



Issue number 220
May - June 2016

Transverse Torque



**Our Club's AGM held
at the British Motor
Museum, Gaydon.**



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

Editorial

I missed our AGM in April because Judy and I were enjoying our holiday in America – having won two free flights from British Airways at a car show we attended last year. Just back in time to complete this issue so if there are any mistakes, omissions or typos in this issue, put them down to ‘jet-lag’. We visited New York, Washington, Philadelphia and Boston. I was surprised to see very few old American cars around. Even amongst the modern traffic, far more European and Japanese cars were to be seen than native built cars.

I was most pleased to learn of my nomination for the Maurice Billing award this year – my thanks to John Argent. Speaking of awards, our Bob Wilkinson received the “Unsung Heroes” award at the National Car Club recently at the NEC. Well done Bob!

Before I left to the USA, I took upon myself to change the pistons in my Y, as when originally assembled about fifteen years ago, from various bits acquired, I had fitted plus 40 pistons instead of plus 60! That’s why I’ve always had such a noisy engine. Lucky they lasted – I’ve done a few thousand miles like that. Bravely and confidently, I tackled this with the engine in place, from underneath – quite a challenge I can assure you. (Yes it can be done!) To begin with, the pit in my tiny garage was flooded, so had to be pumped out – leaving ankle deep water that I covered with a bread crate.

Getting them out, one has to turn the crank, rotating with each piston, and in the right direction, virtually jamming them if turned the wrong way. Replacing them is the reverse, and then clamping the rings presented the next problem – my normal clamp just wouldn’t, so I fabricated a plastic tube from an aerosol tin cap, bound with cable ties to enable sliding the pistons up into the cylinders. (I only broke two rings). But job done, I finally have good compression and a quieter engine. A neighbour commented “Like a sewing machine”. I do need a little running in now as the engine is tight. With the outings and tours planned, I need that engine in tiptop condition.

You will note elsewhere the changes to our Committee Team made at our AGM – More unsung heroes working on our behalf behind the scenes – We thank them and those gone before. Without dedicated helpers, this club would not exist. Thanks must also go to their partners for their support too.

I must again thank those that submit articles and photos too – even if I forget to credit them. Particular thanks to Jo Hanslip for consistently providing photos of our events. Please don’t be shy in providing some of your own, all are welcome.

I do hope most of you got out for National Drive-It Day in April, and if you had photos, please share them with us.

I’m looking forward to seeing you all at forthcoming events – please inform the club if you know of any planned locally to you – these can be shared here and on both our website and Facebook pages.

Finally, I apologise if this issue gets to you a little late – our holiday took up a little of my spare time!

Chairman’s Chatter

My two years as Vice Chairman, working with John Argent, have been very enjoyable. Nothing surprising there as ours is the sort of Club where you have to work very hard not to enjoy yourself. At this year’s AGM, the first I have missed since joining the Club, I was elected to the post of Chairman. I look forward to that with enthusiasm and hope my previous committee experience will hold me in good stead.

To those of you that don’t know me, my background is Ford. I spent the majority of my time working in Ford of Britain and Ford of Europe, before retiring on the last Friday in March 1993. The following Monday I started working for a wholly owned subsidiary of Ford US based in Europe. The reasons behind that are very interesting but perhaps more of that later. I retired from my European Technical Manager post in December 2000 when I was 62.

It was at this time that I was introduced to the Club by our ex Chairman, the late Geoff Murrell. In December 2000 I arranged some meetings, mainly to say goodbye to my then European associates and some old friends in Ford of Britain/Europe. Geoff and I go back many years and it was fitting that he was at one of the UK meetings. We were at Daventry and when the meeting finished a few of us went to a local pub for dinner. During conversation Geoff casually mentioned that he was thinking of selling his Model Y and concentrating his attention on his Model CX Tourer. And that’s another story, but not now.

I was looking for a project and within a month became the owner of DKE 912, a black two door 1936 Model Y. My previous experience of working on anything from Model Y to 103E Pops was back in the mid 1950’s during basic training. I also taught Automobile Engineering and Motor Maintenance two evenings a week at the local Technical College for about two years in the early 1960’s, this helped keep the brain alert in later years. At the College we were fortunate enough to have a cutaway Model Y chassis, those of you that have seen one will appreciate that it was a fantastic teaching aid in the practical lessons.

That’s enough about me for the time being. I look forward to meeting some of you at the Enfield Pageant at the end of May and many more of you on the Norfolk and Suffolk tour in June.

Our Chairman’s AGM report, elsewhere in this magazine, tells of another successful year for the Club. With the programme I have seen for the coming year the Club can look forward to even further success.

Jim Sharpe



FORD Y & C MODEL REGISTER. 2016 AGM.

17th. April. British Motor Museum, Gaydon.

Members present: 42 , plus 4 Model Y's driven to event. Apologies: 8.

Chairman John Argent welcomed members to the meeting.

1. Minutes of 2015 AGM – accepted as true record. No matters arising.

2. Officers' Reports: Full reports are available from each club officer if requested.

(i) Chairman : John Argent reported on another good year in which club services and activities prospered thanks to the hard work and dedication of committee members. John commented positively on our choice of the newly opened British Motor Museum for the AGM as keeping our club prominent. The meeting applauded the Unsung Hero award made to Bob Wilkinson at the Annual National Car Clubs Awards in recognition of his work over 30 years in the classic car scene. Embarrassingly the presentation box brought to the AGM proved to be emptyBob having failed to collect the plaque from display! He denied having melted it down already! Members were encouraged to use their cars in Drive It Day.



(ii) Treasurer: In a very detailed report Colin French indicated a successful year with the club finances in good health with a trading profit. He highlighted the following compared to last year: Investment in parts up. Parts sales increase. Slower sales of 'The Book' with need to sell the remaining number to fully maximise the investment made. Insurance costs up but still competitive. Subs income was as last year. Colin gave particular thanks to Pete Ketchell and Colin Rowe for detailed accounts and inputs from parts dept., Mike Malyon for membership subs. returns, and Sam Roberts on booksales. The accounts having been audited, members voted to formally approve and accept the accounts. Colin was thanked for his diligence and detail by the meeting. Full version of the accounts are available to members on request.

(iii) Secretary: Bob Wilkinson reported on 3 Committee meetings in the year and on the prominence of our club in classic circles. Our "shop window" website is being updated under Ron Lewis, club officers Pete Ketchell, Colin Rowe and Bob W. all delivered sessions at the British Motor Museum clubs Expo Day in March. Around the country local meets flew the Y&C flag - all maintaining the prominence of our club and older classics. Bob's "National Unsung Hero Award" at the NEC also raised the profile of the Register against strong candidates from bigger, and more "modern" clubs. The committee continued to give attention to all aspects of improving club services for members. In an era of MoT exemption for pre-1960's vehicles, the club further developed the programme of support and education for members - e.g. workshops and recently trialled DVD on maintenance. This theme will be maintained.

New Committee member Andrew Bailey has now been accepted as our 2nd. DVLA club officer and will be involved in registration matters. Tightening, by DVLA, of burden of proof of vehicle dating is causing concerns which the club is addressing. Members were encouraged to take part in the FBHVC survey of the classic scene as the results will give "clout" to any representations made to government in terms of safeguarding our interests in the future.

Bob indicated that, having given notice last year, he would be stepping down as Secretary after 32 years to facilitate succession of club roles. To encourage the election of a new secretary he indicated ways in which the role could be reduced initially to ease the burden during a transition period. He thanked all members for their support over the years and praised the committee members for their dedication and tangible enthusiasm.

(iv) Membership: Mike Malyon indicated current membership at 462 (432 Full + 30 Friend Members). Membership losses and recruitment numbers equalised at around 30. Currently 50% pay by standing order and the increase in annual subscription, with consequent change of SO mandate, was proving a slow process administratively.

(v) Spares : Pete Ketchell informed the meeting that procedures were in place to provide the additional necessary controls for audit, procurement, tracing, stock control, etc. for more effective management. New items such as instrument face transfers and clevis pin sets have now been added to the parts list. Fuel tanks and wind-screens are being progressed and members were requested to order and evaluate these products. Sets of shock absorbers for C/CX Models would be available shortly and refurbishment of the old style pear shaped shock absorbers is in hand. Engine pulley seal modification is also on trial. Peter thanked Bob Jarvis for use of premises and all those supporting the October workshop and Colin Rowe for excellent work in spares administration. Colin and Peter had given a talk on how our club's decentralised parts operation is organised, at Gaydon's Club Expo Day in March. Various clubs were interested in adopting a similar team approach.

(vi) Website: Ron Lewis reported on his first year in office. He emphasised the importance of the website as our shop window which is open to the world. He had "tidied up" various current pages and maintained inputs as appropriate. Ron plans, with committee support, to undertake a restructuring to ensure: that the site more accessible (via Google etc), improve speedy accessibility and readability across a range

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Cover: Line up from Old Ford Rally 2014

Inside front: A collage of photos from our AGM – April 17th 2016 provided by Jo Hanslip & Sam Roberts

Inside rear: Motor Magazine cover July 25 1933

Rear cover: The view from the back, OFR 2014

of devices. This will improve our exposure to potential owners / members. A members' only section is envisaged. Ron invited member input on ideas.

(vii) Editor: Roger Corti was not present but sent a written report in which he thanked members for magazine articles and contributions which had made his 2 year tenure a pleasure. Car histories and photo finds were particularly welcome...unless there is a Morris 8 pictured! Sam Roberts' archives continue to be an invaluable resource. Magazine feedback was positive. The Forum continues to generate a deal of traffic and opinion though Yahoo changes are envisaged. Facebook exposure has proved useful in attracting comments from non-members and is potentially engaging younger users.

(viii) Technical Officer: Nigel Stennett-Cox was not present but members were made aware of his supportive handling of the small number of requests for advice, some of which generate magazine copy. (ix) Archivist: Sam Roberts quantified the sections : Magazines total 315 from years 1932- 1938. These are now held by Editor Roger Corti for reference purposes. Vehicle Archive on surviving vehicles is being constantly updated from member input. This runs to great quantity on computer and hard copy files. Books: The 25 year collection of around 150 books, probably the most comprehensive Ford library in the UK, has been greatly underused by members with only 3 requests noted. After committee discussion it was agreed to seek member support to donate the library to the British Motor Museum. DVLA requirement had led the club to seek Ford Motor Company endorsement of the club Surviving Vehicle List for vehicle authentication purposes. All Officers were thanked for their reports and work throughout the year.

