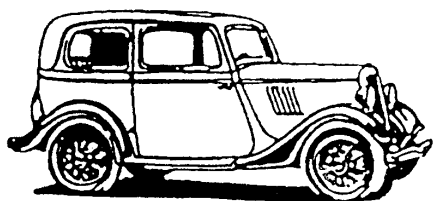
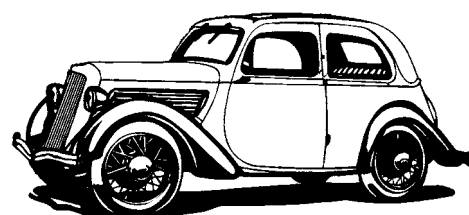


TRANSVERSE TORQUE



Issue 182
January - February
2010



Register Officers

Chairman
Peter Ketchell, 2 Manor Road, Westminster Park,
Chester CH4 7QW
Tel: 01244 676856 e.mail: peterketchell@yahoo.co.uk

Vice-Chairman
Rod Janes, 94 Berkely Crescent, Dartford, Kent DA1 1NH
Tel: 01322 229656 email: rodjanes.94@tiscali.co.uk

Secretary
Bob Wilkinson, Rose House, 9 Brambleside,
Thrapston, Northants NN14 4PY
Tel: 01832 734463 email: bobwilkinson49@hotmail.co.uk

Treasurer
Bruce Allan, 37 Meadow Park, Cabus, Garstang,
Lancs PR3 1TA
e.mail: bruce.allan@onetel.net

Membership Officer
Mike Malyon, 8 Bron Haul, Dyserth, Denbighshire LL18 6LE
Tel: 01745 571423 email: mikemalyon@hotmail.co.uk

Spares Officer
Jim Sharpe, 23 Rous Chase, Galleywood, Chelmsford,
Essex CM2 8QF
Tel: 01245 351546 e.mail: jajm.sharpe@virgin.net

Spares Administrator
Colin Rowe, Croft Cottage, 44 Main St., Church Stowe
Northants, NN7 4SG
Tel: 07944 825045 Fax: 01327 349477
e.mail: colinatfordyandc@aol.com

Regalia Officer
John Argent, 35 Brookmans Ave., Brookmans Park,
Hatfield, Herts AL9 7QH
Tel: 01707 662049 e.mail: j_argent@sky.com

Editor & Archivist
Sam Roberts, 16 Croye Close, Andover,
Hants SP10 3AF.
Tel: 01264 365662 e.mail: sam@samroberts.plus.com

Technical Advisor
Geoff Dee, 27 Ladycroft, Cubbington, Leamington Spa,
Warwicks CV32 7NH
Tel: 01926 334780(7-9pm) e.mail: GJDee@hotmail.com

Co-opted members:
Brian Godfrey, Fleet, Hants. Tel: 01252 616296
email: briangodfrey@ntlworld.com
Peter Purdy, Nottingham. Tel: 01949 851293
email: allpurdys@hotmail.com

**THE FORD Y & C MODEL REGISTER web site is at
www.fordyandcmodelregister.co.uk**

Annual Subscriptions:- UK £25.00 (S/order preferred);
Overseas (incl. Eire) £30.00

TRANSVERSE TORQUE is the official magazine of the Ford Y & C
Model Register Ltd. Registered in England No. 4445646. Reg.d Of-
fice: Priory Close, St Mary's Gate, Lancaster LA1 1XB

DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model
Register do not necessarily agree with all the views and advice
expressed within this newsletter and cannot accept liability from er-
roneous information printed.

Printed by CPS-Airedale/Thistle Print Ltd
0113 226 7497

Regional Contacts

01/02	Devon/Cornwall Somerset/Avon/Wilts/Glos Ivor Bryant The Cottage, The Street, Alveston, Bristol BS35 3SX Tel: 01454 411028 ivor_bryant@msn.com	14	N. Wales/Cheshire/Lancs Merseyside/Manchester Peter Ketchell 2 Manor Road, Westminster Park, Chester CH4 7QW Tel: 01244 676856
03	Dorset/Hants/I of W/ Channel Isles Colin White 49 Grange Road St. Leonards, Ringwood Hant BH24 2QE Tel: 01202 873620	15	Notts/Derby/Lincs/S. Yorks Ken Sleight The Forge Cottage Owston, Askern, Doncaster DN6 9JF Tel: 01302 337483 kenneth.sleight@btinternet.com
04	Surrey/West Sussex Dave Minnett 20 Princes Ave, Carshalton Beeches Surrey SM5 4NZ Tel: 020 8661 2480 Thev8telegraph@aol.com	16	North, West & East Yorks Barry Diggle 16 Croftlands, Idle Bradford BD10 8RW Tel: 01274 614729 barry.diggle@btinternet.com
05	East Sussex/Kent John Keenan 41 Ghyllside Ave, Hastings E.Sussex TN34 2QB Tel: 01424 424323 elvabeach@btinternet.com	17	IoM/Cumbria/Durham/Tyne & Wear/N'umberlnd/Clvnd Andrew Black 66 Lindisfarne Lane, Morpeth, Northumberland NE61 2UL Tel: 01670 511113 wagtail139@btinternet.com
06	South Wales/Hereford Mike Samuel "The Willows" Stoney Road Garndiffaith, Pontypool Gwent NP4 8PY Tel: 01495 772418	18	Scotland Drew Barr 30 Weavers Crescent Kirkcaldy KY2 5LN Tel: 01592 269266 barr195@btinternet.com
08	Oxon/Berks/Bucks Roy Hocking 69 Aylebury Road Bierton, Aylesbury, Bucks HP22 5BT rhock@btopenworld.com	19	Ireland John Fitzgerald Three Rock, Tara Hill Gorey, Co.Wexford 00 353 53 948 1414 jfitzgeraldfordyc@eircom.net
09	Beds/Herts John Argent 35 Brookmans Avenue Brookmans Park, Hatfield Herts AL9 7QH Tel: 01707 662049	20	London/Middx Jim Miles 11 Gordon Road, Wanstead, London E11 2RA Tel: 07901 561866 (afternoons only)
10	Essex Dave Gustard 44 Park Dale Danbury, Chelmsford Essex CM3 4EH Tel: 01245 222921	Overseas	Australia Bill Ballard 24 Rowan Ave, Boronia Victoria 3155, Australia Tel: 00 61 3 9762 9974 sfbill1@bigpond.com
11	Worcs/Staffs/W. Mids/ Warks Geoff Salminen 2 North Pathway, Carless Ave. Harborne, Birmingham B17 9EJ Tel: 0121 427 2189		Denmark Michael Deichmann By-Lyngen 4 Blistrup, DK-3230 Graested Denmark Tel: 00 45 2227 8651 michael@deichmann.org
12	Leics/Northants/Cambs Vacant - can you help?		U.S.A Robert P (Bob) Anderson 228 West Russell St, Barrington, Illinois 60010, USA Tel: (001) 847 381 0052 Bander8899@aol.com
13	Norfolk/Suffolk Roger Hanslip 165 Hungate Road, Emmeth Nr Wisbech, PE14 8EQ Tel: 01945 430325 jo.hanslip@btopenworld.com		When telephoning UK from overseas replace first 0 in UK number with +44

Editorial.

And so we enter another decade. On behalf of the Committee, may I wish all members a healthy and prosperous 2010 with resolutions for positive activity on the cars – be it on the restoration front or on just enjoying driving them on the back-roads of this super country of ours.

Paula and I received Christmas greetings through cards and emails from a number of members, for which many thanks. Your comments were much appreciated. I hope this issue lives up to your expectations!

Having rescued a very poorly grandson from boarding school with the dreaded 'pig flu', I walked him round the National Motor Museum at Beaulieu as a part of his physical recuperation (which he enjoyed). I noted that they have changed the garage exhibit that housed Tom Morgan's pretty original short rad Model "Y", the car presumably now being held in storage. This means that we are now only represented in the museum by John Gibson's 1937 "Popular". Mind you, it is one of the first vehicles you see on entry to the main hall of the museum and it proudly carries its Y&C Register badge on its radiator grille!

Friend of the Register, Tony Russell, has found a fabulous page on the DVLA website, which lets you know whether a particular car is still on their computer. If you key in www.taxdisc.direct.gov.uk to your web-browser, the Directgov website appears. This is the site through which you can tax your car on line. Click Vehicle Enquiry on the left hand side, click through the next page and you will find the enquiry page. You will need to have the Registration number and the make of the car as it is described on the V5C to see if it is still exists. For example, if I put in AYL 454 for my Model "Y" and Ford under 'Make', no records are shown – I have to put in Ford 8hp Kerry, which is what is entered against 'Make' on my V5C. Tony sold his heavily modified and clapped-out Model "Y", ABL 144, in 1956 for a fiver. Imagine



Tony Russell's Model "Y", ABL 144, in the 1960s. The registration still exists on a Ford, according to DVLA records. Does anyone know where it is?

his surprise to find that a Ford, ABL144, is still registered on the DVLA computer. Whether the registration is still on a Model "Y", rather than some other Ford, we don't know. The point is, ABL 144 is out there somewhere. Does anyone know of its whereabouts?

As none of you came back with sightings of VSV 910, the Model "Y" tourer photographed in my last editorial, I put that into the DVLA website to find no record. I telephoned DVLA to be told that VSV 910 is no longer on a Ford. If the tourer still exists, no doubt it will crawl out of the woodwork at some stage.

Geoff Salminen continues to come up with 'goodies'. He showed me two dealer's badges, we suspect, from the back of bespoke tax disc holders and then, at the NEC, he showed me a letter he had received from Talbot House in Poperinge, Belgium. It was here, on our Ypres battlefield tour in June, he played the piano that had been played by the troops on

R&R from the front line during WWI. He has now been granted membership of the 'everyman's Piano Club'.

Following the various comments on the changing part numbers raised in Bill Ballard's 'Ford Tools' articles, quite coincidentally, Arthur Redfern, in the first of his articles on his early life in the Ford Motor Company at the rear of this issue, gives a first-hand definitive answer as to why the pre-fixes to the numbers changed.

Brian Godfrey followed up the advice given in an earlier issue of 'Transverse Torque' to contact Mike Cobell of Saturn Industries to obtain phials of liquid for the hydrostatic fuel gauges fitted to the pre-June 1935 Model "Y"s (and some German Eifel cars). As has been announced in a more recent issue, Saturn Industries has now been sold to Rob Davies and it is he who should be contacted. His telephone number is 01885 490803 or 07973318078.

Graham Miles cleverly answered a query from one of our Australian Syndicate members, who possessed two speedometer drive casings, stamped 7.38 and 6.33 respectively. Which one should he fit? Graham observed that the early Model "Y"s had a crown wheel and pinion ratio of 5.43:1, i.e. 38 teeth divided by 7 teeth (7.38). From April 1934, the ratio changed to 5.5:1, i.e. 33 divided by 6 (6.33). As the car in question is a January 1934 model, the latter one should be fitted to read the correct speed.

Malcolm Grace came across a home-made birthday card at a craft fair in Bakewell. The lady who made it knew nothing of the car depicted. We know that it is a maroon,

Editorial.	3
Chairman's chatter	6
SECRETARY'S RAMBLINGS.	6
Photographic finds	7
The Classic Car Show. NEC 2009	8
For Sale	9
The Cork assembly line.	9
50 th Anniversary of the M1.	10
News of new members	10
Members' correspondence	11
20 years ago.	14
Parts Report	16
An unusual engine	17
Regional news	18
Events 2010	19
International news.	20
Members' Cars	22
THE FORD SCHOLARSHIP PLAN	23
Wheel nuts - beware.	24
Tyre reminiscences	24
Reminiscences	25



The Burgess & Garfield, Yardley, Birmingham and the Cambridge Motors Ltd. tax disc badges

left-hand-drive, Fordor, short rad, , Model "Y", registered TF-5009. My question to you, the erudite membership, is, from which country does this registration plate originate?



In which country was this short rad Fordor Model "Y" registered?

Ken Sleight rose to the challenge of providing a comparable Model "CX" photograph to that of John Keenan's Model "C" in the last issue. The aim was to prove Tony Eldridge's point that the slope of the rear body panel on the "CX" is steeper than the "C", thereby making more room in the rear of the Model "CX". Looking at the two photographs side by side, I think the point is made. Thank you Tony and Ken.

Model "Y" carpets. Apparently, some of you have been asking Geoff Foss of Family Repair Service (see Useful Contacts) for carpets. Geoff has telephoned to say that he has made up three sets of green and one set of red, so get your orders in! If further orders are required, you will need to order quickly as his Model "Y" carpet production is restricted to the winter months when his car and aeroplane upholstery work is minimal.

Although he mentions it in his Club Secretary's article, I would emphasise the fact that Bob Wilkinson flew the Y&C Register flag high at the recent Club Expo conference sponsored by and held at the Heritage Museum, Gaydon. All car clubs are invited to take part in this gathering. Bob made two presentations; the first on youth involvement in the classic car movement in the morning and then, in the afternoon, an appeal to the Ford clubs to play a full part in the 2010 Old Ford Rally in July. Well done Bob.

