melted. Cooked for 3 mins until thick and smooth. Remove from heat and stir in 1 tblsp almond essence (1 tablespoon! My goodness!), cool, knead and roll out as usual. The almond paste is supposed to keep for about 4 weeks – but sounds absolutely disgusting.

### Icing

You needed sugar, water, dried milk powder, colouring and/or flavouring. Mix sugar and milk powder together, add water and beat till smooth. Add colouring and/or flavouring and spread on top of cake. “Simples”! I can only think that icing sugar must have been available – the recipe just says sugar, but granulated would be far too gritty for icing – although I have tried making icing sugar from granulated and it is just about feasible with a lot of bashing and sieving – never the same though.

And we haven’t even tried making mock trifle, sausage rolls or mince pies. If you want the full recipes for any of these, drop me an email or buy Marguerite Patten’s “Victory Cookbook” – they are all in there. You do have to have sympathy with our forebears, it could not have been easy, although having lived in Peru for a couple of years where Christmas isn’t really celebrated in the way we do (Easter is their main celebration), I can say that with a bit of imagination anything can be made, although spending hours chopping up fresh and dried fruit was not my particular idea of fun, nor making icing sugar out of granulated. But it sort of worked and at least I had plenty of fresh eggs, I didn’t have to use dried egg powder. I’d be interested to hear if anyone has tried using it.

Hope you had a wonderful Christmas with lots of lovely food to eat. Here’s to 2016 and getting out and about in our old cars.

**Chris Rowe (email: [chrisherowe@aol.com](mailto:chrisherowe@aol.com))**

I recently purchased a Trade List for Pickavant Tools – in rather good condition – dated from October 1936 - and in Issue 217 wrote of some tools in it.

Bought out of curiosity, I had soon noted upon reading that there were numerous references to tools for the Ford 8HPs, 10HPs and other models. Intrigued to know if any of these tools still exist amongst our members, I have copied the pictures and detail, which I will list. Initially, all these will be referenced within our Forum under the Pickavant Tools Album, with short features on these in this magazine.

The booklet states that the tools are marketed under Registered Trade Marks of “APKOWAY”, “QUIKKO” and “PACIFIC”, and goes on to describe the quality and guarantees given. They boldly state “British Workmanship, British Brains and British Material” ! Those were the days!

Looking mainly for specific Ford tools, I shall not dwell on their Universal ranges except where noted as “Ford” variations.. Spelling and grammar direct from the 1930’s!

The next interesting and strange tool for Garage workshops was their :  
CAM EASY-OUT FOR 8 & 10 H.P. FORD.

This tool enables the Cam Shaft to be withdrawn without having to remove the Cylinder Head, Block, Valves, Valve Springs and Tappets. It is only necessary to remove the Valve Cover, thus it MUST SAVE on ALL jobs requiring removal of Cam Shaft at least 5 ½ HOURS WORK.

The illustration shows the Tool in action, and clearly denotes both the simplicity of the device and operation of same.

DULL NICKEL FINISH AND MADE FROM .40% CARBON STEEL

British Made Per Pair 17/6 [£0.88p]

Another tool of interest, and used by Garages in that age, was the King pin Remover illustrated right

“The Most Scientific Tool” for dealing with King Pins on 8 and 10 h.p. Ford Cars yet put on the market!

Amongst their general tools was the No 3V Trammel, a simple device for measuring tracking.

“A simple, efficient, and strongly made trammel for checking wheel alignment; the correct height being obtained either at the front or rear of a wheel. The sliding parts are made from heavy gauge square



# Tools Part 2

tubing, so that the arms are always kept in line. Finger nuts lock all parts ; and measurements can be taken either inside or outside a wheel. This tool....can also take chassis frame measurements, and the correct distance between the grooves for a wind screen or other glass." British Made. Priced at 19/6 [£0.98p]

I wonder if anyone has one of these tools, and knows not what they have? It's a Brake Spring expander – shown here in operation on a Ford Brake Drum.