3. Annual Presentation: The Maurice Billing Award, for services to the Register, was made to Roger Corti. The Chairman spoke of the professional way that Roger had taken on the very demanding role of Editor and his enthusiasm shown at club events. Members added their appreciation.

4. Election of Officers and Committee: The following were elected;

Chairman	Jim Sharpe
Vice Chairman	Bob Wilkinson
Secretary	Owen Baldock
Treasurer	Colin French
Committee Members	Andrew Bailey, Roger Corti, Geoff Dee, Robert Jarvis, Peter Ketchell, Ron Lewis, Mike Malyon, Sam Roberts, Nigel Stennett-Cox.

Newly elected Chairman Jim Sharpe being absent, the remainder of the meeting was chaired by John Argent.

5. Events: Members were given details of

the following events. Further information in magazine and website..

- (i) Enfield Pageant: 28-30th. May. Club stand Jim Miles.
- (ii) Chiltern Valley Meet: May 15th. Club stand. Jim Miles.
- (iii) Norfolk Suffolk Club Tour : June 5 - 11th. Jo & Roger Hanslip.
- (iv) Old Ford Rally : July 17th. BMM, Gaydon. Bob Wilkinson.
- (v) North Norfolk 1940's Weekend : Sept. Jo Hanslip.
- (vi) NEC Classic Car Show : November : Geoff Salminen.
- (vii) Club Christmas Dinner - Adderbury. Dec. 12th. Colin French.

6. Club Library Donation:

Sam Roberts in proposing the donation to The British Motor Museum re-iterated the reasons stated in his report. Tim Bryan, Head of Collections at The BMM, was keen to add the Y&C library to their archives to widen the range of vehicle marques represented. The collection would be maintained as a whole with full safeguarded public access. If agreed by members the handover would attract positive publicity for our club. The meeting agreed to the proposal. Bob Wilkinson announced that following his discussions with Tim Bryan, as a surprise for Sam, that the library would be called "The Sam Roberts Ford Library" in recognition of the dedication and diligence shown by Sam in assembling such a unique collection over 25 years. Members showed full appreciation and welcomed the suggestion.

7.AOB:

- (i) 2017 Tour had yet to be arranged and various suggestions - e.g. Scotland, Northumberland - were made. Members , via the magazine, would be invited to submit proposals for committee consideration.
- (ii) Term of office for Secretary: Owen Baldock suggested that committee discuss and recommend a fixed term of office for Club Secretary.

8. Notices:

Christine Baldock conducted the club raffle.

9. Date of 2017 AGM was agreed for Sunday April 23rd. The British Motor Museum was the preferred venue. (TBC).

(Nearly-EX)

I write this following the 2016 AGM, my final one as Secretary, standing down after 32 years in post. Long standing member Owen Baldock was elected as our new Club Secretary.

I first became involved as a club officer in 1984, the club was only in its 5th. year with under 100 members. I very soon moved from membership to full secretary (but retained membership duties) and added treasurer role soon after as the original (non-car owning) officers retired having been instrumental in getting administration in place. Over the intervening years the club has grown to over 450 members with consequent massive growth in every sphere of service to members. The climate of increasing litigation was the motivation, around 12 years ago, to the club adopting limited company status...with consequent increase in administration. The years have rolled by with a good number of current members I recall signing up many years ago.....many have become good friends.

I will still be involved in club committee activities as club Vice Chairman working alongside newly elected Chairman Jim Sharpe. We couple a welcome to Jim and Owen with a thank you to John Argent as retiring chairman. Owen continues for some weeks in his post as Mayor of Tonbridge and will phase into the secretarial role over the next few months. Owen is a genuine classic car enthusiast and has already given good presence into our club. I wish him well as Secretary and with his wife Christine – a former club membership officer whose dad bought their Model Y new- in support.

DVLA: Committee member Andrew Bailey has now been accepted by DVLA as our club's Second Officer replacing Sam Roberts. This enables Andrew to conduct all the necessary administration with regard to UK vehicle registration issues such as reclaiming original and age-related registration marks. Thanks go to Sam for his past work and to Andrew for volunteering to take on this responsibility.

2017 Club Tour. Any offers?

We do not have an official tour planned as yet for 2017. If any members have any thoughts on getting involved in organising a tour please get in touch with Jim Sharpe or me to discuss ideas. In our club we have several experienced members who we can "tap into" for guidance & support for anyone new contemplating designing a tour. Please give this some thought.

Elsewhere in this issue there are notes regarding the FBHVC Survey. Also a note about the Old Ford Rally.

SECRETARY'S RAMBLINGS.

Thank you for making all those years as your Secretary so enjoyable. Enjoy your summer.

BOB WILKINSON.

BOB'S JOKE CORNER.

Despite no longer being secretary I have considered whether I should carry on with writing this column. There has been much controversy on this topic.....but despite that I am continuing! How about this one.....

Qantas Airlines: Repair Division.

In case you need a laugh: Remember, it takes a college degree to fly a plane but only a high school diploma to fix one. After every flight, Qantas pilots fill out a form, called a 'Gripe Sheet' which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then pilots review the Gripe Sheets before the next flight. Here are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

P: Left inside main tyre almost needs replacement.
S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: Friction locks cause throttle levers to stick.
S: That's what friction locks are for.

P: Suspected crack in windshield.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny..... (I love this one!)
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.
S: Cat installed.

And the best one for last.....
P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
S: Took hammer away from midget.

Keep sending me your chuckles.

BOB WILKINSON.

FBHVC: The National Historic Vehicle Survey 2016.

The Federation of British Historic Vehicle Clubs, of which our club is a member, has announced the launch of the National Historic Vehicle Survey 2016. This important national survey is designed to identify the importance of the historic vehicle movement to the UK economy and the trends in historic vehicle ownership. The results will

be used by the FBHVC to support their important work on our behalf in representing the movement's views to Parliament and to ensure we are able to enjoy the use of our vehicles on the roads for many years to come.

Members completing the survey can elect for complete anonymity or may choose to add their email address to the survey to become part of the Federation's focus group to be consulted from time to time on issues important to the historic vehicle movement. The Federation have confirmed that no email addresses will be released to third parties.

The survey covers classic vehicle usage / events attended / costs etc. and is important for the preservation of our historic vehicle interests and we are happy to give it our full support.

Y&C Members are asked to take part in the survey. To complete the survey use the website address:

<http://tinyurl.com/zy3qyq2>

Or: <https://www.snapsurveys.com/wh/s.asp?k=145771757465>

If you are not computerised yourself you may be able to ask a friend or family to log you in to complete the survey.

BOB WILKINSON.

OLD FORD RALLY.

Sunday 17th. July. Venue – British Motor Museum, Gaydon. (CV35 0BJ).

All Fords to 1990 welcome for display.

Trade Stands and indoor attractions for the whole family. Display application forms from me at

bobwilkinson49@hotmail.co.uk

This is now the biggest OLD Ford gathering in the UK. Can you help? Any members who are prepared to help at the event – setting out on Saturday afternoon (Between noon until 3.00pm) and on Sunday to marshal cars as they arrive (8.00 am – 10.00am) .I can give freebie tickets to helpers. Please contact me.

Bob Wilkinson. 01832 734463.

**SUBSCRIPTIONS ARE
DUE 1st JUNE 2016**

This is just a reminder that subscriptions are due on the 1 June 2016. If you do not do so already, please consider paying by standing order as this is the easiest way for you, me and the Club. Please contact me for a standing order mandate.

I would like to thank all the members who paid promptly last year, also the members who have already paid this year. By paying promptly it saves me time, and the Club money by not having to send out reminders. Please note that the subscriptions have increased this year. Thank you in anticipation.

**Mike Malyon
Membership Officer**

Spares Officer's Report

I hope the people who attended the AGM enjoyed the venue, as reported at the meeting we are hoping to concentrate on shock absorbers; we plan to develop a set for the model C / Cx and also attempt to refurbish the pear shape shock absorbers. We have acquired several sets of old shock absorber dampers, my thanks to the members who donated sets at the AGM and also the member in the United States of America for his donation. For this project to work we need more sets of old shock absorber dampers, the condition does not matter, if you have any hanging around in a corner of your garage please let me have them. We have now made shock absorber kits an exchange item.

The manufacturing fuel tanks and windscreen surrounds are progressing slowly, unfortunately the person making them has had a bereavement which has delayed the progress, and we should have some news in the near future. 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.

Colin Rowe and I gave a talk at the club Expo event, at the British Motor Museum at Gaydon, on decentralisation of the club spares, we explained how we got from a centralised operation to the one we have now which has a turnover of about £10,000 annually, involved twelve stock holders and in most cases turns around members orders in less than two weeks.

I have been asked on several occasions why are the king pin sets much more expensive than other suppliers, the sets available from our parts for sale list include bushes, shims and a number of thrust washers of varying thicknesses. The idea is to select the correct thickness of thrust washer in order to align the hole in the axle with the groove on the king pin, this is done to compensate for any wear on the spindle assembly thus centralising the king pin in the axle. Once this is completed shims are added at the top of the axle to take out end float. The cost of the set is £99.50 which includes postage and a £25 deposit which is refunded when the surplus thrust and shims are returned, so actual price is £74.50.

If your king pins are in good order you can buy the king pin bush, thrust and shim set which are used in the same way but using your king pins, these cost £67 with £25 deposit that is £42. To my knowledge no one offers the same package as this, you may get king pin sets with standard thrusts and some suppliers offer only king pins. Sometimes it pays to buy from the register as we have put a great deal of thought into the safety aspects of maintenance of your cars. In conclusion you are actually paying £32.50 for the king pins.

Peter Ketchell
Spares Officer.

Monique Smith.

Members will be sad to hear of the death, after a relatively short illness, of Monique Smith, wife of Nick Smith. Monique had been, with husband Nick, members for over 20 years and regular supporters of events both near to their Norfolk home, and also further afield such as the Old Ford Rally and various annual tours.

Monique's favourite was probably the North Norfolk 1940's event on their patch, giving an opportunity to enjoy the fun and the company of fellow members in a nostalgic environment.

She will be sadly missed by all who knew her. Our sympathy goes out to Nick and family.



BW.