Steve Waldenberg has discovered a British Pathé film clip showing the Ford plant at Dagenham in 1932/33. The clip starts with short rad Model "Y"s coming off the production line. It is well worth a viewing. See <http://www.britishpathe.com/record.php?id=50443>

Thanks Steve.

I close wishing you a healthy and prosperous 2010.

Sam Roberts,
Editor/Archivist.

**The deadline for copy for Issue 183 is
Friday, 26th February 2010**



Front cover.

A Ford promotional photograph showing the Dearborn built pre-production Model "Y" that was shipped to Dagenham from the U.S.A. in April 1932, five months before production commenced at Dagenham. Note the 10 bonnet louvers and the Model A door handles.

Rear cover.

A rare photograph showing Model "CX" saloon cars, imported in crates from Dagenham, being assembled at the Ford plant at Lower Hutt near Wellington, New Zealand in 1937



And whatever talents he has will be willingly used
 in the diverse activities of the house.
 Chess-players will try to convert draughtsmen to a nobler calling,
 and lower their voices,
 and singers will sing.

from a T.H.-notice
 by Tubby Clayton,
 1917

Geoff Salminen has now free entry to Talbot House, in Poperinge, Belgium, and is welcome to play the old WWI piano at any time.

Poperinge, 24-08-2009

Dear Talbotousian,

Some time ago you visited Talbot House in Poperinge, Belgium. Hopefully, you felt some of the warm, homely atmosphere there, which indeed is the secret of the old soldiers' club. As you know, Talbot House was, is and will forever be a place where everybody is welcome, and where you can briefly brush your worries aside.

During your visit, you seem to have found your way to the original canteen with its old piano. "If you so much as sat down before it in 1918, after three years of constant strumming," Tubby Clayton wrote, "it played 'A Little Grey Home in the West' without further action on your part!" Indeed, at Talbot House no day passed without music, for what better way to forget the war by making music? Imagine how tempting these keys must have looked to the many visiting musicians who - because of the war - were devoid of their musicianship. But then again this very piano must have been played by many visitors before you.

Today, we are grateful to you for joining our Piano Club, by which we are so

Please check your data and let us know if any corrections or alterations need to be made.

NAME: **Geoffrey Salminen**
 ADR.: **2 North Pathway**
Harborne, Birmingham
B17 9EJ - UK
 TEL.: **01214 272189**
 MAIL:



On presentation of this card you will get free entry to Talbot House at any time. On top of this a second person accompanying you will be granted free admission. The only thing we ask from you in return is half an hour of your piano talent, which hopefully you can display for the benefit of visitors at the Old House. We can assure you that your kind contribution will be greatly appreciated by those present, especially as it brings back the warm atmosphere so redolent of the war years.

It goes without saying that you can bring you own sheet music or, if you prefer to avail yourself of our collection, there is the Music Hall repertory, which lies readily available at the piano.



*Above: The slope of the rear body panel on John Keenan's Model "C".....
 Right:..... and the steeper slope on Ken Sleight's Model "CX"*

Chairman's chatter

May I start with an apology? When I was writing the Chairman's Chatter for the last issue, it was a beautiful sunny October day and Christmas Tidings had not entered my head. The festive season is now only a memory, so may I say a belated Merry Christmas to all our Members and a Happy and Prosperous New Year.

As we enter another year; 2009 seemed to be the year of car anniversaries, including our own Model "C". Every car rally I attended had some model or other celebrating its existence. My only regret for last year was not seeing Easter eggs for sale in Woolworth's; I do miss their 'pick & mix' section. Another passing in 2009 was that of analogue television. It doesn't seem only thirty years since the first colour pictures were broadcast by the BBC and ITV. Just before Christmas, I was speaking to our esteem Secretary and he was expounding the virtues of Lancastrians being careful with their money. On putting the phone down, I continued to read the article on the demise of analogue television. Would you believe it, apparently more than 28,000 households still watch TV in black and white and 3,000 of these sets are in Yorkshire! (I make no comment about Yorkers being careful with their money, but a 'mono' licence is £48 against \$142.50 for colour – I say no more!). They say that digital broadcasting is better, but, watching Top Gear, some of the celebrities' faces in high definition seem to have more than the 1,080 HD lines on them! Anyway, I have solved my 'ghosting' problem and have replaced it with a digital picture 'pixilation' problem instead – but that's progress I suppose.

The good news for our weight conscious members (has my steering wheel got bigger, because my driver's seat won't adjust any further?) is that the daily calorie guidelines have been revised. This was perfect timing for the festive season because we all can now consume a further 400 calories daily and not feel guilty; liquid or solid being the only decision to make.

Welcome to the first magazine of 2010. What happened to all those motoring books your family bought for you? Have you read them all from cover to cover or, like a certain well-known secretary we know, have you coloured the pictures in already? In any case, welcome to the last year of the first decade of the 21st century - frightening isn't it? I would like to thank all the committee members and the army of member who volunteered their services during the past year and I look forward to the Register events for 2010.

Peter Ketchell.

SECRETARY'S RAMBLINGS.

I will start by wishing everyone a Happy 2010, particularly in your hobby with your old Fords.

Looking to the future is a common theme at this time of year and it was looking to the future which was on my mind in early December. I was pleased to have been asked to run a seminar at Gaydon's Club Expo Day on 'encouraging the next generation into the classic car movement'. This is a recurring topic for discussion for many car club members and one which has no ready answers. I pulled together some ideas in which I have been involved, (e.g. the 'Ride in an Old Ford' feature at the Old Ford Rally) and drew upon the experiences of those attending the session. All participants went away with a task to complete during the coming months and I hope to let me have some feedback.

I am sure you, as members, have your own experiences of activities involving the next generation of enthusiasts. I would be delighted to hear of them so that we can share these to help our hobby continue, and for our cars to be in enthusiastic and safe hands, in the future. Why not give me a call or drop me a line?

Looking back over the past year, it is gratifying to see an **increasing number of our cars coming back into use** as they emerge from dark sheds and garages into the first look at daylight for many years. I am sure they blink! All this is possible as our spares section increases the range of parts available. I am sure it is easier to restore one of our cars now than it was 30 years ago!

Once again, I appeal to those who have an old **Model "Y" or "C" lurking in a garage feeling unloved and down at heel to do something about it.** Either get on with that oft' promised restoration, or sell the car to someone who will! Our motoring heritage will survive only if these old cars are out and about being seen and enjoyed. In this new year make your resolutiongo to it!

Selling your car? Members are reminded that **FREE** advertising is available in this magazine and on our club website, and that within this target audience there are members looking for Model "Y"s and "C"s. In following up adverts seen in classic car magazines, I often find that the vendor is already a member who has not bothered to use the Club facilities. A Model "Y" at auction recently fetched about £1k less than it would have done using Club services and, sadly I fear, that this car has fallen into the hands of a number plate parasite. My bet is that the car will reappear for sale in a few weeks, sporting an age-related numberthe original having been sold off. **Please use your Club advertising facilities for mutual Club benefit.** (All you need to do is contact me or Sam Roberts).

We have another busy year ahead as a look at our events list will show. As you read this column, your spares group will have already met to prioritise parts for you. Your Committee will meet any day now to plan the year and ensure our Club continues to support members for years to come.

Have a good year in 2010. I look forward to seeing you and your car at an event.

Bob Wilkinson. Secretary.

Photographic finds

I am grateful to Phil Beckett for sending in these two photographs of our cars in his home town of Hull:-

Bob's Joke Corner.

Since I enjoy domestic bliss (I have to include this as my wife reads the Club magazine), I have difficulty in empathising with the following situations. But here goes anyway...

SILENT TREATMENT

A man and his wife were having some problems at home and were giving each other the silent treatment. Suddenly, the man realised that the next day he would need his wife to wake him at 5:00 a.m. for an early morning business flight. Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, "Please wake me at 5:00 a.m." He left it where he knew she would find it.

The next morning, the man woke up, only to discover it was 9:00 a.m. and he had missed his flight.

Furious, he was about to go and see why his wife hadn't wakened him, when he noticed a piece of paper by the bed. The paper said, "It is 5:00 a.m. Wake up."

Men are not equipped for these kinds of contests.

WIFE vs. HUSBAND

A couple drove down a country road for several miles, not saying a word. An earlier discussion had led to an argument and neither of them wanted to concede their position. As they passed a barnyard of mules, goats, and pigs, the husband asked sarcastically, "Relatives of yours?" "Yep," the wife replied, "in-laws."

CREATION

A man said to his wife one day, "I don't know how you can be so stupid and so beautiful all at the same time."

The wife responded, "Allow me to explain :God made me beautiful so you would be attracted to me. God made me stupid so I would be attracted to you!"

Laugh at these yourselfyou may not feel it wise to share with the lady of the house.

Please send me your favourite chuckles.

Bob Wilkinson.

The Ford Model Y & C Register



Top: The Shell Mex building in Ferensway, Hull, after a bombing raid in April 1941. The chap in the photograph is walking towards a rather damaged Model "Y", which, for some reason, appears to have its windscreen open. "

Above: In less troubled times (August, 1950) a Tudor Model "C" is parked outside Hull Central Library.



A post-war shot of the art deco frontage of Scientific Motors in Bourne-mouth. A long rad "Popular" Tudor Model "Y" appears to have called by for some Esso petrol, whilst a 1947 Plymouth registered Austin? sits in the workshop



“Caption from May 2009 ‘Steam World’ magazine (with thanks to Bill Ballard), “Cyril Payne became one of the relatively few people to own a car in the pre-war era. His choice was CHK 33, a Ford Model Y, the first Ford specifically designed for markets outside the USA and was in production in England from 1932 until 1937. The 1935 two-door model was the only fully-equipped car ever to sell for just £100. His was a post-October 1933 long radiator model, and Cyril took this picture of his car in the Royal grounds at Sandringham in 1935 while on holiday in the area.” With thanks to Ken Depledge (copyright) and ‘Steam World’, who sent a copy of the original photograph.

The Classic Car Show. NEC 2009

Each year Geof Salminen, aided by Geoff Dee, makes all the arrangements and organises the display on the Y&C Register stand at the NEC. This year, the stand drew many admiring glances, photographs and comments from passing punters. This was mainly due to Geoff’s period display of a picnic scene with Eileen, the mannequin (so called, because she does!) propping herself against the open door of Peter Ketchell’s Model “CX” tourer. Splayed out at her feet was a period picnic set, complete with hamper, a wind-up gramophone and period camera.. Peter’s tourer was accompanied on the stand by Neil Bray’s Model “C” Tudor saloon and Peter Purdy’s Tudor Model “Y”; three beautiful cars in pristine condition.

The stand was on an island in Hall 2 along with the Model A Club and the Sidevalve Owners’ Club; an island of pre and immediate post-war Fords. As always at this event, we welcomed a number of Irish members and visitors, who seem to be able to fly over from Dublin and Belfast into the East Midlands airport alongside the NEC for an amazingly small fare. The visitors to the stand this year included:- Jerry Harrington, Michael Leete, Charles Vining, Richard Bingham, Tony Eldridge, Tom Glover, Brian Bedford, Tom Brett, Christine and Colin Rowe, Alan Summons and Roger Corti. Stand duties were carried out by the two Geoffs, assisted on various days by Bob and Pat Wilkinson, Doug and Bessie Hickson, Peter and Jean Ketchell, Peter and Jean Purdy and me

Sam Roberts.



Eileen entertains Geoff Salminen (left) and Geoff Dee to a picnic party at the NEC. Peter Ketchell’s Model “CX” tourer provides the back-drop.”

Transverse Torque

The cost of publishing and distributing the magazine has risen from 68% to 75% of the Club's income from members' subscriptions. This is due mainly to constantly increasing postal charges. We have recently been told that postal charges are to go up again this April. As I am sure you will appreciate, the Club tries to generate income primarily to manufacture and procure no-longer-available spares for our cars and not to publish magazines! As a result, I have been asked by the Committee to look at ways of reducing the cost of the magazine.

Unless there is a demand from you, I do not intend reducing the size of the magazine, either in content or format. There is little to be gained financially by doing so. So, it is the postage costs that I am targeting.

I have already looked at the complimentary copies we send to other 8 & 10 h.p. sidevalve clubs, automobile institutions and the 'glossy' classic car magazines and have reduced that number significantly. Clubs that contribute to our magazine and who send us complimentary copies have been asked whether they would be content to receive our magazine as an email attachment – thus saving both printing and postage costs. I have received favourable responses.

The next step is to ask you, the members, whether you hoard back copies of 'Transverse Torque', or would those of you with email access be content to receive the magazine as a .pdf attachment. To read a .pdf attachment, you require the Adobe Reader program, which is a free download.

Please email me if you would be happy to receive 'Transverse Torque' as an email attachment.

Sam Roberts. (sam@samroberts.plus.com)

For Sale

March 1933 Model "Y" Cairn coupé (Y18680). One of only three known survivors. Probably the most attractive of the special-bodied Model "Y"s. Bodied by Salmons Tickford and marketed through W. Harold Perry in North Finchley, London. A rare beast. Recently has been treated to a reconditioned engine and had a Panhard stabilising rod fitted to the front axle. £5500.