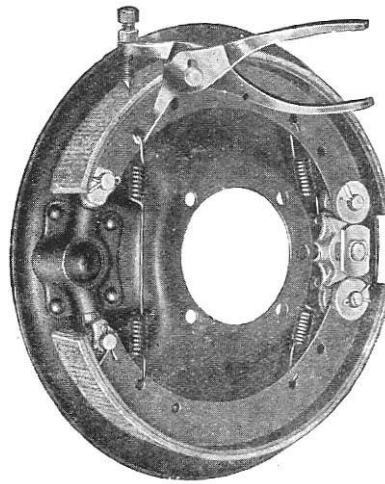
Photo to right: Image 184

Made from the finest direct hardening steel. Quickest time saver ever... price 6/6 [£0.33p]

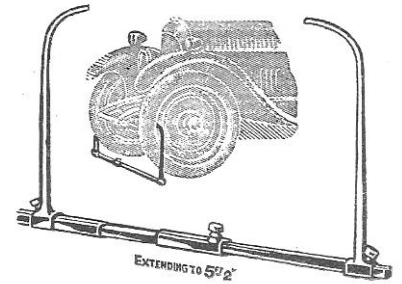
This Trade list of tools shows that even eighty years ago, time was valuable, and their ingenuity shows just how creative they were in labour saving tools

Not only time saving, but making Mechanics jobs safer and at the same time keeping the fantastic Fords running smoothly. They sure provided good service in those days.

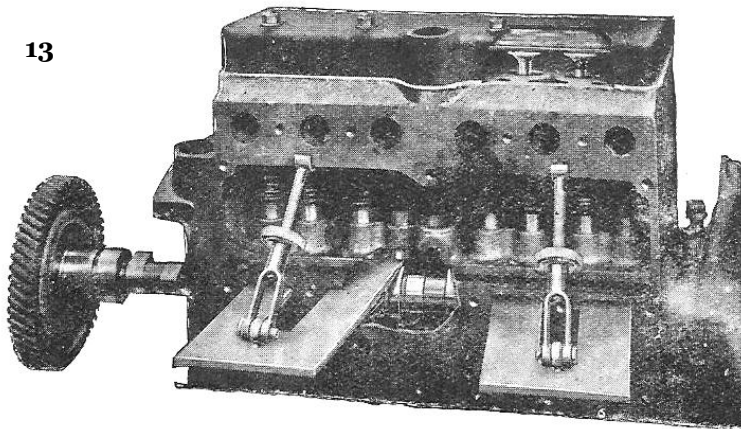
## No. 184 BRAKE SPRING EXPANDER.



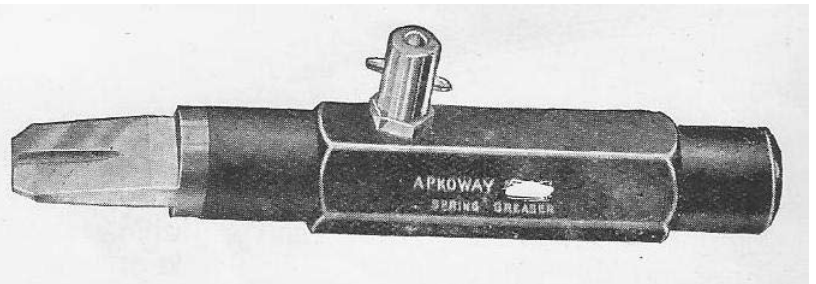
## No. 3V TRAMMEL.



13



No 117.



## PICKAVANT

### HYDRAULIC KING-PIN EXTRACTOR

FOR  
8 AND 10 H.P. FORD CARS AND VANS  
FITTED WITH  
40 TON HYDRAULIC RAM.  
(BRITISH MADE)

Next we have another useful tool – the APKOWAY Spring Leaf Greaser, their No 117.

Photo to right:(117)

It has a blade of chromium nickel steel. One sharp blow with a hammer will insert this blade between the leaves of any car or lorry and cannot do harm to spring or tool.

Complete with grease terminals for most popular grease guns and priced at just 4/6 [ £0.23p]

In next month's part 3, we shall look at valve lifters, valve guide supports, grinders and bush removers etc.

This is the most scientific Tool for dealing with King Pins on 8 and 10 h.p. Ford Cars yet put on the Market.

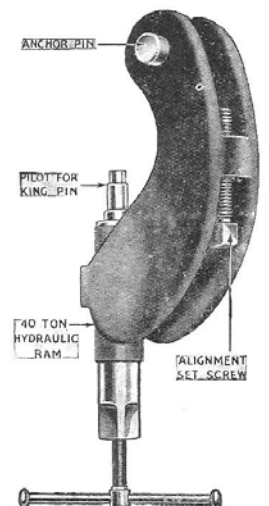
The Body is made from finest White-heart Malleable, the special Pilot for King Pin and Alignment Screw from a high quality Direct Hardening Steel, thus ensuring the maximum amount of service.

The Tool is supplied with two Metal Tapered Plates, which are to be used for packing between the Body and the Axle Beam in order to keep Tool in correct line, for withdrawal of King Pin.