Membership Matters

- News of new members

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 2 new and 1 rejoining member. #

Ann Bell B1601 Hook
East Riding of Yorkshire
Graham Cook C1104
Nuneaton Warwickshire
Bill Greenville O-G107
St Ives NSW Australia

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

Ann Bell – we are pleased to welcome Ann to the Club. She is the owner of WS 4710 previously owned by Ann's late father, Martin Firth, who was a member of the Register. Martin bought the car in 1962 and kept it until 1991, when he sold it to his best mate, ex-member Chris Sparling. Martin bought the car back in 2013. The Model "Y" was named "Emilene" by Ann's grandmother back in 1962. The car carries the chassis number Y102565 and Briggs body number 167/10176. It is a blue Tudor first registered 01/07/1935. As the car is on the road we hope you enjoy driving "Emilene". We are so pleased that "Emilene" is staying in the family.

Graham Cook has rejoined the Club. He has a 1933, black Tudor. The registration number is VJ 5149. The car is under restoration, although it is being bolted back together having been totally stripped and parts blasted. Good luck with the restoration and welcome back on board.

Bill Greenville is our new member from Australia. He has bought a cream, four door Model "C" with the chassis number C23137 and Briggs body number 20 S515. The car is under restoration with mostly cosmetic work to be done, new headlining, door trims, seats refurbishment and a general tidy up of some mechanical parts. 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.

Mike Malyon Membership Officer

UpWrite -

Reader's Letters

Dave Tanner writes in -
A good photo enclosed of two splendid specimens! The cars are not bad either.

Jim Miles and his mate Norman and self, together with my two 11 year old grandsons braved the elements on Easter Sunday to the '40s weekend at Chatham Dock Yard.

A good day was had by all with lots to see and do; even the odd shower caused no problems, as lots of the show is inside. A bit cold by the River Medway, but all were wrapped up, so no problem.

Both cars ran well, I came down from Braintree and met up with Jim & co at Ebsfleet. We arrived early to miss the usual queue to get in. However not so many cars



there as usual, due to the dodgy weather I suppose, but still good fun. No other Y or C's though, a shame. Were we the only intrepid Y & C'ers out that day? I hope not.

Dave Tanner

With boot (Mit Koffer).

In Great Britain, on the Model "Y", it was usual for excessive luggage to be carried either on a luggage rack at the rear of the car or on a roof rack. Unusually, a purpose-built boot could be purchased as an optional extra from companies such as Gally & Co. Ltd. in Maida Vale, London. We know of two surviving Model "Y"s in UK with boots. There was less need for additional luggage racking on the Models "C"/ "CX" as there was a limited space for luggage behind the rear seat squab.

In France, the two main special body manufacturers, Kelsch and SICAL each produced coupés with boots, the Kelsh ones being integrated into the design of the body tub and accessed from behind the rear seat squab and the SICAL boot being seemingly attached to the rear of the body tub and accessed through a hinged lid on its top, as with the UK Gally boot.

In Spain, for an extra 300 pesetas, a Ford Ibérica factory-fitted boot could be provided on the Ford 8HP (see page 183 of the Ford Models Y&C book).

And, in Australia, Lew Bandt, designed coupes and roadsters with boots with external access built in to the body design. Generally speaking the 'standard' models had top-hinged boots, which lifted to allow loading of luggage and the 'de luxe' models had bottom-hinged boots which opened to expose 'dicky' seats.

However, it was in Germany that the boot ('koffer' in German) came into its own. 1932 to 1934 was a period of great experimentation with luggage compartments among car makers. At first, many had only Gepäck-Brücken (literally, 'luggage-bridges' - luggage racks) attached to the back, which you could fold down to get a level platform on which to strap a suitcase, as with the Ford supplied Model "Y" luggage rack.

Most body producers decided at some point to replace the luggage rack with a closed 'koffer' (boot) that could take some luggage. These were made by suppliers that were neither body nor car makers, but rather specialist firms. The most popular supplier of 'koffers', which could be fitted onto or built into the body tub was the Cologne based, Mittelgöker (Migö) which, in 1932, came up with their popular products. On the Köln, the 'koffer' was usually built on to the rear as a separate entity. On the Eifel limousines and cabrio-limousines, Migö supplied a streamlined rear body extension, which allowed loading either from the inside, by folding the rear seat squab forward, or from the outside through a side-opening door onto which the spare wheel was attached.

From around 1935, no newly designed German car had a separate 'koffer'.

The Berlin based body-pressing company, Ambi-Budd, was responsible only for the two and four-door limousines. Traut supplied the low-cost Köln-based "Volkswagen" fabric roof body, which could be supplied with a 'koffer'. Drauz supplied the Köln cabrio-limousine and Deutsch and Drauz the cabriolet bodies on both the Köln and Eifel chassis. Each

For Sale:

1936 2 door CX saloon for restoration.

Much work done, body back on chassis temporarily (repairs needed), brakes, suspension, steering, transmission all sorted. Upholstery done in leather, new engine still in crate. Offers on £1500. Tel. 0208 8560 3907 for details. Club Member.

Two Model Y's both 4 door (1934 and 1937) for restoration

Both have been stored for 30+ years in my garage and under cover. The 1937 model is completely broken down in parts, with the Green body resting on the chassis. It comes with new and original log book. The 1934 model is 80% together, with the engine out and bonnet/grill off. It comes with original log book, or it may be classed as an extension to the original. Both are ripe for restoration, but it is now time for me to move them on as I need the space.

I would like to receive offers of £1600 and above for each car. I also have many spare parts including an extra door, wheels, gearboxes, suspension units etc. It has been over 35 years since I looked at them, as they are stored in boxes in a cellar under the car. I would prefer to sell all the above as one lot, if possible, but please contact me if you are interested in part or all of the above. The cars are in Sittingbourne, Kent. I will provide some pictures of the cars and parts as soon as I am able to.

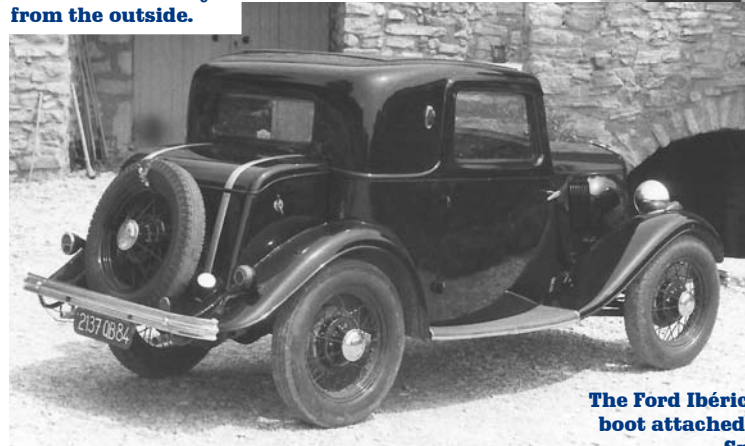
Kevin Wood (Non-Member)
Tel. 07738 111355

of these could be supplied with a 'koffer'. However, it was Deutsch, Gläser, Stoewer, Herbmüller and Karmann who produced the more sporty cabriolets and roadsters, each with its inbuilt beetle boot at the rear.

S.R.

"A French SICAL fixed-head-coupé with a boot built in to the body design, but accessible only from the outside.

The 1936 Model "Y", owned by Ken Wilding in Suffolk, with its add-on boot supplied by Gallay & Co. Ltd. of Maida Vale.



The Ford Ibérica factory-fitted boot attached to the rear of a Spanish Ford 8HP

In Australia, Bill Ballard's Geelong designed and built Model "CX" roadster with the De Luxe 'dicky' boot



A 1934 long rad Ford Köln "mit Koffer" (with boot). Note the Köln characteristics of no running boards, a mud flap to the rear of the front wing and the dimpled hub caps



The early Eifel limousine, restored by member Thorsten Ehrenteit in Paderborn, and its Migö 'koffer' during restoration



The beautiful lines of the 1938 Eifel roadster with its inbuilt boot.

Ford Models Y&C

HENRY'S CARS FOR EUROPE

1932  1937



Sam Roberts

Good news!

As announced at the A.G.M., the price of the book 'Ford Models Y&C. Henry's Cars for Europe' has been reduced to £25.00.

Now is the time to buy. Contact Sam Roberts to benefit from this reduction. See page 3 contacts for Sam's details or the Club website.

<http://www.fordyandcmodelregister.co.uk/>

Photographic finds.



The Bristol Constabulary Band leads the annual church parade through the city centre to Bristol Cathedral for a commemorative service in memory of the forty-one officers killed in action in the First World War, c. 1936. The band, which had existed in the 1880s, was revived in 1929 and lasted until the outbreak of war in 1939. Photograph courtesy Karl Dillon.

"A long rad Tudor Model "Y" waits to cross the entrance to Poole Harbour on the chain-driven Sandbanks ferry in the 1950s en route to Swanage. Photograph courtesy Karl Dillon."





Karl also sent in this pre-war photograph of Holburn Junction in Aberdeen. The imposing turreted building behind the tram is now a bar cum night club called The College in Alford Place. The road off to the left is Holburn Street. The long rad Model "Y" has a late 1934 Aberdeen registration; the Standard is also displaying a 1938 Aberdeen registration."



Arne Bolzmann sent in a photograph of a Dagenham-built short-rad Köln limousine with Hannover registration. What makes it so special is the Asian family (possibly Japanese) posing with it. Who knows what the story is behind this photograph and how the photograph ended up at a car boot sale in Frankfurt?"

A Woman Moves the World

Liverpool

Well, they say that behind every successful man there is an even more successful woman (even if she never gets credited with said success!).

One woman who did get credited with her husband's success was Bertha Benz, wife of Karl Benz, a young penniless engineer. Bertha is acknowledged as the person (male or female) to make the world's first long-distance journey by motor car.

Now Bertha was probably an unusual woman for her time anyway – she had a curiosity for mechanical devices and technical matters generally. This at a time when women's brains were considered to be much lighter than those of men so unable to absorb and process as much information, and in any case, too much thinking would inhibit their child-bearing abilities!

Born Bertha Ringer in 1849, she grew up attractive, clever (she had been educated at a very posh girl's school where her interest in "natural science" stood out) and very marriageable. On an excursion by coach with her mother, Karl Benz happened to join the two women in their coach. During conversation he told the two women about this "horseless carriage" he was working on. Bertha was fascinated and duly fell in love and against everyone's advice and her father's extreme displeasure, Bertha and Karl were married in 1872 and she invested all her dowry in Karl's embryonic engineering company.



Despite years of trial and error, and a growing family (they had 2 sons and 3 daughters), Bertha continued to support her husband and his dream of personal motorised transport.