See photograph:

Frank Gowing:- Tel: 01403 258432 (Horsham, West Sussex)



Wanted

One nearside wing for long rad Mod Y.

Geoff Dee 01926 334780

GJDee@hotmail.com

Old type (hydrostatic) fuel gauge for a 1933 Model "Y", preferably with copper pipe.

Cyril Loder. Tel: 01258 453400 (Blandford, Dorset)

The Cork assembly line.

When researching her book, "Are you still below? The Ford Marina Plant, Cork 1917 –1984", Miriam Nyhan interviewed a number of ex-employees, one of which had worked on the main production line of Henry Ford & Son, Ltd., in Cork. From his description, it would seem that he was on one of the two lines (4 cylinder or V8) during the 1930s. The extract from the book reads:-

"The command of the moving assembly line essentially meant that there was no room for diversion from the task in hand as the production method required consistency to operate economically. Henry Ford's tenacity for optimal production is shown, for example, by the chassis assembly line which divides the process among the assemblers so that each operation was performed in seven minutes and 36 seconds – producing 300 complete chassis on each line in eight hours as follows:-

1. Three men fix four mud-guards – two on each side.
2. Six men, on a moving line fix rear spring to chassis frame
3. Two of three men place and fix the rear axle, connecting the rear spring to the rear axle spring shackles – the other man simultaneously places and fixes the front axle assembly under the chassis frame.
4. One of two men completes the fixing of the front axle, places the combined lamp brackets and

front mud-guards, and places the nuts on. The other places and fixes the mud-guard and fixes the mud-guard bracket truss rods.

5. Two men place the nuts on the truss rods and fix on the controller lever rocker shaft.
6. One man fixes the front spring, tightens nuts and puts in four split pins.
7. Two men complete the fixing of the combined front fender-irons and lamp brackets.
8. Place one gallon of gasoline in the tank on the gasoline tank bridge.
9. Two men attach gasoline tank and a feed pipe for the tank.

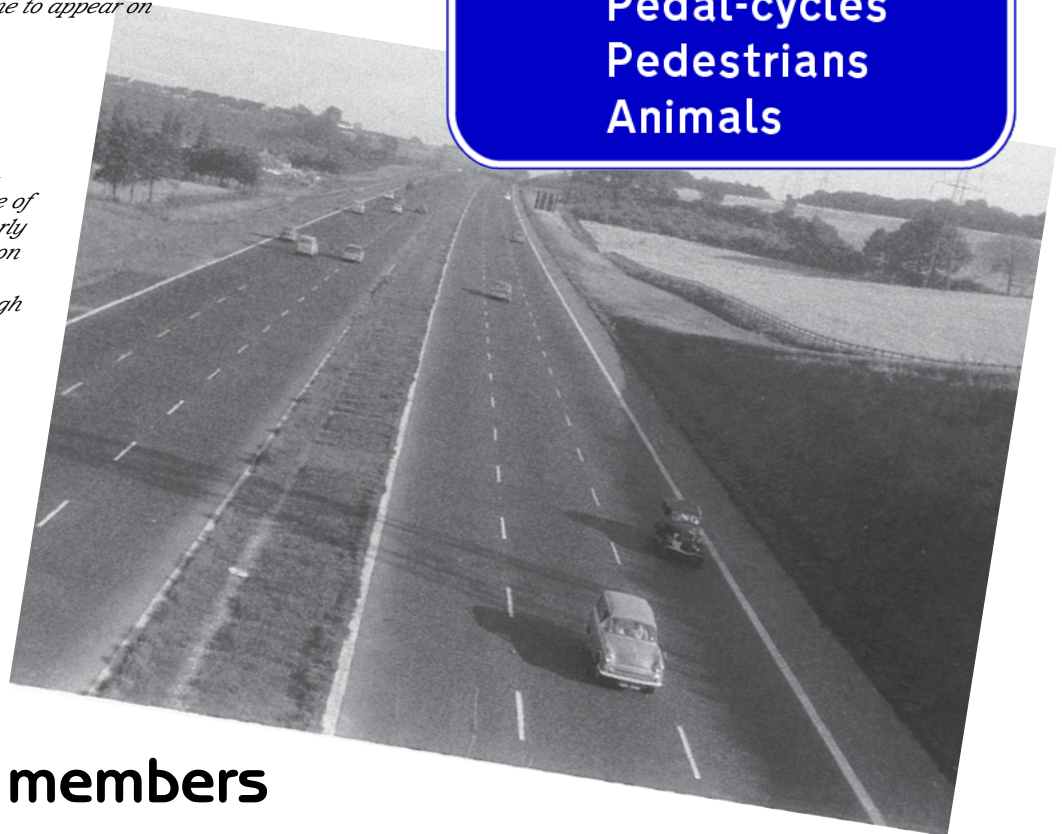
The process continues for another 37 steps when the eventually complete car is driven off the line."

50th Anniversary of the M1.

Following the opening of the Preston By-pass (December 1958) and the Chiswick flyover (September 1959), first major inter-urban, motorway to be opened was the 67 mile (107km) length of the M1, between Crick and Berrygrove. It was opened in November 1959 by the then Minister of Transport, Ernest Marples. This was the first section of the M1 London to Yorkshire motorway, and was designed to speed up travel between Birmingham and London. Learning from the lessons of the Preston By-pass, it included strengthened hard shoulders and was the first dual three-lane motorway. The M45 (Dunchurch to M1) and the M10 (St Albans By-pass) motorways were constructed at the same time. It was built in only 19 months, and included two service stations - the first in the UK.

The sign is the first one to appear on the new motorway.

A long rad Model "Y" trundles along in the slow lane of a featureless M1 in the early 1960s. No Armco barrier on the central reservation, no lighting; just tarmac through the countryside.



News of new members

Prepared by Mike Malyon
20th December 2009

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

Ivan Johansen	O-J103	Harstad, Norway
George Lowe	L1101	Meir Heath, Staffordshire
Kenneth McRae	M1801	Leven, Fife
Edward Mills	M1201	Wellingborough, Northamptonshire
Philip Smith	O-S105	Pukekohe, New Zealand

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

Ivan Johansen has joined the Club with his 1934 Model "Y", which has been in the family since the 1950s. Ivan's "Y", registered X310 (Y72360) is black with a red stripe and is in need of a ground-up restoration. Don't forget Ivan, the Club is here to help in any way we can. Good luck with the restoration and please keep us informed of your progress. We welcome you to the Club.

George Lowe is now the proud owner of Nigel Stroud's 1936 Model "Y" EPA 917, which was advertised in 'Transverse Torque' and on the website. It has chassis no Y128496 and Briggs body no 165/33523. The car is black and green and is in A1 condition! Lucky George, I bet you can't wait for the better weather so you can get out and about around Staffordshire. We hope to see you at some of our events. Thanks for joining and welcome to the Club.

Kenneth McRae - we welcome Kenny, from Leven to the Club. In 1936 Kenny's grandfather bought a new black and green Model "Y", BFG 475 (Y143640). It cost £100 plus £5 delivery charge. It left the family on the death of his grandfather in 1963. Kenny was able to buy the car from member Dougie Dickson, having, to his surprise, found it tucked away in Dougie's bus museum. The story was reported in

the national press and is the subject of Members' Cars in this issue of 'Transverse Torque'. Kenny is pleased the car is back with the family after 46 years. Kenny can't wait for the Spring so he can take a trip down memory lane, revisiting the places he went to with his grandfather. We hope you have many nostalgic journeys motoring around Fife.

Edward Mills has purchased a black, 2 door 1934 Model "Y", GL 1404, chassis no. Y57638 and Briggs body no. 167/3722. It is on the road. We hope you enjoy motoring in and around Northamptonshire and, maybe, we will see you at some of our Club events. Please note that Willoughby and the A.G.M. in April is only a stone's throw away from you! Thanks for joining and welcome to the Club.

Philip Smith from New Zealand has joined the Club. He has a 1935 Model "Y", (Y106161) Briggs body no. 165/23706, which would have been assembled at the Colonial Motor Co., Ltd. in Wellington after being imported from Dagenham. It is in need of a complete restoration. Looks like you are going to be busy, Philip, but, being a vehicle mechanic, I'm sure you will enjoy the challenge. Good luck with the restoration. Please keep us informed with your progress. We welcome you to the Club.



Philip Smith, our new member in New Zealand, is restoring his Tudor Model "Y", Y106161.

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

I would like to take this opportunity of wishing all our members a happy and healthy 2010. Keep on motoring !!

Mike Malyon, Membership Officer

Members' correspondence

Satisfied customer.

Brian Fleet emailed in:- "I am attempting to improve the finishes of my Tudor Model "Y", ATP 374, starting with the dashboard - (the incentive is something to do with needing a wedding car next year). The speedometer bezel is badly rusted and beyond renovation.

It is not mentioned in the spares list in the magazine, so I spent hours surfing the net for a part or for finding someone to make a new trim. However then I remembered your spares page says if not listed, "ask". So I asked Jim Sharpe. How delighted I was to receive a new bezel by return!

It pays to ask! Why bother with the internet. Thanks for your help Jim."

[Note: At the top of the Spares listing, it does state, "If the required item is not listed, please submit s.a.e. with request to Jim Sharpe."]

Transverse Torque hazard – be warned!

I was asked by Bob Wilkinson to inspect Brian Godfrey's almost restored Fordor short rad Model "Y" in Fleet, so that he can apply to DVLA with the all-important Club's certification to retain the original registration. I received the following email a few days later:-

"Thank you for taking the time to visit and inspect this week. It was good to see you and meet Paula. Di enjoyed the chat.

Could I please make a suggestion to the Editor:- Issue 181 of Transverse Torque had arrived in the post when I came in from the garage on Friday 13th November. Friday's family duty is to collect two of the grandchildren from school. I quickly ate lunch, walked the daughters dog, collected reading glasses and issue 181 prior to setting off early to gain a parking space and read. All went well, but I became engrossed in the content and was late on duty.

May I please therefore suggest that in future, at the bottom of each right hand page you print:- PRIOR TO TURNING THIS PAGE, TRY AND REMEMBER WHAT YOU SHOULD BE DOING.

Another great issue Sam."

Ironstone Works, Pitsford

Harry Edwards, the Historian of the Morris Register, suggested that we might be able to help a friend of his, George Twiselton, who is researching the local ironstone workings at Pitsford, to the north of Northampton. The manager of the workings from 1940 until his death in 1957, was a Mr. White, who was a friend of George. George is trying to establish where Mr. White lived previous to his time at Pitsford and thought that a photograph of him, with his wife, in their Model "Y" might give a clue. The Model "Y" Tudor was registered BPH 4, a Surrey registration from June 1934. If he had owned the car since new, then Surrey could well be the answer!

Another Alpine nears completion

Tony Russell sent me some photographs of Roger Booth's Alpine in Nick Burt's garage in Swanage, Dorset, where it sat from 1954 to 1998. Roger, who had been trying to persuade the owners to sell for years, managed to obtain it and has been meticulously restoring the car ever since. He emails, "I will take some up to date photo's of my car soon and forward to you. The car is complete apart from the interior trim which is scheduled for February 2010, (I have been waiting ages on a long waiting list). She was running o.k. last weekend when I fitted the reworked petrol gauge as I have converted to 12 volts (sorry), so should be on Dorset roads early next year."



Mr and Mrs White in their 1934 Tudor Model "Y" in 1950. Note the early piano hinged bonnet, the almost essential 'smog' light and the modified nearside side lamp - I wonder why that was?

Commercial vehicles

Nigel Stennett-Cox responded to my plea for information on the different laws for commercial vans:

"It was with some surprise that I saw your plea for suggestions regarding the "C" suffix on Ford reconditioned engines for commercial vehicles and industrial applications, because the answer lies in one of the areas in which I know you like to hold forth, namely horse-power tax.

Put simply, re-boring an engine can take it beyond its official RAC rated horsepower, thereby making it illegal, pre 1947, to fit such an engine to a private car in this country without declaring an increased taxable horsepower. Commercial vehicles were always exempt from such strictures.

With a plentiful stock of used 8 & 10 hp engines, rather than having had thin-wall dry liners fitted and taking the bore size back to standard, maybe it was not economic to bother with new liners. Blocks were cheap and plentiful and could be scrapped when beyond the biggest re-bore size of plus .060", new blocks being introduced into the system whenever necessary at little cost.

Furthermore, there were large enough numbers being sold for all types of industrial and other applications to justify merely adopting the C suffix system."

Leslie Ives also responded by sending me a copy of his summons for speeding in his A55 van issued by the Chapel-en-le-Frith Division in the County of Derby in 1960. This states quite clearly that he was "unlawfully driving a



Roger Booth's January 1934 Arrow Alpine, JT 480 (Y48265), as it sat for 40 plus years in Burts Motors Ltd. in Swanage, Dorset.

motor vehicle, namely a motor van on a certain road called Manchester Road at a speed greater than 30 miles per hour, the speed specified in the First Schedule to the Road Traffic Act 1934 as the maximum speed in relation to a vehicle of that class or description, contrary to the Road Traffic Act 1930, as amended by Section 2 of the Road Traffic Act 1934."