This is made necessary to cover any slight deviation which there may be in regard to the thickness of either the Body of the Tool or Axle Beam. When using, it is important to see that the Alignment Screw is set in such a position as will allow the King Pin to be forced out at the same angle at which same has been inserted. As such mechanical pressure as possible should be applied before applying Hydraulic pressure.

NOTE PILOT WHICH ACTUALLY ENTERS BASE OF KING-PIN

CAN ONLY BE SUPPLIED COMPLETE 35/-



# Work in Progress

**Member Nick Smith writes in to tell us of the jobs he completed in the last 12 months on JT4776. What work have you done that you could share with Members?**

Fuel Tank - One of the jobs to re-commission the car after being off the road since 1983 was to clean out the fuel tank to get rid of the rust and gunge. I took it to my friend's garage and he put it in the tank of degreaser and then put a special acid inside and then rinsed it with petrol. From what you could see through the various orificies it looked pretty clean inside. But once I started using the car it kept breaking down. Each time the fuel pump was full of fine rust particles and it didn't seem to get better. So out came the tank again and I decided to buy a fuel tank sealer/repair kit from Frost Auto Restoration ( product code S212 ). This consisted of a cleaner/ degreaser, a primer and a sealer. The cleaner and the primer are both water based so you need to thoroughly dry the inside of the tank before using the sealer. So you either do this process in the summer, or use a hair drier, or do what I did which was to place the tank next to my wood burning stove. This worked perfectly and I was able to complete the job within a few days from start to finish, in the middle of winter! The end result is no blockages or even small amounts of fine rust anywhere in the fuel system. Although my tank had no leaks, this product will seal small leaks as the final sealer is like a thick aluminium paint. I can thoroughly recommend it.

NB - This is not an advert , other similar products/ suppliers are available!

2) The second task which was carried out simultaneously with the tank repair was to restore the fuel gauge sender unit. The arm was completely seized in the unit and the float was peppered with rust holes. After freeing the arm I checked with a multi-meter to make sure that it worked electrically and then set about making a new float. The existing float was soldered onto the arm and was easy to remove. As I repair brass & woodwind musical instruments, I have a stock of thin sheet brass (0.006" thick) so I decided to make the float from this.

You could use any thickness up to about 0.010" but it becomes harder to shape above this size. I measured the length and diameter of the existing float and calculated the circumference plus 1/4" (6mm) to form the seam.

This seam was formed by folding back 1/8" on each end of the circumference so that they locked together when coiled around to form a cylinder. The die for the end caps was made by using a wood dowel of the correct diameter and a small section of steel tube with the corresponding internal diameter. I cut the 2 discs approx 10mm larger in diameter than the wood dowel. Before stamping I annealed the brass discs by heating to cherry red and allowing to cool naturally. This makes the brass soft and easier to shape. The caps and the seam were soldered simultaneously and then checked for leaks by submersing in a bowl of warm water and looking for air bubbles. Then a hole was drilled in the centre of each end cap (the correct size to take the arm) and the arm passed through these holes and soldered in place. Then tested again for leaks as before. I could probably buy a brass float of the correct size from eBay, but I like a challenge and it cost pennies instead of £'s.

3) The exhaust on JT4776 was very noisy and as it appeared to have been repaired a couple of times I decided to investigate further. Upon removing it I found that a steel sheet had been wrapped around the silencer box and where the front pipe entered it had been heavily welded. I removed the steel sheet and the silencer box fell to pieces. Now curious, I wondered when these repairs had been carried out & as the previous owner had kept a log of all work ever done to the car and every journey undertaken, I searched the log !

30/6/62 - Tin fitted around silencer  
29/1/69 - Silencer repaired front end

There is no mention of the exhaust ever being replaced (and he was meticulous with his records) so up until I renewed the exhaust system last year it had been on the vehicle for 79 years and was still "working" albeit rather noisy. In actual fact the replacement system wasn't a lot quieter until I extended the tail pipe clear of the body (side outlet just in front of the n/s rear wheel )

Was this the oldest surviving "original" exhaust on a Y ?

4) Seeing the picture in issue 218 of a chassis fitted with telescopic shock absorbers has prompted me to share my own experience.