By January 29th 1886, Karl was ready to patent his horseless carriage, making him the first inventor of the motor car. But to their dismay, nobody was interested in buying one of his machines. Maybe because no-one ever saw one on the roads? Marketing and advertising were in their infancy.

So Bertha, unknown to Karl, decided to show the world what this amazing machine was capable of – by undertaking a long-distance journey from Mannheim to Pforzheim (ostensibly to visit her mother) – a journey of over 100 kilometres.

In the early hours of the morning of 5 August 1888, Bertha and her two teenage sons set off in Karl's Patent Motorwagen, leaving her husband fast asleep.

Firstly she had to find fuel for the vehicle – no fuel stations in those days of course! Ligroin (a petroleum ether based solvent) was the fuel of choice – which was only available from pharmacies. You can visualise the pharmacist's surprise when she bought up the entire stock, most people only bought a litre at the most - Bertha wanted at least 10 litres (and had to buy more en route, depleting every pharmacy in the area).



As well as those pharmacists, she had to call upon a blacksmith to mend the chain, a cobbler to buy some leather to line the brakes as the wood was starting to smoulder (at one stroke inventing brake-linings) and, on her return the next day, suggesting to her husband that a second gear would be useful when climbing hills. Of her own apparel, she used her garter to mend a broken spring and her hat pin to unblock the fuel pipe.

To say her marketing ploy was an unmitigated success is dubious. Many people along the route fell to the ground as

this "smoking monster" passed them, fearing the day of judgement was at hand. Others, though, asked for a ride!

Bertha lived to see the Benz marque, and her husband's invention, conquer the world. On her 95th birthday she was honoured with the title of Honourable Senator by the Technical University of Karlsruhe, her late husband's alma mater. She died two days later.

What a woman!

Chris Rowe

One of the Photographic Finds in the issue 218, from Karl Dillon, showed a Model "CX" parked under "what appears to be a metro railway line" in Liverpool in the late 1940s. The question was posed, "Can anyone throw light on this?"

I'm delighted to say we had a response from Alan Brierley in Neston, Cheshire, "I am member Mrs Longman's father and bought Gail her Model "Y" about 45 years ago and now read her copy of Transverse Torque. The picture on page 11 is of the Liverpool Overhead Railway, which was commonly known as 'The Dockers' Umbrella'. It was demolished about 1956. You can get all the full and detailed information by Googling "Liverpool Overhead Railway" much better than me trying to tell you. Thanks for producing such a good magazine."

Thank you Alan. For those of you without access to Google, the Liverpool Overhead Railway opened in 1893 with lightweight electric multiple units and operated along the length of Liverpool Docks. It was the world's first electric elevated railway, the first to use automatic signalling and electric colour light signals and was home to the first railway escalator. As a local railway, it was not nationalised in 1948. In 1955, a report into the structure of the many viaducts showed that major repairs were needed which the company could not afford. The railway closed at the end of 1956 and the structures dismantled in the following year.

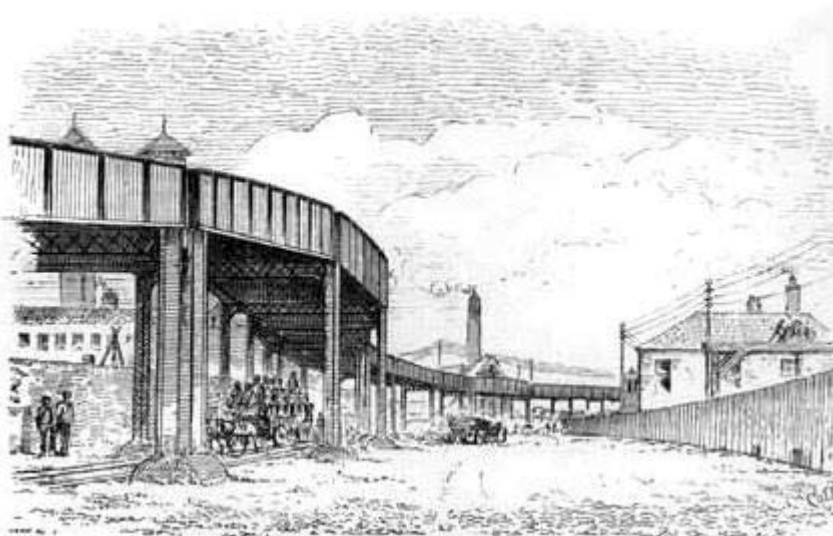
An elevated railway was first suggested in 1852, and in 1878 the Mersey Docks and Harbour Board (MD&HB) obtained powers for a single-line steam railway with passing loops at stations. The MD&HB applied to the Board of Trade based on this plan, but it was rejected. The Liverpool Overhead Railway Company was formed in 1888 and obtained permission for double-track railway in the same year. Steam traction was considered and the structure floored to prevent ash falling to the street below, however this was still seen as being a fire risk. Sir William Forwood, the Chairman of the Liverpool Overhead Railway, had studied American electric railways, and in 1891 electric traction was chosen. The works commenced in 1889 and were completed in January 1893. The structure was to be made of wrought iron girders a nominal 16 feet (4.9 m) above the roadway. A total of 567 spans were erected, most being 50 ft long. The standard gauge third rail railway was laid on longitudinal timbers on the elevated sections.

Overhead Railway.

View of the railway looking towards the city from the docks.





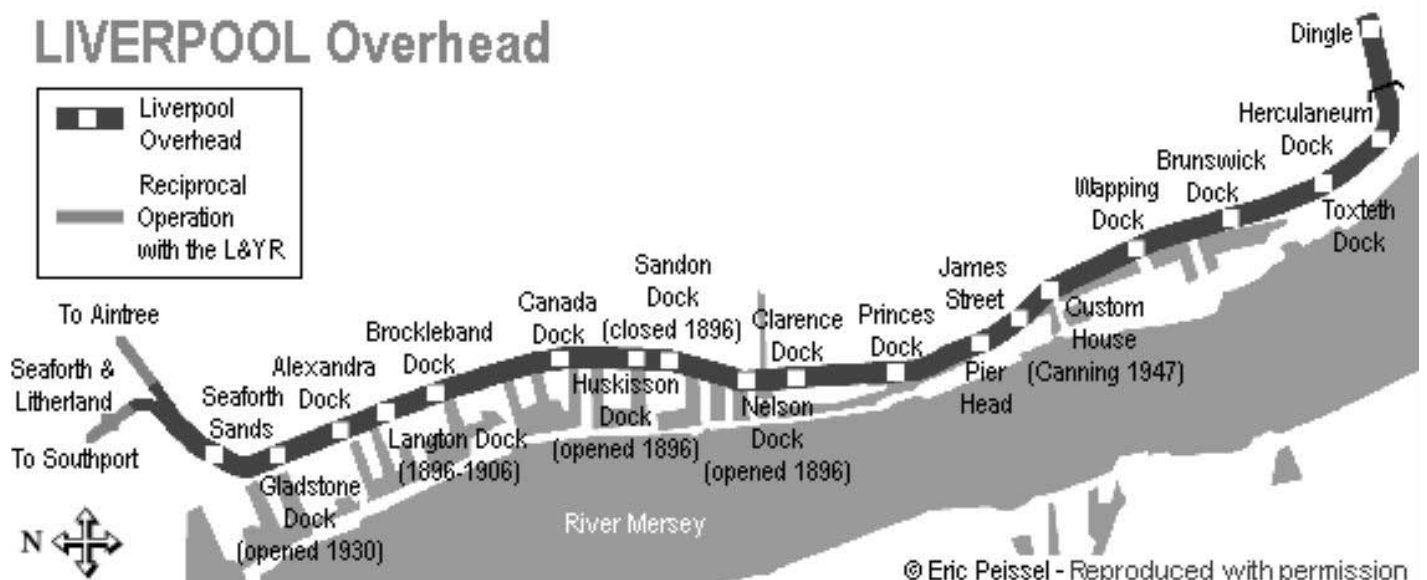
A sketch from 1893 of the S-bend in the railway looking west from Alexandra Dock, where the line joined the Lancashire & Yorkshire Railway to Southport and Aintree."



Map of the railway which carried dockworkers, sailors, liner passengers and locals along Merseyside.

LIVERPOOL Overhead

	Liverpool Overhead
	Reciprocal Operation with the L&YR



© Eric Peissel - Reproduced with permission

Ford Special Tools Part 3

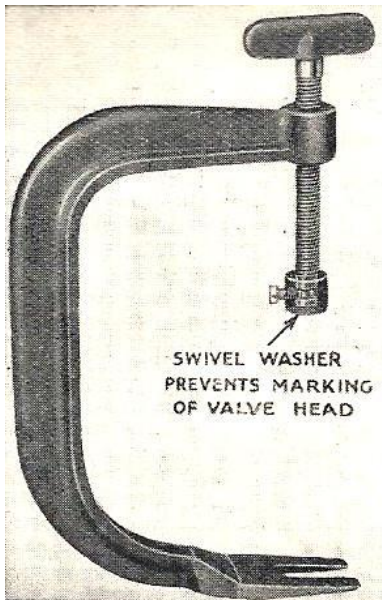
You will remember that recently having purchased a Trade List for Pickavant Tools dated October 1936, I had written of some special tools for Ford found in it. J.W. Pickavant & Co Ltd were manufacturers in Frederick Street, Birmingham.

I 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. These will also 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! This edition I note those concerned with valves.

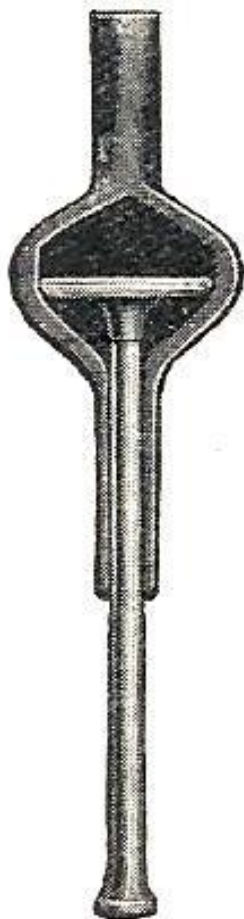
The first thing you need to work on the valves is a compressor and here Pickavants had six to choose from, but only one dedicated to the 8h.p. Ford. This was **No 171A Valve Lifter** and cost 4/6 and discounted another 25%



It will give long service, being made from finest quality M.S. stampings. Compresses valve springs in parallel manner... spring remains compressed until thumb screw is turned back, leaving both hands free.. A MOST VALUABLE ASSET.