Leslie also wrote, "Regarding your 'research' into regulations relating to speed limits on commercial vehicles, I can tell you they were a real pain – particularly when one had, say, an A55 van which could move as swiftly as its saloon car cousin! However, there were no speeding cameras, radar guns, just 'cops' in cars to watch out for. So, in those days, a vigilant eye needed to be kept on the rear view mirror.

I had a word yesterday with a fairly knowledgeable chum, who told me there were A, B and C licences controlling commercial vehicles. A & B were for lorries. Most of my vans came under the C licence, which covered the smaller vehicles. There was an extra tax disc with a bold C on it in the windscreen. Also an accurate daily log needed to be filled in for journeys, including (believe it or not) statutory breaks! Memory tells me that I did not have this chore with my Brewery Ford 8 and Jowett vans – rated at 8 hp."

Restoration well under way.

In the last issue, Mike Malyon introduced us to new member, Peter Green, in Wokingham, Berkshire and his pretty dilapidated-looking Tudor Model "Y", DOH 838, which he bought from John Pinchbeck. A couple of months down the line, Peter reports:- "Thank you for your item on my "Y" in issue 181. The restoration is going well. When I bought it, the engine was in bits, the cylinder head was off and all the valves seized. The head had been off for years and the car off the road since 1967. The engine is now running well and is driving again. I have also repaired the fuel tank,



A smarter looking DOH 838 than when it appeared in the last issue!

carburettor and the seized clutch.

The non-standard front bench seat has been replaced with a pair of bucket seats, allowing me to get to the rear seats and to overhaul the trim. I purchased a pair of running boards from Mr. Rick Beasley of Classic Contours (see Useful Contacts – Ed.) and had no problem fitting them. I've also made good the bodywork.

So, next year, in the spring, I will tackle the brakes, steering, lights and paintwork. DVLA has said that I have to obtain an MoT before they will issue a V5C against

the original registration, DOH 838 – another aim for 2010 with more help from the Club."

Ford feeler gauges

Further to my plea for a sight of some Ford feeler gauges that were issued in the early Model "Y" tool kits, Geoff Salminen appeared at the NEC with two differing sets of gauges, neither I regret from the Model "Y" toolkit.



This larger set is inscribed, 'FORD CAR GAUGE' No. 35 CONSULT THE BOOKLET'. It was manufactured by Moors & Wright of Sheffield (Patent no. 792592) and consists of a small spanner (not large enough for the distributor nuts), gauges marked 'SPARK PLUG 25', 10 and 12 and a pointed scraper marked 'PLUG CLEANER'



This relatively small set of gauges has Erfo stamped on it and covers 12, 14, 32, 15 and 10 thou. There are no gaps on the Model "Y" requiring a 35 thou gauge

20 years ago.

Issue 62 - December 1989/January 1990

John Guy, the then Editor began his editorial with the paragraph, "Here we are in 1990. Happy New Year! Back in the 60s, if anyone had suggested I would still be running a Model Y in the 90s, I would not have been too optimistic but here we all are, going from strength to strength." Although John's Model "Y" hasn't been seen on the road for some time, here he now is in 2010, still with his little Ford and we all continue to go from strength to strength.

In this issue there were write-ups on the 1989 Great Dorset Steam Fair in the south, the York Rally in the north and, of course, the All Ford Rally at Abingdon. All three were well attended by the Club. There was a wide variety of cars at Tarrant Hinton, keeping the steam engines company; Dave Curtis in his recently restored "CX" Fordor saloon (now owned by our publican member, Duncan Davis of the Black Bull Inn at Fosterley in Co. Durham), Graham Tomlinson's French Model "Y" Kelsch cabriolet (which has disappeared to the U.S.A. we believe), Jack Barnes' Model "Y" Mistral (inherited by his son, John), dear Bert Hopkins in his Model "Y" Lotus Special, in which he had recently completed the Lands End - John O'Groats run, raising money for the Salisbury Scanner appeal. Other Model "Y"s included David Lovering's (now owned by Melvyn Fox), Mike Merry's (now Ian Hawley's), Phil Wookey's, Richard Maidment's, Roy Cleeves', which came in convoy with Derek Hoare's from the north Somerset coast, Paul Ellis's, Paula and I in my Tudor, CNN, and Michael Hockley's from Cornwall, (we've lost contact with him regrettably). Also present were the Samuels, still promising to have their Model "Y" roadworthy 'next year' (the mañana syndrome!) and Hubert Wingate and brother Norman - Hubert won the Car of the Show award, not in his Fordor "Y", but in his Austin Sherborne.

In York, Bob Wilkinson entered both his Mistral (now Winston McAdoo's) and his Tudor Model "C" saloon (now Ken Sleight's). John Harrison came in his Model "Y" Cairn coupé (now Frank Gowing's), Bryan Dixon in his beautiful Fordor with its wireless (now John D'Alessio's), Dave Gatenby's Fordor "C" (now John Dolby's) and Dave Tebb's Model "C", which he is still restoring!

The 1989 All Ford Rally will be remembered for the appearance of one of the most unusual Model "Y" tourers ever seen. Alan Pettit and his two mechanics had trailered the car from Trowbridge with the aim of finding out what it was. The silver sports car boasted a short rad grille and Ford Pop type transmission with Easiclean wheels. The back end of the vehicle was stubby and had a large external vertical square petrol tank. The bonnet had three semi-conical louvers on each side. Alan had the original log book, which described a Model "Y" tourer and gave a chassis number of Y19608 and registration AJJ 100. Fortunately I had my collection of tourer pictures with me, so was able to thumb through to find a familiar line or two on the bodywork. Firstly, we had to make sure we had an original tourer. This was confirmed by the lack of a Briggs body number in front of the passenger seat, and any tell-tale screw holes (Briggs did not make tourer bodies). After much scrutiny, it became clear that we had a sawn off and heavily modified Abbey! The bad news was that Alan Pettit was a number-plate dealer, so AJJ 100 presumably is now adorning an exotic 'modern' somewhere. The Abbey is now with member, Nick Pinkett in Wiltshire, hopefully being restored to its former glory as a hill climbing sports car. How is



1. "AJJ 100 in its heyday; hill climbing in the 1950s with Robert Verdier at the wheel and his wife as the bouncer."

2. AJJ 100 as it appeared on a trailer at the All Ford Rally, Abingdon in 1989."

3. The now unregistered AJJ 100, part way through its restoration in 1995 at Nick Pinkett's 'stables'. Note the heavily modified back end to accommodate the large trials fuel tank, which also added weight to the rear tyres when hill climbing.

it coming on, Nick? We subsequently discovered the history of the car quite by accident at the 1994 Wellingborough show, when one of the sons of the rallying owner, Robert Verdier, spotted my Kerry and regaled me with the story of his father and mother's exploits in AJJ 100. This was written up in issues 91 and 96 of Transverse Torque.

New members introduced in issue 62 included possibly the most prestigious of all our past members. Luis Cascante Davila from Barcelona, the late-father of Luis Cascante Gomis, our regular correspondent on matters Ibérica. Luis senior was the proud owner of a Model "C" and in 1960/61 was a founder member, and subsequently Chairman, of the Spanish classic and veteran car club 'Amigos de los Coches Veteranos', which then became one of the founder clubs of the European federation of classic car clubs (FIVA), to which the Federation of British Historic Vehicle Clubs (FBHVC) is also a member. In 1977, Luis was elected Chairman of FIVA, a post he held until 1980 when he was succeeded by Lord Montagu. Luis sadly passed away in 2008 aged 88. His obituary appeared in issue 172.

Other new members included Tony Drew, from Binbrook in Lincolnshire, who was undertaking a full restoration of his 1935 vineyard green and black Tudor Model "Y". It is still shown in the list of survivors as being under restoration! Please bring us up to date on progress, Tony. Ian Moodie, from Selkirk is also celebrating 20 years in membership with his Model "Y" – again, it would be good to have the history of his Tudor long rad in the archive. The only other still serving new member was Trevor Walker from Newcastle who, until recently, held the fort as our Regional Contact in the north-east, ably assisted by Ian Wright and Ron Topping – a task that has now been handed over to Andrew Black. Trevor, in 1989, was looking for a Model "Y" and eventually found a 1933 maroon and black short rad Tudor. The welcome we received in Barnard Castle by the 'Geordie contingent' on the Club tour of Britain on Convoy 2000 will long be remembered Trevor.

Finally from issue 62, we learn again from the good Dr. Ford who, this time, was thinking about:-

THE ELECTRICAL SYSTEM.

Of all the aspects of our collectors cars, the one that seems to cause most confusion is that of the electrical system. If you can understand how your child's dynamo system works on his/her cycle, then you've cracked it. The modern car with its delay chips and multi-function switches needs a little more understanding, but with the Y or C there is nothing very complex.

The three accompanying wiring diagrams cover, in the main, our three basic models. The model, from 1932 through until October 1934 when the electrical fuel gauge was introduced. As you can see, not a single fuse is fitted and all the circuits are supplied via a switch, the only exception being the horn, which is fed direct and the switch in the form of the horn push earths the horn circuit. The stop lamp switch is also fed from the connection on top of the starter motor: all other circuits are fed from the back of the lighting/ignition switch, with the only exception being the dash light switch which picks up its supply from the ammeter.

This takes us to the next diagram, that of the post-June 1935 model, which also allows the front side lights to go out when the head lamps are switched on (post June 1934), thus saving a couple of amps when the head lamps are in use. This diagram shows the extras that may be found on the vehicle, such as trafficators and interior light. The electrical fuel gauge now makes its appearance, as well as the foot dipper switch.

The third diagram – the De Luxe or 'C' – is basically as the previous diagram and although laid out differently as a diagram, is basically the same, the exception being the

front side lights which, like the Popular, need to be on when the head lamps work; otherwise little has changed.

Now, what goes wrong? Well, that takes a little understanding. The main answer is age, or to be more precise, corrosion. We only have 6 volts and cannot afford to lose any or part of that limited supply, and we do. Think now about the other half of all these circuits not shown on paper, i.e. the return. This is via the steel of the bodywork and the chassis, etc., which is fine until you remember the age of the cars. Consider the starter circuit; one half is easy to recognise with a nice thick cable running down the bulkhead. How does the circuit return to the battery earth lead? Not via the rubber engine mounts or rubber gearbox mount. Perhaps via the rear spring shackles or clutch judder bolts and then via corroded rivets in the chassis members and bulkhead. Perhaps it's time to give the circuits some help; the earth bonding discreetly mounted on a gearbox bolt somewhere convenient and then run up the body side behind the trim up to the earth bolt behind the bulkhead. In a similar manner, cables can be extended around the chassis/body to return the circuits to the battery. These additional cables can be incorporated in to a new loom if you are going to do a rewire. My cream van has a loom of this nature fitted. In this way all the lights, etc., have a cable return to the rear of the bulkhead. This loom was manufactured by Auto Sparks [See *Useful Contacts - Ed.*] It takes a little patience to get across to them exactly what you need, but it is worth it. At the same time, any direction flasher cables can be incorporated in the loom, which can be covered in all black cotton covering with the extra cables incorporated, all of which gives a very original appearance. Happy sparking.'