The existing shocks were knackered as the rubber bushes had perished & disintegrated, two were leaking and one was broken inside (snapped piston rod ). The cost of replacements was approx £450 and unfortunately I am not in a position to spend that kind of money, so I decided to see if it was possible to fit telescopic S/A's . Checking online catalogues ( Monroe etc ) I found that classic Mini front shocks would be ideal for my purposes, and they were cheap ( new ones on ebay £11 to £13 ), compact, and yet give a total travel of 4". I thought it best to tackle the front first as this would require more design thought. I found some 65 x 30 mm steel channel used for garage door guides. This section fitted snugly into the profile of the front mudguard support brackets and allowed the shock top bush to fit in, so a design evolved (see pictures). In order to get the bracket clearance at the top the shroud was carefully removed from each shock absorber. The tapered bottom pins were taken from the existing shock absorber bushes and the riveted washer removed and the same end cleaned up in the lathe and threaded ( M10 ). Fitting was then very easy .

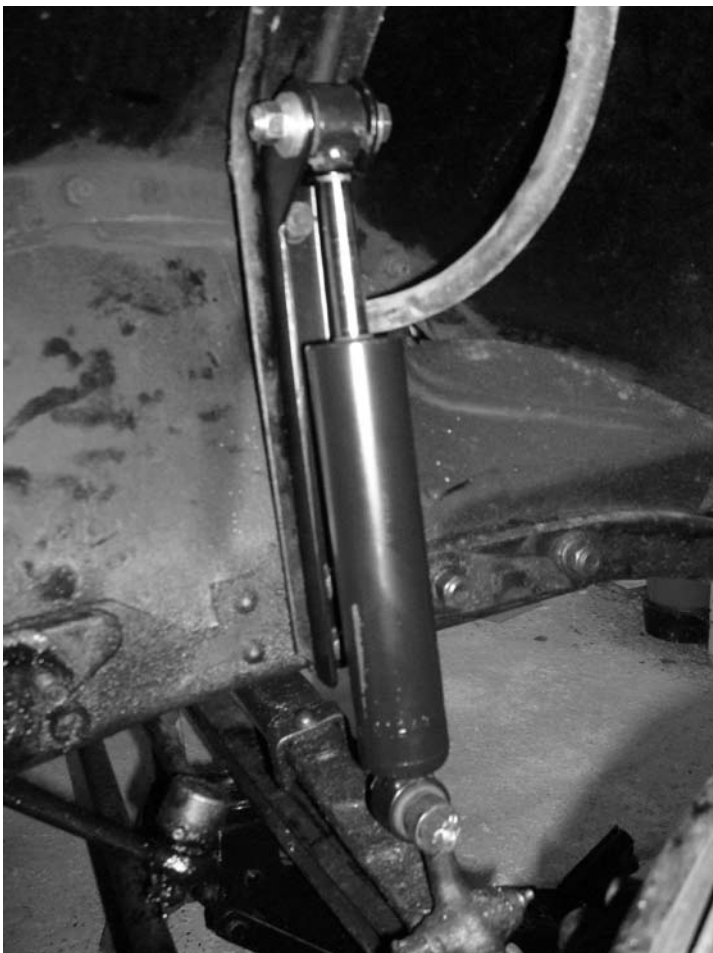
The existing bolts on the mudguard supports were found to be long enough if the washers were discarded. The result is unobtrusive with improved handling and steering. Fitting of the rear telescopics, again using mini fronts was achieved by using 40 x 40mm channel which fitted inside the c-section chassis rail to effectively make a box section for greater rigidity and longer bottom brackets cut from 6mm steel plate. Drilling through the chassis rail on the offside rear you have to be aware that the wiring loom is on the inside !!

The total cost - 4 shocks, steel, bolts, nuts, washers, paint - just £84.10 !!