Their No 8 Adjustable valve lifter – with a provisional patent no 15986 – had five different forks, one of which was just for Ford 8 h.p. This cost a large amount of 16/- [£0.80p]

Next you would need the Valve Bushing Remover No. 152A (The plain No.152 was for A, AB, ABF and AA Fords) This cost you just 1/6 [£0.08p] These are freely available on Ebay and Autojumbles and worth their weight in Gold for the trouble saved in safely removing the valve guides.



These valve guides MUST be kept in their original pairs, as the centre holes are bored together and two different ones may not line up properly.

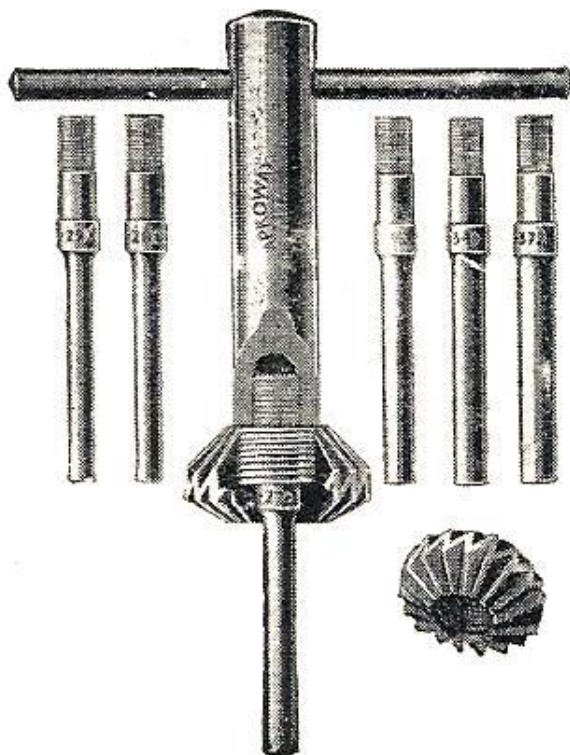
Replacements are available (some oversized) from our stores together with new valves.

Next you may need to re-cut the seats, so here Pickavant came up with a Valve Reseating Tool – No 177

(The advice nowadays is to have new hardened valve seats fitted to combat modern unleaded fuels.)

The Special Ford Set including pilot for 8 & 10 h.p. was 15/6 [£0.78p]

The pilots were ground together with their holders, making them concentric.



The valve seat angle is 45 °

Valves come in various lengths depending on your engine type. When replacing from stores, send old one as template.

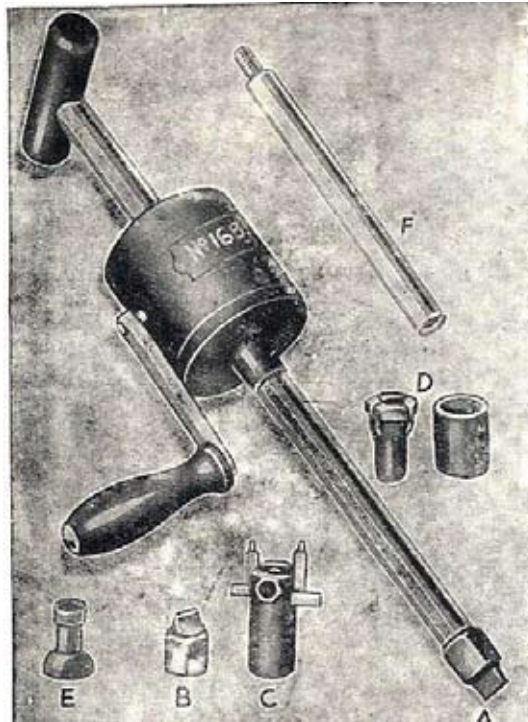
Once valve seats are re-cut, the valves will need lapping in using grinding paste.. The simplest way is using the wood and sucker type of tool.

Their No. 172A was especially designed for 8 and 10 h.p. Fords, was 1/6 [£0.08p] and fitted with finest quality imperishable

rubber (Oh yeah?) ensuring strong suction, mounted on high grade Wood Spindle.



You could also go upmarket and purchase at 13/- [£0.65p] their No.168 Reciprocating Valve Grinder.



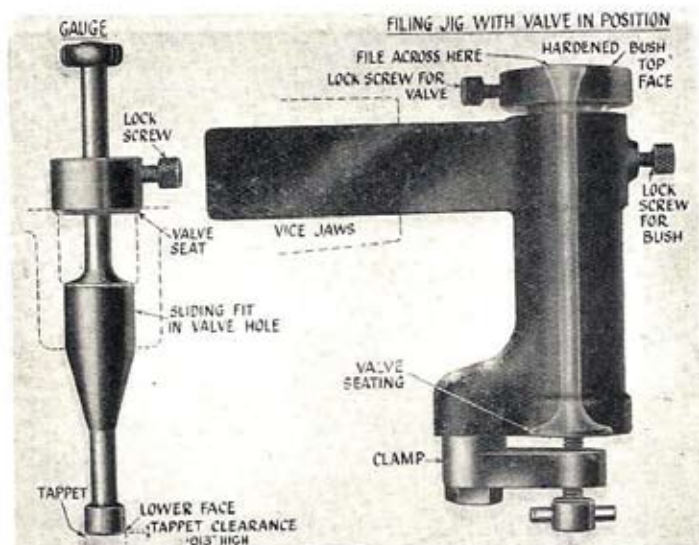
This tool turns back and forth while completing revolution handle being turned clock-wise only. It did have attachments for other types of cars, but came with Rubber Sucker for Ford Cars!

Whilst grinding your valves in, you could use another tool – not Pickavant – that had split dummy valve guide with embedded ball bearings and a light spring.

But Pickavant had their own special Valve Guide Support Tool No. 170 For 8 h.p. Ford and you would use the original guides. Just 1/6 [£0.08p]

Then you would need to measure the valve clearance and remove some metal from the valve tip if required. Their No. 18 Valve Filing Jig for Fords was available at 19/6 [£0.98p] “Completely Foolproof!”

One set a Gauge Guide in situ, transferred the setting to the tool and just filed down to the setting. “Without the need for Feelers” So Simple to use that a Boy can do the job and MUST DO IT RIGHT. The EXACT amount is taken off valve to give the CORRECT clearance. The valve



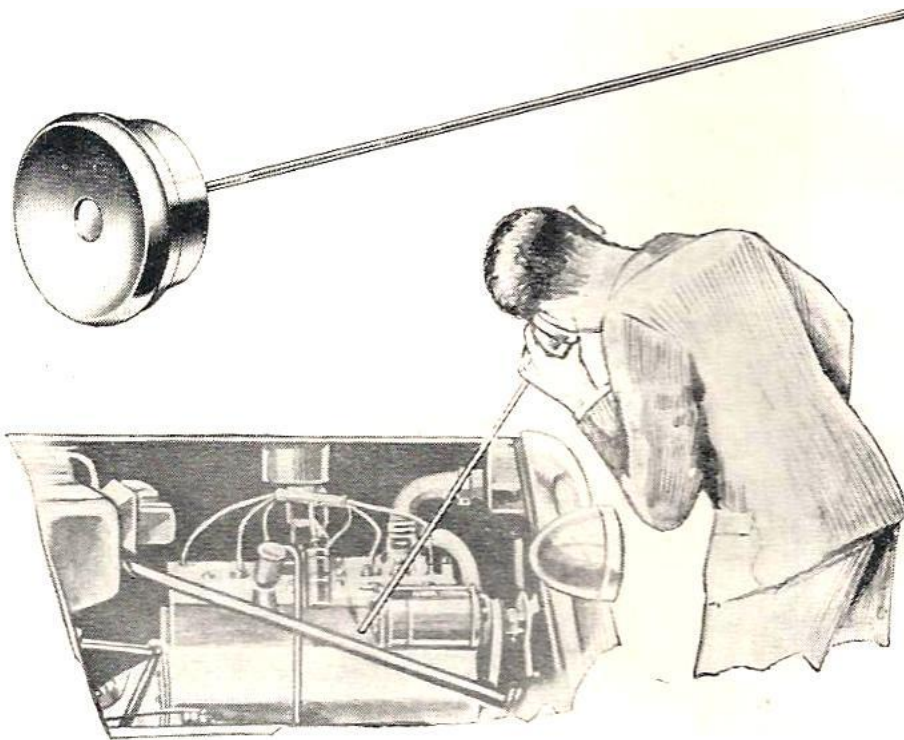
tappet face on the stem is **SQUARE** with the stem, which means that they start quiet and **STOP** quiet. Saves Time and Money as the job is only done **ONCE**.

Other jigs were available .

The last tool just for Ford cars was the No. 149B Piston Pin Inserter and Remover at 7/- [£0.35p] Two versions Old & New Y's



Pickavant also supplied numerous special tools to assist in servicing all car makes – such as tyre spreaders, special spanners and my favourite – the No. 17 **KNOCK-O-SCOPE** Detector.



This “saved hours of unenumerative hunting for squeaks and taps etc. It was sufficiently sensitive to enable individual Piston Slap or Bearing Trouble to be determined with accuracy. Rough and pitted Ball Races can be heard without dismantling. Also Dynamo Brush or Distributor Block squeak can be immediately ascertained. Place it against a wrist-watch and listen in. The result will astound you.”

Just 5/6 [£0.28p]

There may be other special tools out there – Fords had their own range – Please send in your pictures.

Roger Corti

20 years ago.

Issue 100, May/June 1996

The then Editor, Peter Brooke, commenting on the status of the Club in his Editorial, said, "With the appearance of this, the 100th issue, it is a pleasure to see that membership has again increased and even more cars are on the register. The Register is flourishing with more events planned and many members now actively visiting shows with their cars."

It is pleasing to note that since that comment, the membership has steadily grown and the number of known surviving cars has increased significantly.

Peter went on to comment, "Your attention should be drawn to the coincidence of the 100th issue of Transverse Torque and the 100th anniversary of the first Ford car. This is being celebrated by Ford of Great Britain and, in this issue, is an article from Ford about the reproduction of the Quadricycle, which started it all."

'The article from Ford' referred to was in The Ford Times centennial supplement and started, "The latest model to come from Ford of Britain's huge Dagenham factory has no brakes, its road handling by modern standards is a trifle suspect and the modern motorist will not consider a tiller an adequate substitute or a steering wheel. Nevertheless, it represents a considerable engineering breakthrough – into the past.