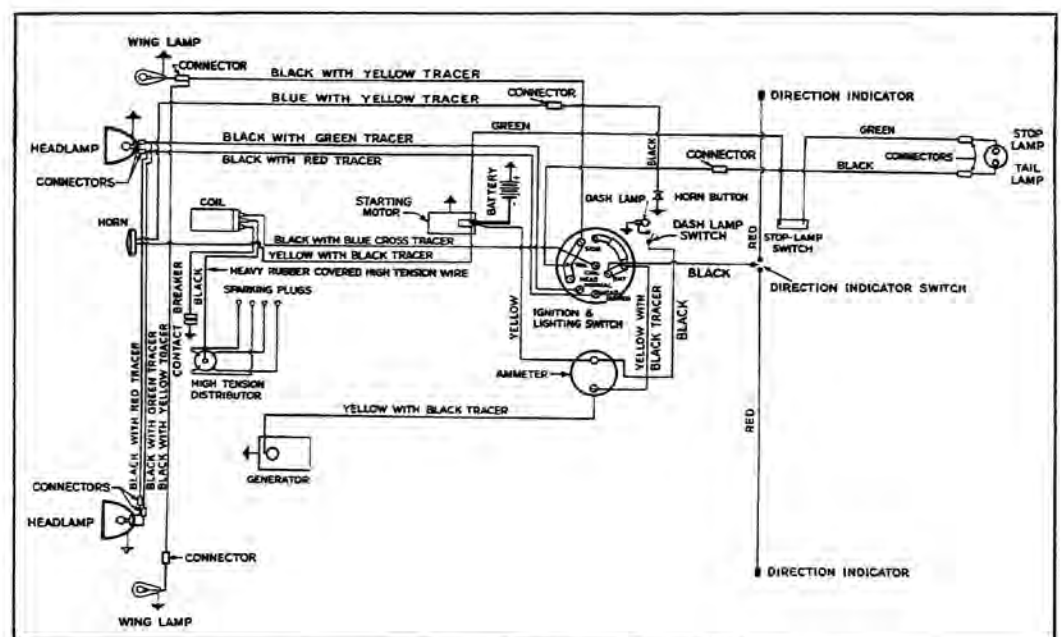
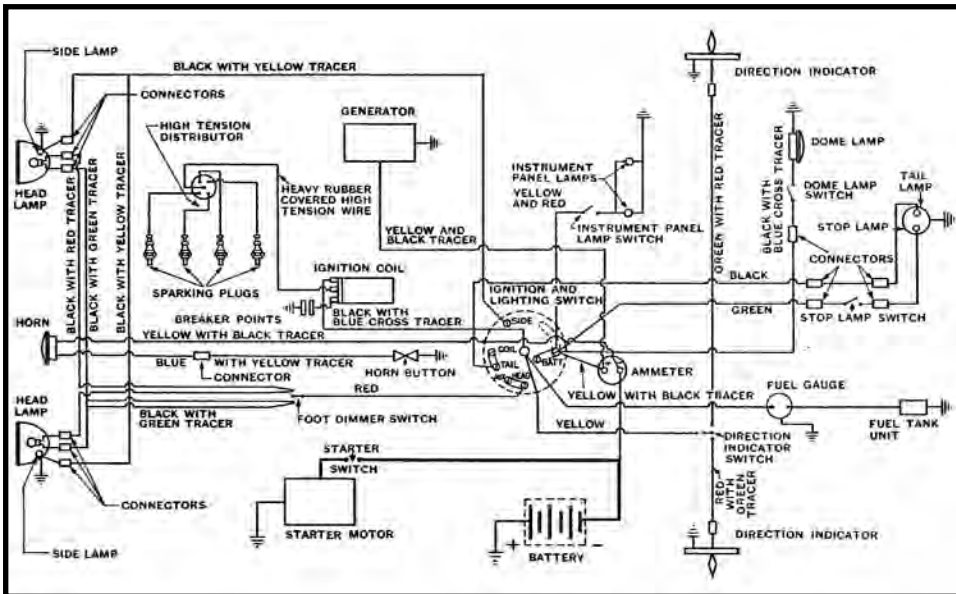
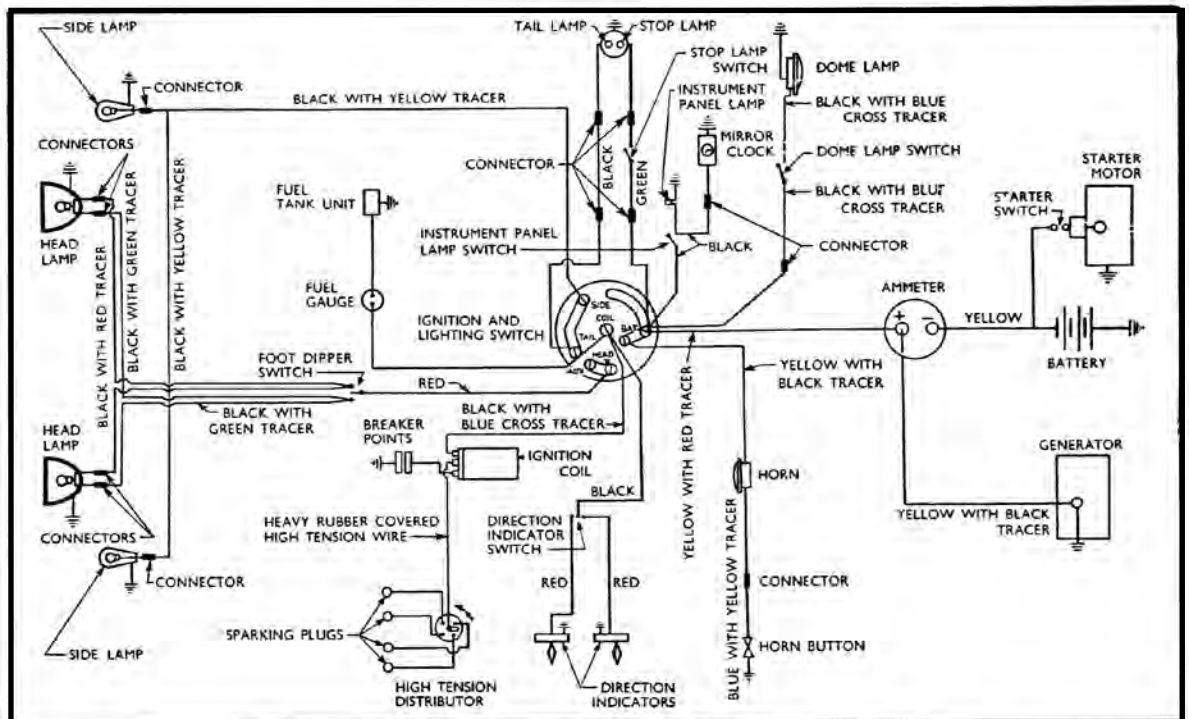


Figure 25
Wiring Diagram (showing direction indicators fitted to Fordor de Luxe Models only).



Wiring diagram Model "Y" post October 1934 and showing the post June 1935 electric fuel gauge.

Below: "Model "C"/"CX" De Luxe wiring diagram."



Parts Report

Early Model Y Side Lights

There are many spares that come into the "hard to find" category. A lot of these are the small body items that have been lost, broken or just rusted away. Amongst the many is the side light base assembly for the early Model "Y".

I'm pleased to say we now have a limited number of remanufactured side light bases in stock, for which we can thank Graham Miles. You'll see them listed in the Parts for Sale section in this magazine at £35 each.

The bases, complete with bulb holder and gasket, are designed to be used with your existing covers and lens. So far so good, but, as a pattern, Graham used a selection of old parts and found that the length and width of the base was not consistent across all old samples. We can only assume that the original specification changed over time for production or replacement parts supply. As parts would have been supplied as complete assemblies, with cover and lens, any minor changes could mean a cover from one batch might not fit a base from a different batch.

Depending on which level of side light you have, we may need to adapt the new base to fit. This means that if you order a base you will need to send us your cover (**NOT LENS**) and we will ensure the new base and cover fit correctly. When Colin Rowe receives an order he will contact you with details of where to send the covers.

An unusual engine

Member, Harley Gausen in Orkanger, Norway, is restoring a very early left-hand-drive December 1932 Tudor Model "Y" (Y5556). He has made excellent progress on the bodywork, which is painted Orient blue, only awaiting black wings and valances.

He stripped down the engine and has the crankshaft, complete with con-rods and pistons in place. He was lacking a rear crankshaft seal and a sump gasket and asked Graham Miles if he could help. It was at this stage that Graham discovered that, not only was Harley's sump made of aluminium, but that there was an extra bolt holding the sump to the engine block; the extra hole being on the curvature round the oil pump. Emails started flying and, give Harley his due, he flooded us with photographs of his engine.

An immediate thought was that this was one of the very early engines that were produced with aluminium sumps: Kelsey-Hayes being unable, initially, to manufacture pressed steel sumps without causing cracks at the sharp curves. The only known existing aluminium sump is with Dave Tebb in Yorkshire. This was originally on a September 1932 Model "Y", Y1472, now owned by Brian and Roger Gurney. However, comparing photographs of the 'Tebb' sump with the Norwegian one, it was a completely different casting and, of course, the 'Tebb' sump did not have the extra bolt hole.

This prompted the question of Harley's engine number and a gobbledygook answer came back:- **"I have an 8 HP engine with Engine number: * 93 * 10 90 6 * O. Z. 74"**. The only number here that meant anything was *93*, that being a later 10 hp engine design number, so Harley was asked to measure the bores. Sure enough, they were 64 mm, which indicates a 10 hp engine. But why would a 10 hp engine, which was introduced with the Model "C" in September 1934 have an aluminium sump, which was discontinued in general production at the end of 1932?

Having established that the engine was a 10 h.p. unit, we contacted Yvon Precieux, our expert on Model "C" engines. He came up trumps with the following solution:-

"I would put the engine date to late 1938, an E93A casting, as the engine block does not show the indentation as seen on the Model "Y" and "C" engines above the block water manifold. Also a dip stick tube was not fitted until August 1938. The unit appears to be an industrial engine with additional water take offs in the block more likely to be for a water cooled manifold. I have seen this and this type of plug on later marinised engines. An aluminium sump was also used on some installations to assist in heat dissipation of the oil. The sump front packing seals were changed with this engine from square to round, (Model 52 spec). The round packing seal proves this as this came in during the late summer/autumn of 1938. The extra hole is for an additional bolt to a new sump (13 holes) that was provided for this engine. However, this extra bolt hole was found unnecessary and engine blocks started to be cast with a shallower triangle in this area with no additional strengthening or bolt hole. This triangular part of the engine casting was finally discarded by 1940 for a more rounded effect. The new sump was made obsolete as existing sumps still fitted, without any seepage, with the old type gasket.

Bolts required for the 1938 sump:- 20326-S2Qty. 7or 8; 20346-S2....Qty. 4 and 20426-S2....Qty. 1

Also, there was a new oil release valve with the nut and spring guide made as one piece as similarly applied to the lengthened plunger. As with chassis numbers at about this period, engines were sometimes not provided with their numbers. The changeover was 100% by April 1938 re the stamping on the engine block face just above the manifold with engine number 127571."



The aluminium sump on Harley Gausen's early Model "Y". Note the oil drain hole under the oil pump and the extra bolt hole alongside the oil pump space and the round front packing seal recess on the aluminium sump, dating the engine post late summer/autumn 1938.

Parts for Sale List

I know I have said this many times in the past, but the Parts for Sale List does **NOT** cover **ALL** parts stocked by the Club. It shows mainly new or remanufactured items.

We also have all sorts of used parts in our long term storage containers, so please call me or Colin Rowe if you can't see what you want on the list. It may save you a long trawl through ebay or advertisements in classic car newspapers.

Have a very Happy and Prosperous 2010. I look forward to seeing many of you with your cars during the year.

Jim Sharpe, Spares Officer

So, Harley's engine is a 10 h.p. ex-industrial unit, possibly a marine engine, with special cooling characteristics. Thanks Yvon.



The extra bolt hole clearly visible on the triangular oil pump surround on the crank case. Note also the dip stick tube, which was not fitted before August 1938."

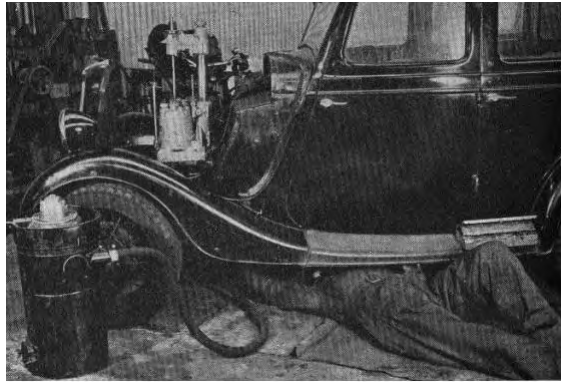
Regional news

Northern Sidelights – Region 16, North, West and East Yorkshire

With snow on the ground and frost on the garage window, it is good to report that entry forms for events during summer, 2010, are arriving either through the post or via e-mail.

Steve Waldenberg has sent me an entry form for the second Kirkstall Classic Car Rally to be held on Saturday, (yes, Saturday), 14th August, 2010. This was a very enjoyable event last year, and should be even better this year since the Leeds MG and Classic Car Club are making it one of their main events of the year. Perhaps Region 16 should do the same!

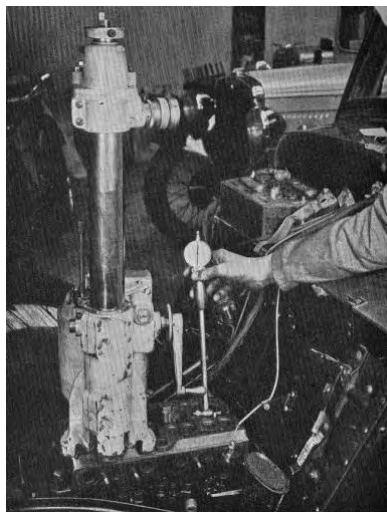
One other Rally entry form arrived with the last posted Christmas card and is for the 13th Otley Vintage Transport Extravaganza on Sunday, 12th September. This was accompanied by notification of Yeadon Carnival on 3rd July - a local, but very well-attended event last summer.



I am attaching a couple of illustrations showing a Model Y receiving an "in-situ" rebore sometime in the late 1930s. It comes from that excellent four volume publication, **Motor Repair and Overhauling**, issued at various times by George Newnes Ltd, the emphasis being very much on repair which is in sharp contrast to today's orthodoxy of replacement usually at astronomical cost!

They bred them tough in those days; no jacks, no ramp, tool box on the running board and squeeze under the car to carry out major boring work on the engine. The vacuum swarf extractor saves getting it in your eyes.

Extract from George Newnes excellent manuals. This illustration shows a technician checking the bore after a re-bore with the engine in situ.



Best Wishes for the New Year

Barry Diggle

Denmark

Michael Deichmann, our Northern Europe Contact, sent the following:-

"Since the summer I have discovered three more Eifels in Denmark. The background for my search was the release of Wolfram Düsters book, "Ford Eifel Personenkraftwagen", where I found a few details that I believed were inaccurate. I have since had a very fruitful dialogue with Wolfram through his son Klaus. One of the first things I reacted to was the table on page 45, listing the known (to Wolfram) survivors. I was surprised at the low number and was sure that there were more than the mentioned eleven Cabrio-Limousines, as I know there are four or five in Denmark alone.