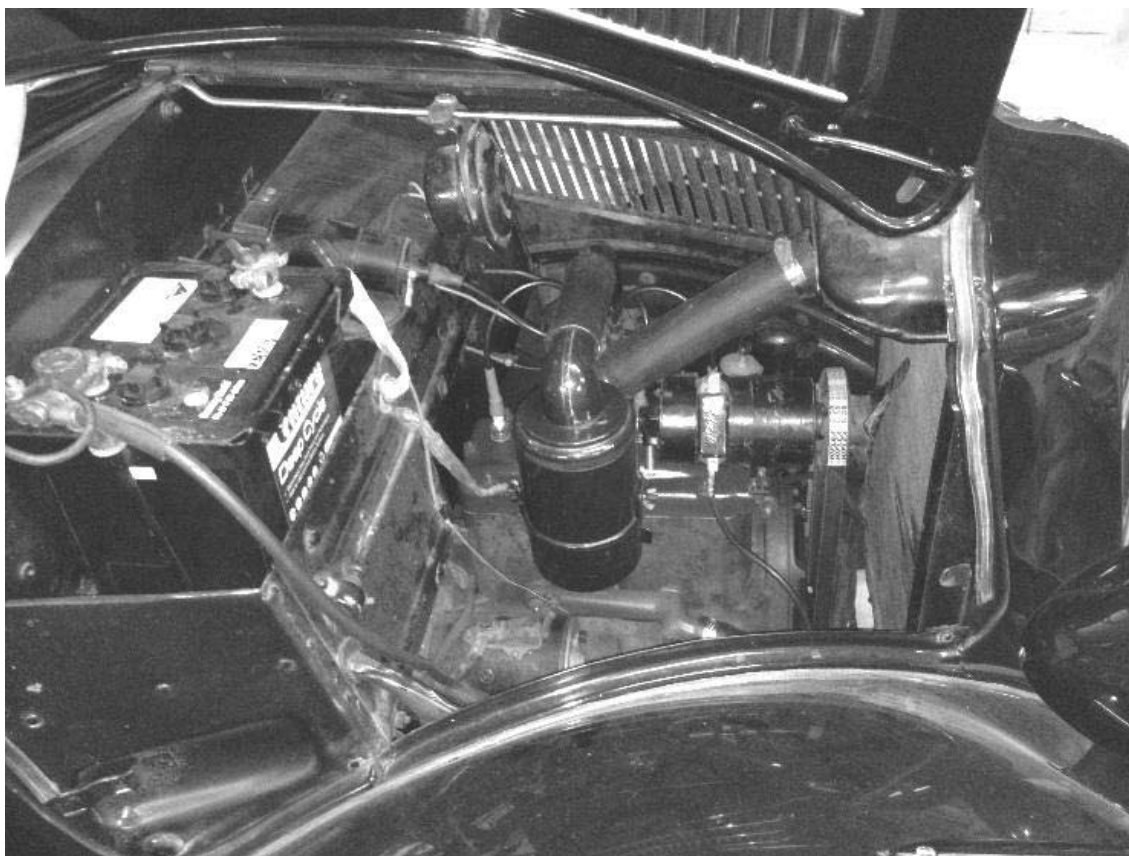
I have sketches of the brackets - email me at musosmith@yahoo.co.uk if anyone would like copies.

**Nick Smith**





# CX' maintenance



## ‘– keeping the water inside the block

by Garry Yule in Australia

I had noticed the head gasket on my 1936 Model “CX” De Luxe sedan had started to weep a little. There was a bit of water at the corners and there were rust streaks appearing on the block. I hadn’t had the head off for about 15 years and I thought it was time I did something about it before it got worse or the gasket failed altogether.

Before I did anything, I bought a new head gasket from Yesterford, then proceeded to strip down the top of the motor. Being side-valve this was relatively uncomplicated and the “CX” having a side-opening bonnet gave much better access than the “alligator”-style bonnets.

With the head off, I checked the gasket for damage. It wasn’t blown, only leaking a bit of water. It went in the bin, of course! I checked the head for flatness and it wasn’t too bad, although there were signs of corrosion build-up on some of the water galleries, so I sent it off to be machined.

I got the head back a few days later and it looked good. It had been cleaned, machined and repainted and was ready to be refitted. I fitted the new gasket and torqued down the head, as per the workshop manual. I refitted the distributor, but decided to run the motor before I refitted the top hose, generator, air filter etc... so I could re-torque the head with the motor warm and without the other components in the way. I filled the block with water and started it up. I had spilt some water on top of the head which ran into the recess around the spark plug. I noticed it was bubbling around the spark plug base, but thought it can’t be boiling yet, it couldn’t be hot enough! Then I realised it was a compression leak

**The engine bay of Garry Yule’s Model “CX” looking immaculate after its maintenance. Note the oil bath air filter; a recommended accessory in dusty conditions.**

around the spark plug! I dribbled water around all four spark plug bases and they all blew bubbles.

I then replaced all four plugs with brand new ones, but with the same result - they all still bubbled. I realised that, when the head had been cleaned, all of the paint had been removed and any rust pitting exposed. It probably would have been a good idea to have the surface around the spark plug holes faced. Isn’t hindsight a wonderful thing!

A smear of high temperature silicone on the surface around the spark plug holes did the trick and there were no more bubbles, so I could then re-torque the head again and refit all of the other bits and pieces.

This project also gave me the opportunity to do some routine maintenance, including:-

- Replace oil in oil bath air filter
- Clean and lubricate distributor shaft
- Check points
- Replace plugs
- Flush engine & radiator
- Re-time motor
- Replace fan belt





Happy 80th Birthday  
Henry

29 February 1936 to 26 February 2016  
*(the car - not the man)*

CUW 421