To celebrate the Centennial of the birth of Henry Ford, engineering apprentices at Ford of Britain have built a model of the first ever Ford: the Quadricycle, which Henry Ford completed in 1896. Most of the components had to be made from scratch and headaches developed from the start. Photocopies from Detroit of the original drawings lacked detail and contained few dimensions – which, still worse, were occasionally paradoxical. For instance, as drawn, the water jackets round the cylinders would have included the spark breakers as part of the assembly – a totally impractical system.....

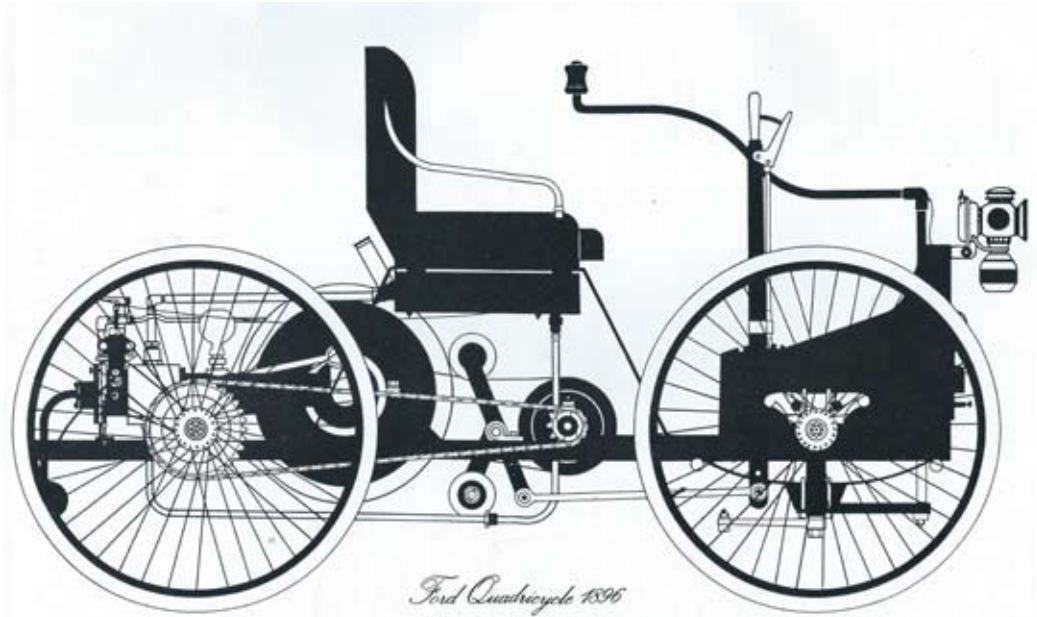
Henry Ford's Quadricycle had no brakes for the first months of its life and the Dagenham replica has remained true to the original – which prohibits its use on public roads. The best way of braking is to decelerate the engine – but the apprentices claim that a foot jammed sharply on the wheels can be dramatically effective. Now, ingenuity, perseverance and engineering know-how have produced an exact replica of the Quadricycle. Henry Ford sold hi for £70 in 1896. The Dagenham replica cost £1,500 to make."

We do not have to raise the member subscriptions often, but 20 years ago, as with this year, there was a rise agreed at the A.G.M. to £20 for UK members and £25 for overseas members. On his way home to Andover after the A.G.M. our chairman, Sam Roberts, suffered a puncture in the middle of Newbury on his Kerry tourer. He relates, "I discovered that my rear offside tyre was flat, so I pulled into the side of the main one-way road in the centre of town and set about loosening the wheel nuts. At this stage I was joined by a couple of 'wine-ohs', who were full of inebriated admiration for the Kerry and slumped down on the closed shop doorway alongside to watch and comment on my efforts. I then discovered that the little bottle jack I have been carrying everywhere with me when driving the Model "Y"s (he had two), just fitted under the lift point, but did not raise the car high enough off the ground to remove the flat tyre, let alone to allow me to get the spare back on!

I needed two things; a block of wood and a pair of strong arms. I managed to borrow a chopping block from the local Chinese take-away, but there was no way the two 'wine-ohs' could lift themselves up, let alone the car! At this point the heavens opened and I and the road on which I had to crawl got soaking wet. As it eased off, my knights in shining armour came in the form of four young lads and a couple of lasses on their way to their second pub of the evening. Full of bravado, they easily lifted up the rear end of the car,

whilst I put the fully extended jack on the chopping block under the lifting point and asked them to lower slowly, which they did. A quick change of wheel, another show of bravado and off they went; soon to be followed by Yours Truly, leaving two very impressed 'wine-ohs', who promptly forgot the whole episode! I eventually arrived home at 9 p.m. in a filthy and wet state, which, once again, proved to Paula that she made the right decision in not coming with me to the A.G.M."

Six new members had joined our ranks during the previous two months, three of whom were overseas members. We are in touch with only one, Chris Newman, who is our contact for the English Ford Club of Western Australia. As for the cars they brought with them, they would all seem to be still with their 1996 owners, except JL 4062, which now belongs to member, David Wallis, in Grantham, Lincolnshire. It then belonged to Stephen Burt, who maintained a collection of cars and memorabilia, which was open to visitors, at Hall Farm, Dovesby near Bourne, on the A15 on the edge of the Lincolnshire fens.



A simplistic outline drawing of the Quadricycle. It was simple!

Yvon Precieux provided an article on the use of Teflon to aid the functioning of the springs:-

"Here are a few tips re the use of "Teflon" to interleave the front and rear springs. Yes, it is an old street-rod's tip and I do confess that I did exactly this, may I admit, some 17 years ago to my own Ford Pop. Strictly speaking, what it does is iron out the torsional vibration of the suspension and this can ideally be seen when you look in the rear view mirror. Instead of the blur of the car behind you, you can actually see a clear image. The disadvantages are that this very slippery interleaving thickens the

complete spring and you may find that you have to resort to longer U-bolts and thinner bolts for the spring locating clamps. Also you will require to use the centre bolt of a rear spring to fit to the front and fabricate an even longer bolt for the rear. Also, all springs tend to dig in at the ends and, unless new, any wear at the spring edges will eventually slice the Teflon strip ends, whereupon ingress of water will rust the spring unless oiled. Other than the points concerned, it is still a worthwhile mod, after all, if you are original orientated, you'll still be using the greaseless Ford spring if pre-1937 and no one is going to be the wiser."

Closer to home, Graham Miles told the story of his Model "Y" van, its recent history and his restoration of it. Extracts include, "I first came into contact with my 1933 short rad van on a cold winter's day in February 1982. This followed a conversation I had had with Bert Thomas soon after I had formed the Y&C Register and saw the need to for a van to transport spares. Naturally it would need to be a "Y" van and, in my case, a short rad model. Bert knew of a van for sale and a meeting with the seller was arranged. The vendor was asking £650 for a vehicle that was in a dilapidated condition. I had a value of £65 in mind, so, after telling him my valuation and pointing out that he had the decimal point in the wrong place, we parted, unable to reach an agreement.

In May of that year, the van passed to Graham Game at a more realistic price of £250, but after a couple of weeks he decided to move it on – a wise decision. Foolish miles agreed to purchase it, plus the £25 he had laid out for delivery.

The van had spent a working life in Hertford with one owner, who had been a seed-corn merchant. He had evidently taken it off the road with the arrival of the MoT regulations. This was born out as the rear of the vehicle was still only fitted with a single rear lamp and was devoid of red reflectors. These additional items had become mandatory in 1956 if my memory serves me correctly."

Graham set about restoring the mechanical parts.

"I now had all the major components that I needed, except for a van body. Having dismantled it, an approach was made to a body builder friend of mine, Bill Saich, and I gave him the problem. 'I know just the chap for you; old Hopkins' was his reply. Old Hopkins did indeed turn out to be rather elderly, then aged 70 as he announced when we shook hands. 'You're lucky to catch me; I'm retiring tomorrow.' My next trick was to empty from a sack, the timbers of my van onto his yard floor. 'My, my,' he said, 'a Ford Model "Y" van. I haven't seen one of those for a long time!' To say that I was taken aback was an understatement. He went on to explain that, as a young man, he had worked for a timber merchant in Essex. The company had contracts with Briggs Bodies to supply timber parts for all the various body products they manufactured for Ford Motor Company. I asked what timber was used. "Any hard wood." came the reply, "They were not particular; they only stipulated that it had to be a hard wood. We used all the English woods."

He checked my woods, naming various English woods. "Why so many?" I questioned. "Well you see, the contracts weren't for a complete kit of parts, but say for 500 of these, or say 1000 of those. The work men had basically free licence to make the part as he saw it, providing it was within tolerances....."

So, for you restorers, remember, as long as you use English hard wood, any variety or mix of woods for your original Briggs body is acceptable. Not so the special tourer bodies, which were constructed by different coachbuilders using either ash or beech.

Graham's short rad van under restoration. Note the four roof sticks between the side door and the rear door supports. These were reduced to three in production shortly after Graham's mid-1933 van was manufactured.



Index to Transverse Torque



An updated index to issues of Transverse Torque is available on our website, from the Yahoo Forum and on our Facebook page. It will always be updated every couple of issues, enabling members to quickly find relevant articles from all the excellent features produced in the past. This assumes you have kept your copies and not sold them on Ebay!

For newer members, perhaps more in need of these articles, copies are available if requested from your editor, who can print and mail or email them to you. (May cost you a pint of beer!)

They are invaluable for tackling repairs. Many diagrams are also available from the "Diagrams" photo album on our Yahoo forum or files from Facebook.

Typically, the index breaks down into categories such as Accessories, Batteries, Brakes, Briggs, Carburettor, Chassis, Clutch, coil etc etc giving issue number and the page upon which found.

Original transcription by Sam Roberts, and updated by your editor.



As seen in May 2011 at Enfield pageant.

Portuguese Car

Early in March Chris and I decided on a trip to Madeira, that magical Atlantic Portuguese island. We found it delightful and far more attractive than the Canaries. We liked it so much that we are booked to go back in November for two weeks to escape the British winter.

During our time in Funchal, capital of the island we made contact with the Y&C member Herberto Mendes, a native of Madeira, who I have been corresponding with over spares items while he has been restoring his 1934 model Y. Herberto welcomed a meeting as there were many things he wanted to discuss about the car. *(Your editor nearly met up with Herberto last year, but he was away on the mainland! He faces a real challenge driving it as the hills there are pretty steep!)*



Herberto Mendes & Chris Rowe

The car, a two door model, was purchased by Herberto in Oporto on the Portuguese mainland, where it had been owned by one family since new. It was originally used as a doctor's car in the 1930s. In recent years it had not been on road as the younger members of the family showed no interest in it.