That led me to not only extracting the Eifels I had in my Danish register, but also to follow a lead I discovered earlier. The result is that I now know of eleven Danish Eifels, most of them unknown to Wolfram. They are now, of course, also added to the global Model Y&C register of survivors managed by Sam.

Regarding my own Cabrio-Limousine, I am slowly preparing to move on with it. My original plan to use the E93A engine it had when I last drove it (in 1982) turned out to be a dead-end. The babbits in the main bearings and connecting rods were crystallised! I have since learned that old oil contains acid that attacks the copper in the babbitt such that the strength in the metal disappears.

If I have to do new bearings, etc., I might just as well do them on a 1935 Model "C" engine

I obtained from a donor car I once sacrificed. It turned out that it was re-bored up to 0.080 ins (80 thou) and it is not possible today to obtain new pistons or rings in that size. So what then? By coincidence I found that I could get new cylinder liners from 'Small Ford Spares' as new-old-stock. So I bought them together with new pistons – not standard size, but over-sized (OS) 10 thou.

Last winter I enjoyed weekly "Knitting evenings" at a veteran car friend's house in Elsinore. I made the block ready and then brought it to a workshop that could press the liners into the cylinders and then bore them to OS 0.010ins. The workshop also offered to do the valve seats. It all sounded good, but the fact is that it took a long time for them to do it. In the summer, I could finally collect the engine block. Over the summer the block and oil-pan were lightly sandblasted and painted green and black respectively.

I recently cleaned up my workbench, it being covered in Model T parts from my preparation of the Model T for the Y&C AGM trip to England in April and for summer driving. I then lifted the Eifel engine from the floor, ready to be assembled.

Then something happened today!

One of the Model "C" Eifels on our register of survivors, owned for many years by Paw Skou and which is also a Cabrio-Limousine like mine, has been for sale for the last three years. The price was rather high – 34.800 danish kroner or approx. £4,200. The fact that it has been for sale for so long shows the price was too high.

A friend of mine sent me an e mail the other day saying that a Ford Model "C" was on sale on a Danish auction site – qxl.dk. It turned out it was Paw's Model "C" with a starting bid at 18.500 DKK (£2250), which I found more realistic, considering the car seemed in good shape and complete. What the h*** I thought – I considered offering him 20.000 DKK, so I placed a bid.

The auction ended this morning and nobody else had put in a bid, so I am now the happy owner of two Ford Junior Cabrio-Limousines from February 1937.

I am not sure exactly what my plans are for it, but Paw was reluctant to give me information on the car when I contacted him three years ago, so you could say I had to buy it in order to get the details of the car for the register!

Finally I received the latest issue of 'Veterantidende', the magazine of the Dansk Veteranbil Klub. Just as in our 'Transverse Torque', it lists new members. This month there was a new member with a Ford Mo-

del "C" (amongst the Volvo Amazone, VW Type 1, etc.). I have contacted him and introduced him to my "Ford Junior" register of the Dansk Veteranbil Klub. He did not have the papers for his Model "C" to hand, but would come back to me with the details when he finds them."

Michael Deichmann's recently acquired Model "C", Ford Junior Cabrio-Limousine, which brings his total to two. What now Michael?



Events 2010

7 February	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
18 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
25 April	National Drive It Day	
1 – 2 May	Bristol Classic Car Show (see below) Shepton Mallet showground	Ivor Bryant 01454 411028
12 – 19 June	Club tour of West Country 'Take the Silver Mile to the West'	Graham Miles 07889 844949
3 July	Yeadon Carnival West Yorkshire	Barry Diggle 01274 614729
25 July	Old Ford Rally Heritage Centre, Gaydon	Bob Wilkinson 01832 734463
14 August	Kirkstall Classic Car Show Leeds, West Yorkshire	Barry Diggle 01274 614729
21/22 Aug	The Micro/Mini Car World Meet Chicago, U.S.A. (we are Mini-cars)	Ken Weger (001) 815 459 5005
22 August	33 rd Powerscourt Estate Picnic Run Powerscourt, Co. Dublin, Eire	John Fitzgerald 00 353 (0) 53 948 1414
12 Sept	13 th Otley Vintage Transport Extravaganza, West Yorkshire.	Barry Diggle 01274 614729
17 – 20 Sept	North Norfolk Railway 1940s Weekend. (Sunday main day) - see details after 2009 report.	Jo Hanslip 01945 430325
26 Sept	"Fords in Paradise". Gathering of Sidevalves at private collection (near Reading) Numbers limited.	Mike Cobell 01594 834321
7 November	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
12 - 14 Nov	International Classic Car show NEC, Birmingham	Geoff Salminen 0121 427 2189

Events 2011

25/27 March 13th Ford Sidevalve National Rally
Castlemaine, Victoria, Australia
Contact Sam Roberts
01264 365662

The Footman James Bristol Classic Car show 1st/2nd May 2010 West of England Show Ground – Shepton Mallett, Somerset.

Ivor Bryant regularly organises this event as a combined Y&C Model Register/Sidevalve Owners' Club stand. It has been held in February in the past, but seems to have moved to the preferable weekend of the early May Bank Holiday. Ivor needs your support. Those within spitting distance of Shepton Mallett please contact Ivor and offer your car to go on the stand. Let's have some pre-war examples on display.

Club tour of West Country, "Take the Silver Mile to the West" 12 – 19 June 2010

The week's tour is to be based round four Travelodge hotel hubs. After meeting up on Saturday or Sunday, 12th/13th June in Ilminster, Somerset, we shall have two days based on Okehampton on the edge of Dartmoor and, staying in Devon, two days in Barnstaple, on the beautiful north coast. We spend the final two days back in Somerset near Glastonbury in the shadow of the Tor and close to the Somerset Levels. Members can arrive either on the 12th, or as late as the 13th at Ilminster. At Glastonbury you can stay an extra night if you wish, or just do weekends. Let Graham Miles know if you are joining us, email: graham@familymiles.com or tel: 07889 844949. Because of the Travelodge booking procedure, it is better if you book your own accommodation. Booking references for the Travelodge Hotels are: June 12/13th, Ilminster, TA19 9PT, Tel: 0871 984 6229 - June 14/15th, Okehampton, Sourton Cross, EX20 4LY, Tel: 0871 984 6048 - June 16/17th, Barnstaple, EX31 3RZ, Tel: 0871 984 6345 - June 18/19th, Glastonbury, BA6 9XE, Tel: 0871 984 6339. Travelodge rates are between £40 and £60 per night.

International news.

International trading

Having gone to great lengths to provide customs and excise certification for a New Zealand assembled Model "CX", so that the owner could take it with him to Vancouver, Canada, no sooner had the car arrived in Vancouver than he sold it through an agency to Bill Elder in Victoria, BC!

Thanks to the website, Bill contacted the Y&C Register and asked if we knew about the car. I was able to give him chapter and verse, which impressed him greatly as he didn't even know who had sold it! The car is one we have featured in Transverse Torque, being one of the first to be assembled at the Ford plant in Lower Hutt and which carries the battery box hand-stamp 155, i.e. pre-the 8 and 10NZ series of symbols mentioned in the last issue.



Bill Elder with his newly acquired Ford Model "CX" in Victoria, British Columbia, the car only recently having been imported from New Zealand

Eminently restorable

As reported under New Members, Phil Smith, a repair mechanic at the Waiapa Automotive Services garage, south-west of Auckland on New Zealand's North Island, has recently purchased an eminently restorable Tudor Model "Y", Y106161, which we had on our list of survivors as belonging to Roger and Kay Healy in Queenstown on the South Island. Phil is well stuck in and thoroughly enjoying its restoration. One question he asked is, "What timber should I use?". I gave him the standard Ford specification answer, "Any hard wood." He replied, "My boat building skills should help and I will use good NZ kauri."

Starting handle guides on the "CX"

Bill Ballard, in Australia tells me that his "CX" roadster, the body of which was designed and manufactured in the Ford plant in Geelong, Victoria, has a starting handle guide welded behind the radiator grille. I sent him a picture of the starting handle guide fitted to the chassis cross-member on the Dagenham-built "CX"s. He comments, "The additional starting handle guide on our "CX"s here in Oz is welded to the bottom of the grille, and I am unaware of anybody having the guide shown attached to the front cross member in the illustration you sent me. I can only put forward a theory why I think Ford Australia should fit their style of guide to the CX (if not the C). It is this: the aperture in the grille through which the starting handle passes is so flimsy that, when using the starting handle on these cars, it was so easy to inflict damage on that aperture. We should bear in mind the guide attached to the front cross member and shown in your illustration would surely have been too close to the deflector plate fitted to our cars to be of any real use. So I wonder if Ford Australia did away with "your guide" and substituted

"our guide" which, with the small hole in the deflector plate for the handle to pass through, gave more "guidance" and helped to prevent the handle, on release after being used to start the car, from literally "swinging about" and damaging the grille aperture, if you get my drift? (I find this easier to demonstrate than describe!!)."

Not being too au fait with the Model "CX", I'm not quite sure where the deflector plate fits – or is it only on Geelong built bodies? – Ed.

Engine Exchange Plan in Spain

Luis Cascante emails, "I've been reading the last issue of Transverse Torque; excellent read, as always. About the article on the 'Ford Engine Exchange Plan', I can provide some additional (Spanish) information.

Ford Motor Ibérica established a similar arrangement, known as '**Sistema de Reposición de Motores Reconstruidos por la Fábrica**'. Obviously, This was the same exchange scheme and was introduced in Spain one year later than England, in 1935 instead of 1934.

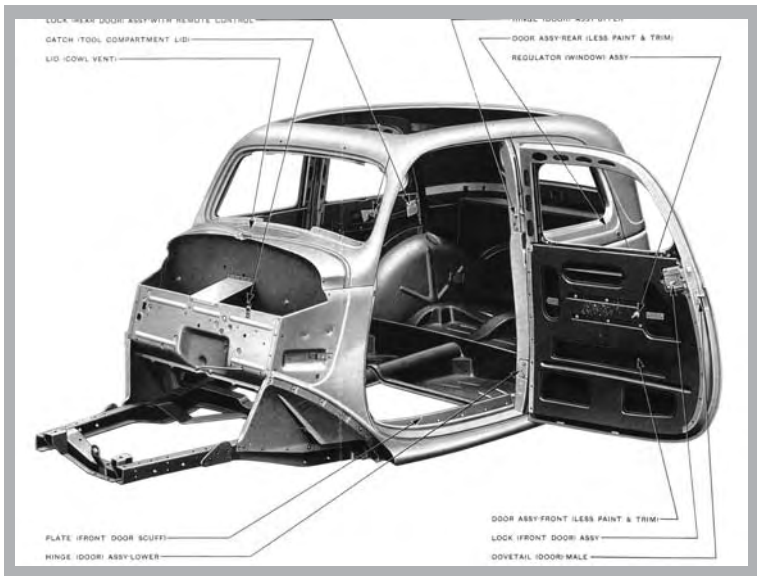
I have a leaflet, issued by Ford Motor Ibérica in October 1935, advertising the exchange plan. Prices were as follows: Model 'Y' (8HP): 660 pts., Models 'BF' (13 HP), 'B' and 'BB' (17 HP): 850 pts. and 'V8': 1.165 pts. As the exchange rate in 1935 was 37.1 pesetas (pts) = £1, the Spanish prices nearly doubled the British ones! Another difference was the time scheduled for the whole work: 6 hours in Spain, instead of 4 in England. The factory's guarantee was also worse in our country: one month or 6000 km. No engine exchange was mentioned for the 'Modelo 10', launched that same year. Perhaps it would be bad publicity for a new model.

Right: One of the pages in the Ford Ibérica Engine Exchange Plan brochure. Interestingly the exchanges on the Model B and the V8 appear not to include the sumps."

More from Australia

Bill Ballard reports that, "From 30th October to 3rd November 2009, six Y&C Register Syndicate members, together with their partners or guests, took part in a 4-day "hub rally" based on Bairnsdale, in the south-east corner of Victoria, 185 miles from Melbourne. (A "hub rally" is where you are all

The Ford Model Y & C Register



The starting handle guide on the chassis cross-member, which I believe it is where it appears on Dagenham manufactured "CX"s. [Please tell me if I am incorrect - Ed.]



The Eifel roadster found in Brazil. The differences between it and the standard Deutsch roadster indicate that the body may have been manufactured in South America.

accommodated in one area - not necessarily in the same motel or caravan park - and daily trips radiate from it and you return to base each afternoon or evening). On 1st November, whilst the 55-car rally was visiting Don Wright's huge shed full of stationary engines

the doors and the odd boot - to name but three. Wolfram Düster comments, "the body-form must originally have been a Deutsch-Roadster build in 1937 - as you have already noticed! The fixed mounted windscreen makes me sure. The only roadsters with front fixed door hinges are from Kathe & Sons (see page 85 of my book) - but the Kathe body is completely different to

that on the Brazilian Eifel .. Therefore the door hinges must have been changed - as well the boot panel...."

Sweden

Members Marita and Roger Svensson, in Huskvara, Sweden, have sent in photographs of their Model "CX" (Junior De Luxe) tourer, which they bought in September 2007, now fitted with its new hood. Thanks to Bob Wilkinson, the design of the hood follows that on his "CX" tourer, which, in last few years, underwent a complete restoration. Once the snows disappear from the Swedish countryside, we hope to hear of the tourer parading its new hood at local shows.



Marita and Roger Svensson show off the new hood on their 1936 Ford Junior De Luxe tourer in Sweden.



The three Y&C Register Syndicate Model "CX"s on the Bairnsdale 'Hub-rally' in Victoria. From left, David Moran's well-type ute, Bill Ballard's roadster and Jim St. John's sedan.

and vintage motor cycles at Nicholson, I had the opportunity to take a picture of the three participating Model "CX"s (all different) and an A494A Anglia tourer belonging to Model "Y" owner Bernie Bridle. I am hoping that Garry Yule will have finished his "CX" sedan by the time we go to Mt. Gambier at the end of January next, as the three "CX"s in the photograph, plus John Rimon's CX sedan "Percy", are all due to go to a "hub rally" there - and it will mean we will set a new record of five "CX"s together!!! Incidentally, Bernie's tourer won the prestigious "Rally Director's Choice" award at the rally.

Brazil

Michael MacSems, the Director of the European Ford Owners North America (EFONA), sent me some photographs of an Eifel roadster seen in Brazil. At first sight, it looks to be the same as Jim Miles' Deutsch roadster, but it has a number of features which set it apart; namely, the grille with its sets of slanting bars at the top, the hinges at the front of

PRECIOS
(comprendido desmontaje y montaje)

Modelo "Y" (8 HP.)	Ptas. 660
» "BF" (13 HP.)	» 850
» "B" y "BB" (17 HP.)	» 850
» "V-8" (25 HP.)	» 1.165

Con garantía durante los primeros 6.000 kilómetros de recorrido o el primer mes de servicio, según sea la circunstancia que antes se presente.

Members' Cars

New member, Kenny McRae, from Leven in Fife, Scotland has a dream come true. His maternal grandfather, Andrew Christie bought a new Model "Y", BFG 475, in August 1936 and proudly owned it and cared for it through to 1963 when he died. He had promised the car to Kenny, but something went wrong and the car went out of family ownership. In the mid-1980s, Kenny's mother saw the car at a show in Leven, but, after that, it went to ground until, whilst visiting Dougie Dickson's bus museum at Lathalmond, Kenny spotted the car tucked away in a corner. The Daily Mail (Scottish edition), Thursday, November 19 2009 tells the story:-

My £4,000 family car Motorist buys back 1936 Ford that belonged to his grandfather

Back in 1963, Ken Mc Rae's grandfather promised to leave him his most prized possession – a 1936 Model Y Ford. But something went wrong and when the old man died, the car passed out of the family's hands.

Now, after 46 years, his pledge came good this week after Mr McRae spotted the vehicle at the Scottish Vintage Bus Museum in Fife and saw it was up for sale. The 54-year old car mechanic from Leven, Fife, snapped it up for £4,000 and took it for a spin down memory lane. Recalling how his grandfather, Andrew Christie would take them on family picnics, Mr McRae said: 'He bought it brand new in 1936 and it must have cost him a great deal of money as he was a miner from Methil. I remember as a kid being taken everywhere with him. He took great care of it. He never took it out in winter and it never got wet. When I was eight he promised I'd get the car. But when he and my gran Euphemia died within months of each other in 1963, it left the family.'



Kenny's mother photographed with the car at the Leven Show, circa. 1989.

word with Dougie and because of the family connection he decided to sell it to me. It is amazing that after all that time it's back in family hands.' Mr Dickinson added: 'When I found out he was the original owner's grandson, that clinched it for me.'

Actually, Kenny is the ninth owner – not the fourteenth as written in the press report. Those of you who were on Convoy 2000 will remember



A delighted Kenny McRae poses with the car as it is handed over by Dougie Dickson in November

By then the dilapidated car was bought for £700 in the 1970s by Dougie Dickson, from Dunfermline, an enthusiast who took three years to restore it to its vintage glory. When he put it on show at the museum, it had 87,000 miles on the clock – with 14 'careful' owners. Mr McRae said: 'I couldn't believe it when I saw it. I had a



picture of grandfather standing by the car in 'The Peoples Journal', dated Saturday, 1 April, 1961. The text read:-

IT'S TIP-TOP AFTER 25 YEARS.

Mr. Andrew Christie, 58 Kirk Park, Methil-hill, drove his 1936 Ford 8 into a garage and got his certificate of roadworthiness without one adjustment being required. Seventy-year-old Andrew is justly proud of the 8 h.p. car he bought brand new for £105.

A retired miner, he and his wife use it purely for pleasure runs. It has the original engine, has done 51,000 miles and had one rebore. So enthusiastic is Andrew about the condition of his car that there isn't even a speck of dirt under the wings. He has used only water and vinegar to polish it – and what a shine it has.

At the garage it was found that his brakes were one and a half times as efficient as the minimum required by law. The steering and lights were in perfect working order. "There are many modern cars not nearly up to this standard." Commented a mechanic. "It has certainly been very well looked after."

The photograph that appeared in an April 1961 edition of 'The Peoples Journal' showing Kenny McRae's grandfather, the 70 years old Andrew Christie, with BFG, the car he had bought new 25 years earlier.

Dougie as our Scottish member who turned up at the hotel in Queensferry in a vintage bus and showed us round his bus museum.

Subsequently, Kenny's sister, Morag, remembered that the car appeared in a newspaper when it was 25 years old. After much searching in Dundee library, she found the

Kenny tells us that both he and Dougie Dickson have been interviewed by Scottish Television about the car and it is to be shown on Stv's 'The Hour Show' in the New Year.

As Kenny says, "It's amazing what's happened since I found the car for sale, just a few months ago."

THE FORD SCHOLARSHIP PLAN

Designed to raise service efficiency

Copied from 'The Ford Times', April 1937 edition.

One of the obstacles facing the motor vehicle manufacturer who desires to increase the efficiency of repair and maintenance service to owners is the shortage of trained mechanics.

Satisfactory service demands not only modern premises and suitable equipment, but requires skilled and experienced staff, and the relative scarcity of men who combine natural ability with thorough and carefully planned training becomes more and more serious as the number of motor vehicles in use increases.

These facts lend a special interest to the Scholarship Plan which is now being operated by the Ford Motor Company Limited., as a step towards raising service efficiency by expanding facilities for technical training.

For some years the Company have offered special educational facilities to men already employed within their dealer organisation. The Scholarship Plan goes farther, aiming to increase the supply of ford-trained mechanics by taking selected boys straight from school and giving them a three-year course in the Dagenham works, and at a local technical college, after which employment will be found for them with Ford main dealers.

The plan provides for the payment of wages to the student throughout the training period, thus making them self-supporting, and enabling the advantages of the scheme to be shared by all suitable youngsters, irrespective of their family circumstances. The pay rises from 10d. per hour, for the first year, to 1s. 4d. per hour in the third, the students being employed for eight hours a day, five days a week. The term "employment" is used figuratively, as the wages are paid for the time spent in the college as well as in the factory, and in any case none of the students' work will go into factory production.

Briefly, the scholarships are awarded to candidates from selected schools throughout the United Kingdom, the age-limit being from approximately 17 to 19 years of age, and selection being based on the results of competitive examination. At present 50 scholarships are awarded annually, and there is at least one scholarship available for each school in the list, competition being between the students of each school, and not among the schools themselves.

During the three-year scholarship the students so selected divide their time equally between the Ford works and the South-East Essex Technical College which is under the control of the Essex Education Authority, and is within a few miles of the Ford Works.

The objective being to train students to hold leading positions in the Ford dealer organisation, the course combines theory and practice, teaching the students to carry out all repair-work quickly and skilfully, and giving a thorough understanding of the mechanical principles in every operation. The students study and carry out assembly and repair operations on every part of every model manufactured by the Company, and instruction is given also in store-keeping methods, and in Ford sales and service policy.

The educational resources of the Ford Works are admirably complemented by those of the local technical college, which has been built recently, and is the first of two large colleges erected to meet the demand for technical education in south-east Essex.

The college engineering block comprises 15 large rooms, which include three drawing offices, two motor vehicle laboratories, heat-

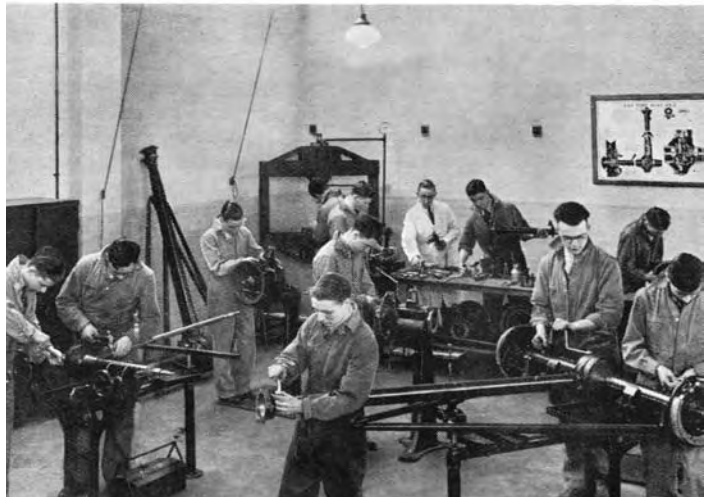
engine, electrical engineering, strength-of-materials, and applied mechanics laboratories.

There are also machine tool and fitting shops, a heat-treatment laboratory, a blue-print room, a wood-working shop, a shop for plumbing and electrical installation work. The principal of the college is Mr. P. J. Haler, M.B.E., M.Sc., M.I.Mech.E., while the head of the engineering department is Mr. W. C. Harmer, B.Sc. (Hons.), A. I. Mech.E.

It is the Company's aim to secure employment for each scholarship mechanic as nearly as possible in the district from which he hails. While the Company emphasises that the scholarship course must not be regarded as an easy and privileged way to a well-paid position, it will be recognised that it offers hard-working and conscientious students the most favourable kind of opportunity for attaining specialist skill and knowledge.

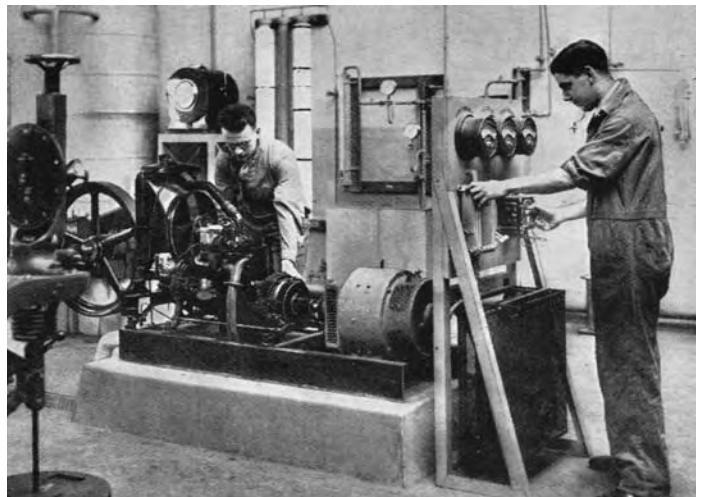
At the early age of 21 they make an enviable entry into the world of industry, with ability and training which should enable them to make progress toward positions of leadership.

The steady supply of skilled and experienced men, able to take up immediate positions in the repair and maintenance of Ford vehicles, must incidentally be of the highest value to the Ford dealer organisation, and of course to all owners of Ford and Fordson products.



Above: Ford scholars at work in one of the Fitting Shops.

Below: Testing the power-unit of a £100 Ford.



Wheel nuts - beware.

Having traced an annoying rattle to a loose hub cap on the nearside rear wheel and also being MOT time, I took the rear wheel off to tighten it. This done I put the wheel back on the studs and popped on one nut. I then turned the wheel ready for the next nut and noticed the wheel was loose. I was sure I had tightened it enough to nip and I went back to it and it was indeed tight but on further investigation I found at least three nuts on every wheel, although they appeared tight they were not holding the wheel tight to the hub. I noticed that some nuts were not bored and threaded as deeply as others. The solution was to bore them deeper then deepen the threads with a 7/16 UNF plug tap. Job done.

We have all heard tales of wheels coming off Ford Model As and "Y"s and both have these blind bored domed nuts. I wonder how many other cars are like mine. It is worth an hour to check your car. Jack up the car and slacken all the nuts on the wheel. Then tighten just one nut in turn, leaving the others slack and check that the wheel is pinched. If you are not happy with the result, remove nut and look inside at the bottom of the hole for signs that the stud has been bottoming (a bright ring).

Just in case you are thinking "mines OK, I've had it for ages"; I've had my Model "Y", BTA 828, for the best part of 15 years - that's 15 MOT's - and they are the same wheels and nuts. I do however believe they are not of original Ford Manufacture. Had my hub cap not rattled, I would have been oblivious to a potential dangerous problem.