It was Herberto's father, who is now in his 80s, who inspired him to look for a car similar to the one his own father had owned when he was a young man. Grandfather Mendes had emigrated to Curacao one of the Netherlands Antilles Islands (Dutch West Indies) off the north coast of Venezuela where he had owned a Ford 8.

Herberto visited Oporto in Portugal and after inspecting the car decided to buy it. He arranged shipment to Madeira, how-

ever the cost of containerisation proved prohibitive so the car was loaded into the hold of the ship with no protection. It arrived safely at the port of Machico on the east of the Island. Herberto collected the car driving it to his home in Funchal, a distance of about 12 miles. This must have been a daunting experience as it was a very wet day for his first drive in the Y.

It was decided to strip the car completely and rebuild it replacing necessary items. To do this Herberto enlisted the help of Gilberto a freelance restorer/mechanic who I met and is making a wonderful job reassembling the car but there is still a long way to go. The panels and doors have been beautifully restored and painted black. The car itself on close inspection is far from original. I soon spotted the Lucas B90 voltage regulator which indicated a 12volt system and an electric windscreen wiper. The engine mountings were not recognisable either and closer inspection showed that the engine itself was a 1950s 1172 cc derivative but still seemed to be fitted with an 8HP carburettor presumably with modified jetting?

It seemed that most of the items now being sought by Herberto related to rubber, ie windscreen surrounds and other rubber trim. He has now been directed to various companies in the UK who can supply these items.

In the workshop area there were several other cars owned by Herberto and his wife including a 1957 MG Magnette in immaculate condition. Another car which interested me was the Austrian Steyr-Puch a car made under licence and based on the Fiat 500 but with a different engine.

There is a great following of classic cars on Madeira with regular events involving most European marques. The first car to arrive



On the way to completion.

on Madeira was in 1904, a Birmingham built Wolseley. In May and August there is an annual event attended by 600 classic cars which go on a rally round the island. Each Sunday throughout the year there is a gathering on the promenade which rotates through the various makes. There being every 4th week a Ford day.

Herberto is heavily involved with the Classic car movement on Madeira, currently undertaking his duties for 3 years as Chairman of the Club Automobiles Classics du Madeira. Vehicles registered before 1960 are inspected by the club - this being a requirement for insurance purposes. Later vehicles require the equivalent of our MOT.

I look forward to seeing the progress made in restoring the car when we next visit Madeira.

Colin Rowe



Events 2016

15th May	Chiltern Valley Vintage Show	Jim Miles
28th-30th May	Enfield Pageant	Jim Miles
5th-11th June	Tour Norfolk/Suffolk	Jo Hanslip 01945 0325
17th July	Old Ford Rally at Gaydon	Bob Wilkinson
16th-19th Sept	North Norfolk Railway '40's Weekend	Jo Hanslip
23rd Oct	Stoneleigh Restoration Show	
6th. Nov. .	Willoughby Committee Meeting 10.30am	
11/13 Nov.	NEC Lancaster Classic Motor Show	
10th Dec	Christmas Dinner at the Red Lion, Adderbury Contact Colin French. EM colinfrench12@btinternet.com	
23rd April 2017	Our AGM at British Motor Museum, Gaydon	

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

Next Copy date will be
Friday 24th June 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.

To get on the front cover, for your '15 minutes' of fame, upright 'Portrait' photographs are needed, for the back cover normal 'Landscape' layout preferred. Photos sent in may 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 each other's cars and show off their own.

Late News

Pat Jennings, area 16 Regional Officer for North, West & East Yorkshire, has brought to my attention an event in August:

Burley Classic Show 2016 - 21st August
The Cricket Ground, Grange Road,
Burley in Wharfedale.

Contact Pat on 07951 841868

FORD Y & C MODEL REGISTER TOUR OF NORFOLK AND SUFFOLK SUNDAY 5TH JUNE UNTIL FRIDAY 11TH JUNE

This year's tour will shortly be upon us, we are staying at the Brome Grange Hotel, Norwich Road, Brome, Eye, Suffolk, IP23 8AP. The cost is £45 per person per night for dinner bed and breakfast for twin occupancy; £75.00 per person single occupancy. If you are interested in either staying the whole 6 nights or just one or two or even just join us for a meal in the evening, then please contact me (Jo Hanslip) who will make the necessary arrangements.

The itinerary for the six days, should you just prefer to meet us on the tour is as follows. (If you want to take in any or all the tours, then again please contact me)

Monday:	10.30am—2.00pm	Norfolk and Suffolk Aviation Museum , Buckeroo Way, The Street, Flixton, Nr Bungay, Suffolk, NR35 1NZ
	From 3.00pm	Cotton Museum of Mechanical Music and Bygones , Blacksmith Road, Cotton, Near Stowmarket. IP14 4QN
Tuesday:	10.30am—3.30pm	SOUTHWOLD Display our vehicles on South Green, Southwold. Tour of Southwold Lighthouse , time to be Arranged
Wednesday	10.30am	THETFORD Display our vehicles on the Guildhall car park and a tour of the Dad's Army trail and Burrell Museum . Explore the rest of Thetford.
Thursday	10.45am-12.00am	Tour of Peter Beales Classic Roses , London Road Attleborough Norfolk NR17 1AY.
	From Noon on to	Reedham Ferry , Ferry Road, Reedham, Norfolk NR13 3HA. We arrive at the Ferry Inn where we can have a light lunch and enjoy the photo opportunity of seeing our cars being taken across the River Yare by chain ferry, two at a time.
Friday	11.00am-1.30pm	Forncliffe Industrial Steam Museum , Low Road, Forncliffe St Mary, NR16 1JJ. Rowan Francis will give us a guided tour of all the steam engines and they will be steamed up especially for us. One of the examples we will see is the 147hp engine that was used to open Tower Bridge.
	3.00pm	St Georges Distillery , Harling Road, Roudham, Norfolk NR16 2QW. We have a tour booked here at 3.00pm

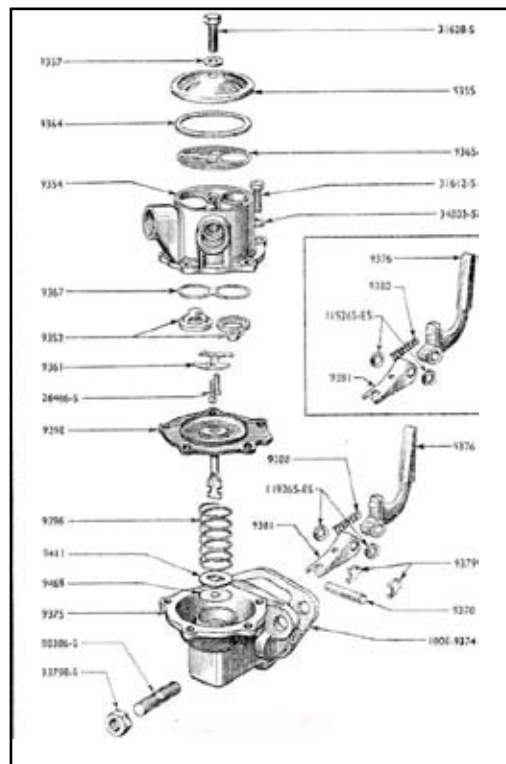
Looking forward to welcoming old friends and new in June. If you want more information I can be contacted on 01945 430325, e mail. jo.hanslip@btopenworld.com.

Jo Hanslip

Petrol Pumps and Vapourisation on my Y

It seems to me that a recurring theme for our Y's and other early Ford sidevalves, is the problems faced with the apparently simple task of providing petrol to our engines. I've had a good few –if not all - of these problems and share them now with you. I've had dirt, leaking diaphragms, vaporisation, leaky and blocked pipes and more... Vapourisation happens when the fuel in the pipes gets so hot it turns to vapour, and thus prevents fuel being pumped – usually just after a brief stop as heat builds up quickly.

The petrol pump serves two functions – that of maintaining supply in sufficient quantity to satisfy the carburettor's needs and also to prevent petrol flowing back to



internal gaskets – and there are two types of valves. Shown in the layout diagram are the early small hexagon shaped flat valves with accompanying small spring and the later sealed units. Separately is the sealed valve variety. Both have a clamping device and associated gasket. Replacements are available but rare to find; The gaskets almost impossible. To that end, when I rebuilt my pumps (I have acquired a good few from autojumbles) I placed the gaskets in my scanner and have copies on file I now print out on to A4 gasket paper of appropriate thickness. (Easily available on E-Bay) Filling up a sheet by copying and pasting allows for really cheap and numerous copies. You will need to cut out carefully and punch holes. (I also do this for the gasket to the engine block and those in the vacuum wipers, carb etc.)



Diaphragms are also scarce in the finding and I have found a couple that just disintegrated as old or perished in use by the action of I guess methanol in the petrol. Those almost dissolved the rubber-like layer into a porous sticky mess.

We mustn't forget too the mechanical nature of the pump – the hinge pin, the lever and top screw that holds the cap down. This screw often gets over tightened and thus stretches or strips the thread. Best use a fresh screw as well as a fresh rubber gasket ring. Under that top cap also lays a gauze filter. Note the 'wings' on top to aid lifting it out for cleaning. The bowl itself will accumulate residue from the fuel that can build up and affect the valves.

The internal spring determines the pressure available to the carburettor and should have a pressure head that exceeds the height of the carburettor. A clear tube attached to the outlet - held upright - will show clearly if enough pressure is available. (Use the starting handle or primer – Not the starter and not with ignition on!)

Given a good diaphragm, good valve seats, no residue blocking and a reasonable spring – Oh and a secure top screw

and rubber ring - the pump should work! However, next in line for problem finding is the copper piping to the carb, the flexible piping from the fuel line, the route of the fuel line and the tank itself.

I have found that older flexible fuel pipes have become porous (The flexible inside being just a rubber inner protected by spiral wound wire.) I have also found the rubber liner becomes detached with the result that suction by the pump collapses the tubing on itself, closing up and stopping fuel flowing. That blockage then adversely af-

fects the diaphragm. I overcame this flexible pipe problem by purchasing modern stainless wire braided fuel piping and attaching with small jubilee type clips to the existing brass couplings. Cleaned up first, these retain an original look. Cutting that braided piping demands wrapping with strong tape first before applying a saw. Heat shrink shrouding was also applied to cover the sharp (VERY) braiding ends.

It is essential to push back the route of the fuel line from the tank as close as possible to the chassis, allowing that metalwork to act as a heat sink, especially where it nears the exhaust pipe. Many people have applied some form of insulation too, both here and around the gap near the manifold – another spot where heat gets to act on the fuel line. This insulation can be something like the old asbestos type tape, or small metal plates fabricated to shield the copper piping.

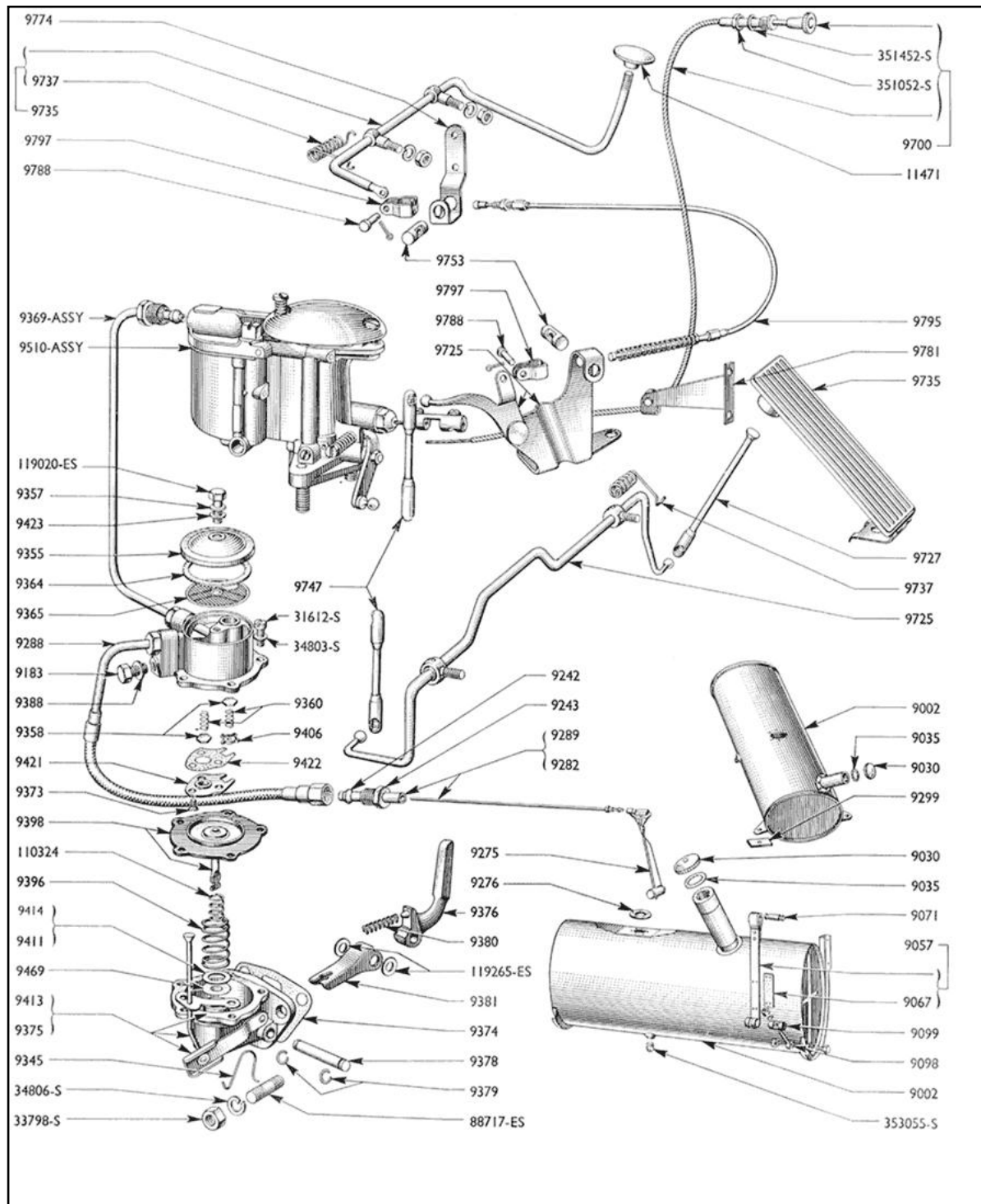
Now, even with this sorted, and a good pump, it still presents problems if there are any air leaks in the couplings and that onto the carb itself. Be firm and use two spanners, one each side at the flexible pipe interface to the fuel line.

As to the tank itself, whilst having a tinned internal finish, corrosion through age may still set in. A good clean is essential – best take the tank off to do that. Coatings are

the tank. If it cannot succeed in the latter, you will have to prime the pump (assuming you have the primer lever fitted) or turn the engine either with the handle or using the starter motor for about a dozen turns of the engine before you have a chance of the engine firing.

As to quantity of petrol issued, this will depend on the state of the diaphragm, the state of the internal spring and the quality of the assembled petrol feed pipe. (Also that you have good fuel in the tank – not year old stale fuel!)

The problem of retention of fuel is down to the valves in the pump and the seats and



available by way of a rubbery paint. Advice is not to attempt removing the drain plug in case of fracture.

Lastly move on to cleaning the carburetor jets, (By blowing air through, not poking with wire) removing the residue in the bowl, check for leaks in the float (place in hot water and watch for bubbles) and for firmness in tightness of the two large bowl screws. Oh, and check those two awkward nuts that hold the Carb down – looseness allows air to seep in.

There are replacement pumps [FS2] and Flexible pipes [FS3] available from our parts department and other suppliers too, but basic maintenance and care should keep you out of trouble and avoid Vapourisation problems.

Additional Notes:

A thicker gasket is required to the engine for some later style pumps else the cam may not operate properly and may damage the camshaft. Check which version you have. The thick gasket helps insulate heat transfer from the engine block to the pump. Check the short spring 9380 that pushes the lever arm back. This sometimes breaks. Some members have replaced the fixing studs with hex bolts making on/off much easier. Those nuts are not easy to turn as spanner space is limited. Others have installed electric pumps, but for myself, originality is preferred.

Inlet and outlet body can be rotated 30° to route pipes a little further away from engine block.

The diaphragm itself is removed by turning to release the peg from its seat.

Blowing back down the fuel line may help clear obstructions and dirt particles

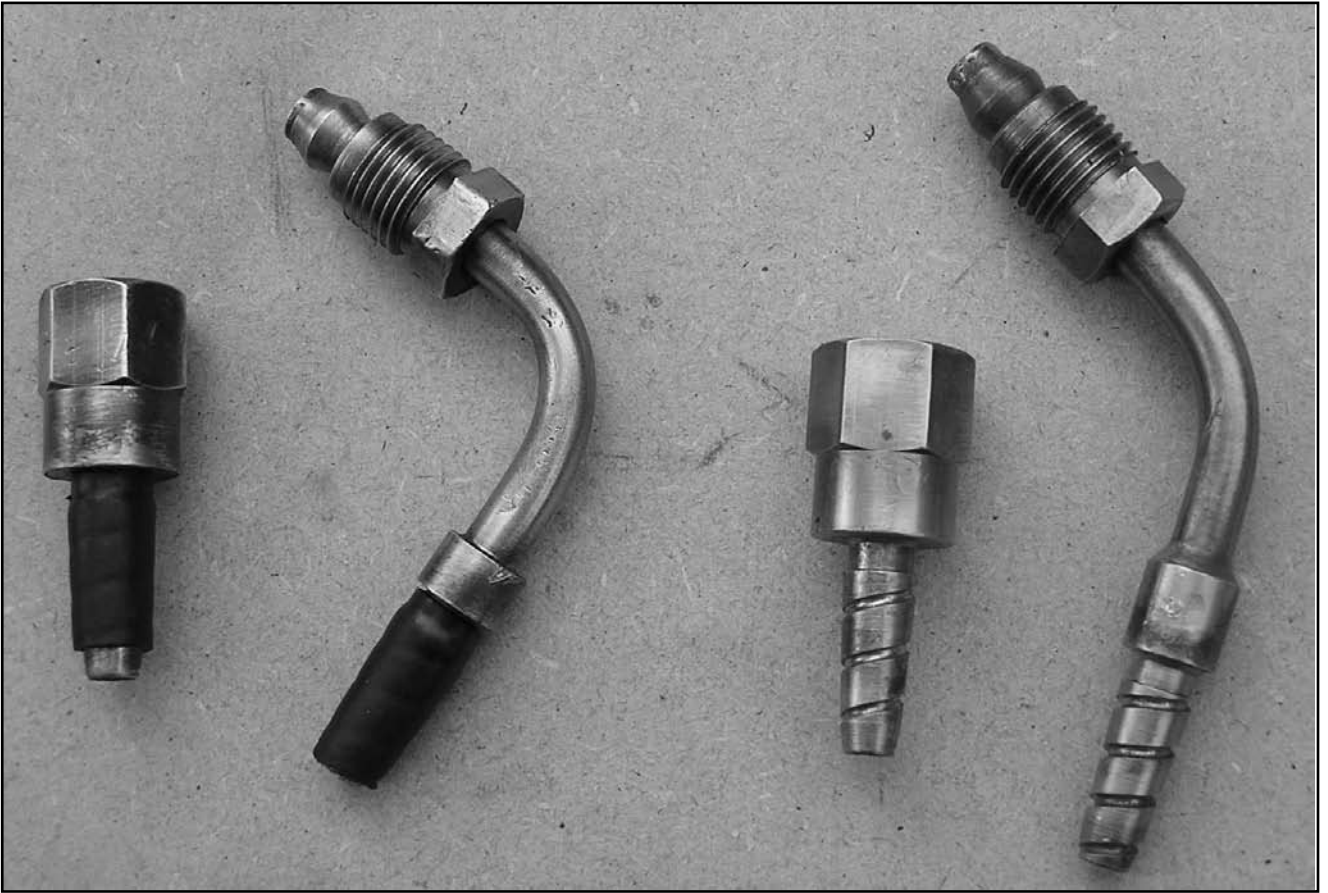
I always carry a spare pump and spare diaphragm in my emergency kit.

Use a little fresh fuel when starting first time after the winter.

I am trying to source new pump springs, and will let you know if found. I have acquired several pump kits – grab them if seen at auto jumbles as this Type Y pump is fitted to many other model makes of that age. With Methanol content in fuels due to increase to 10%, more problems are expected.

Further advice is always available from our Technical and Parts advisors – Nigel Stennet-Cox and Peter Ketchell

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