Be safe, just check and enjoy happy motor-ing.

Roger Hanslip

Tyre reminiscences

by Tony Etheridge (written in December 1997)

As you know, I have been in the tyre trade virtually all my life, working initially with my father in the early sixties after doing my stint with the Royal Air Force. At that time, tyres were still in very short supply, but there were many "old bangers" around, so we had an arrangement with a vehicle breaker in Edgware to pay us a nominal sum for these vehicles, and we kept the tyres for re-sale. I know some of these vehicles (mainly Ford 8 & 10) went to Braefield in Northamptonshire for stock car racing - "oh horror of horrors".

I recently found records for part of this period and list herewith all the relevant details for Y&C models, which may help with Club records.



RC 2504 Ford 10h.p. Black and grey. Chassis:- C03107. Engine:- 66573J. Registered 9-2-35. Purchased from Mr A. Clarkson of Boxmore, Herts. Log book returned to H.C.C. 15-3-61.

AXP 544 Ford 7.96 h.p. Black. Chassis:- Y50191. Engine:- same. Registered 14-3-34. Obtained from Mr Hubbard of Harrow, Middx. Was then registered in Bexhill, East Sussex!! So log book returned to East Sussex C.C. 8-8-61.

DVU 8 Ford 10 h.p. Blue. Chassis:- 98602, Engine RC1030265P. Registered 24-9-37. Obtained from Mr. White of Harrow Weald, Middx. Log book returned also 8-8-61.

AOA 149 Ford 8h.p. Grey, but changed to this colour 19-4-58. Again engine and chassis the same at Y58388. Registered 6-4-34. Obtained from Mr Adams, Hastings, East Sussex. Log book returned 15-9-61.

EKJ 298 Ford 10 h.p. Black. Again engine and chassis the same C72585. Registered 26-5-37. Obtained from a Mr Harding of Abbots Langley. Log book returned 14-3-61.

The records mentioned seem to cover roughly a four years period and lists 82 vehicles, of which 23 are Fords, and of those 23, only the above listed five were Ys or Cs. I do have the full names and addresses of the owners from which they were obtained, should you require

them. If I come across any other records, I will advise you, but I think that arrangements would have been coming to an end around 1964 as tyres were readily available by then.

Another snippet of information from that period; my father, and then both of us, used to sell, amongst other things, 450x17 casings to "Blue Peter" remoulds in, I think, Basingstoke, for 30/- each. Now it costs me £1.00 per scrap tyre to have them processed for "recycling".

Reminiscences of my Early Life in Ford

A.E. (ARTHUR) REDFERN JANUARY 1944 TO FEBRUARY 1948 – Part 1

I joined Ford Motor Company on the 14th January 1944. I was just 14 years and six weeks old and I remember the journey from my home in Romford to Dagenham as though it was yesterday. Although it was overcoat weather, it was not a real winter's day, but as the No. 175 bus arrived at the factory gates, apprehension began to set in, together with a fear of the unknown, and I began to feel decidedly chilly as the bus conductor shouted out "All out for the Mad-House". Comments such as this, "The Asylum", "The Ford Prison" etc. were typical. The prison aspect was almost correct because, when you had passed through the gates, you were virtually locked in for the day. It was certainly a day that changed my life for ever.

As I walked through the factory entrance, and then through narrow barriers, which reduced the flow to single lines, I later realised that this enabled the Ford factory servicemen to "look you over" more easily. The factory servicemen, although members of the Royal Corps of Commissionaires, were more like Ford's own police force and were, of course, employed by Ford. They were also managed by a fairly high ranking ex Police Officer.

As I entered the actual factory building, I remember being completely overawed by the size of the factory. Never having been in one before, and as the Personnel department was located close to the building entrance and heat treatment section of the leaf-spring manufacturing department, I was both fascinated and a little scared. The heat generated from the ovens in this area provided a warm entrance to the factory on a January morning.

After a series of interviews, I eventually found myself in the Medical Department to be examined by one of the Company's resident doctors. By this time it would be around 11 o'clock and as I had left home at 7.30 am, I was absolutely bursting for a 'pee'. You can therefore imagine my pleasure and relief when I was asked if I could make water and I was given an enamel pint jug in which to do so. As I had never had a medical before, I naturally didn't know how much was required and, as I wasn't told, I filled the jug to the brim and then had the utmost difficulty in carrying it back to the Doctor without spilling any. When he saw the jug he burst out laughing and said, "By God boy, you needed that didn't you". For my part it eased the tension and I certainly felt more comfortable. It was quite a thorough examination and even included an eye and colour blindness test.

The medical department, incidentally, was as good as it could get at the time and was able to handle quite severe first-aid problems. It eventually installed X-ray units, and then proceeded to check out the whole work-force for tuberculosis. Many, who were found to have TB, were sent to Switzerland at Ford's expense. They also

installed a very good Physio department, which in later years I was fortunate to be able to use for football injuries.

After the medical, I was told by Personnel that I would be starting work in the Parts department. To this day I do not know why I was placed in the Parts department because, as I was to learn later on, all the young boys usually started as 'Mail Boys', unless you went straight into the Trade School at the commencement of the new term after the Schools' summer holidays. Whilst there were more specialised apprenticeships in the factory, they did not start until a boy was sixteen years of age. There is no doubt that at the time Ford liked to employ suitable young boys and train them up into the Ford way of thinking and working. It certainly was an excellent training establishment for young men and was accepted as one of the best in the country.

On my first working day in the Parts department, I was given a bucket and a mop and was told to clean the floor. I was not even shown how to do it. Fortunately, a kindly janitor took sympathy on me and showed me what to do. When I arrived home that evening, I told my mother that I had not left school to mop and sweep floors in a Parts department. She told me to make sure that the area I was cleaning was the cleanest. Although it was quite clear that my mother was upset and disappointed at this turn of events, she also knew and firmly believed that it did no harm to start at the bottom.

After a few days of this, to say that I was unhappy is an understatement. I had not known that I was down for interview at Ford's until two days before school started again after the Christmas holidays. I do remember very well being so upset, because I was due to return as Vice Captain of the school, and was looking forward to playing for the school football team. What's more, I was at last enjoying learning. As is well known, life was very different then and you obeyed your parents. There was no question of my not attending for interview.

With all these thoughts constantly niggling in my head, I went to the Personnel

department and complained that I hadn't left school to mop floors, plus the fact that nobody of authority ie the foreman or charge hand in the Parts department knew what to do with me and I therefore didn't think I was being fully employed. As can be imagined, the eruption this caused was, to say the least, frightening. I never for a moment realised I would cause such a rumpus. Somehow, although I didn't care, I suppose I was hoping I could go back to school. I was eventually 'hauled' before the Personnel Manager and the Parts Superintendent. After the meeting, I was given the Mother and Father of a telling off in the Parts Superintendent's office. Had he been a School Master, I'm sure he would have loved to give me 'six of the best' with his cane. However, the upshot of all this was that a training schedule was immediately established for me which covered all aspects of Parts Operations and which was something that really should have started from day one. However, the moment I started on the training schedule, so soon after starting work and previously being seen with a mop bucket, it very quickly became clear to me that most people working in the Parts sections, wanted to know who I was and who I knew, in order to have obtained such a dramatic change of job after only a few days since starting work. Being so young I didn't understand the politics of it all and found it all very confusing. I certainly learned very early in life to keep my head down.

During this period of training, I was soon able to understand the build up of a car and to learn the parts numbers. The department consisted of various sections with each section covering the make up of the cars, ie transmission, steering, electrical, body and so on. The parts numbers were relatively easy to remember. For example, the part number of the gear lever on all the models was 7209 and the prefix to the number denoted the model, so the gear lever of the 'Y' became Y7209 and the 'C' C7209 and so on. When we come to the early Anglias and Prefects the gear lever became E04A7209 for the Anglia and E93A7209 for the Prefect. The Anglia and Prefect were the first cars to be built



The Dagenham-produced Bren Gun carrier, which saw service in all theatres during World War II."

The Dagenham-produced 2-ton War Office Truck (WOT).

at Dagenham to have a model name as well as a descriptive model number. 'E' was for English, '04' for 1940. The Prefect with the 'E' English and the '93' for 1939.

During my time in the Parts department, with the war still being on, the strictest blackout regulations were in force. As a lad still barely 14 year of age, I was starting work at 8 am and finishing at 5.30 pm, with just half an hour for lunch – a 9 hour day. On Saturdays we would work until 12.30 pm, so effectively during that winter, I only saw daylight from midday on a Saturday and on Sundays. I was working 49.1/2 hours per week and was paid 11d per hour (almost 5p in today's money). My weekly wage was therefore £2.5s.6d per week (£2.27p) paid fortnightly - £4.11s.0d (£4.55p). By the time I arrived home in the evening, my working day covered 11 hours. After food, bus fares and other deductions, I was left with about £1.10s.0d (£1.50p).

On leaving the factory in the evening, there was always a rush to catch the early buses already lined up for various parts of local Essex. It didn't seem to matter how tired you were, there was always enough energy to run to catch the early buses. Before all this though one had to go through those single file barriers where the Ford servicemen would pick out employees at random, to be searched. As I

lived in Romford, the conductors used to shout out "Romford only" and woe-betide anyone who got on their bus that was not going right through to Romford. They liked to be non-stop and boy did some of the drivers race. Of course, there was not much traffic on the road during the war, and those old AEC London buses, STs, LTs, STLs, even the occasional bus with an open staircase could certainly motor.

There were many women working in the factory, both young and old, but even the young were very much older than me. Having come from a home where there was no swear-



ing and, equally, I don't recall any swearing at school (it must be remembered this was 65 years ago) so the initial introduction to industrial language was something of a cultural shock, as indeed was the openness of the sexual flirting. As I was only 4' 11" when I joined Ford, I am not tall now, but you could say I grew up very quickly, both physically and metaphorically. Come to think if it though, there is probably more swearing on television today, but at the time it was all new to me.

As far as all the obvious friendliness between the sexes was concerned, at the time, much of this went over my head, but I will always remember one incident whilst being in the quiet "comfort" zone in the Hampton Court maze of some of the parts bins. I was picking some parts for a Dealer order, when one of the younger girls, even she would have been at least 8 or 10 years older than me, asked me what I thought of her cleavage. I have to say that I had not the faintest idea what she was talking about. I cannot remember my reply, I probably just smiled but later on I did ask one of the men who, as you can imagine, gave me a full explanation!

My mother used to ensure I had a clean overall coat, clean shirts with a tie and every night when I got home, she would clean my boots. I suppose as the only young boy in the Parts department, I was something of a rarity and must have stood out. As I have already said, although I was not happy about leaving school, I did in later years appreciate just what my mother did for me, with her insistence on me looking smartly dressed. There is no doubt how much this regime helped me in being noticed as I progressed in the Company. It was very important in those days, unlike the 'dressing down' of today's world.

After I had completed working in all the stock sections of the Parts department, I was sent to the section called the "Query Bay". The section leader was a man who was known as "Crackers". He was a red faced man and was somewhat eccentric, but he was very good to me and I got to know him as someone who just wanted to get the job done, his way. This was a most interesting and unusual section. Old "Crackers" had a determination to complete all the Dealers stock orders. There was no question of back ordering an item if it was at all possible. If a specific parts bin was empty when the order was progressing on the conveyor belt through the various sections, and the order therefore incomplete, I would be despatched like a 'Fagin's Oliver Twist' to 'steal' from either the assembly lines or the actual department where the parts were made. At the time Ford's were probably making about 90% of all their mechanical parts. It will no doubt be remembered by older members that one of Ford's strengths before the war and, indeed, immediately post war, was Parts and Service. None of the other manufacturers could match Ford's Dealer network and parts availability. It was for me therefore invaluable experience because it enabled me to find my way around the factory. My knowledge of parts increased very quickly, how they were made and where they fitted into the assembly of the vehicle. It also provided a break from working in what, at times, were very confined areas.

In those days, walking round the factory was not really considered a problem or a hazard; at least if it was, no one thought about it as such. We were all aware of the overhead cranes in the production buildings and the many monorail conveyor belts linking the machine shops that often crossed walkways. Probably the most dangerous were the enormous steel 'skid plates' that were towed by tractors. These 'skid plates' used to slide on the floor carrying crates of parts and were about 6' x 5' in size. One certainly had to be wary of them, particularly as they went round corners. A 'jobs-worth' working in a Health and Safety department today would be 'eating his heart out', yet I do not recall hearing of any accidents.

I would often go to work after being up most of the night because of air raids. On at least two particular occasions, which I will never ever forget, because bombs had fallen in our garden, which caused problems and wasn't very pleasant, I must have looked tired and was probably acting accordingly, so dear old "Crackers" on both these occasions took me to a Parts area that housed big body parts and axles. He found a suitable bin, put a chair in and 'covered' me up in parts so that I couldn't be seen and told me to have a sleep. He really was a kind man despite his eccentricity. As a result of this it can easily be understood why, in later life as an employer, I lost patience with people who had the simplest of excuses as to why they had not been able to get to work.

Ford was still engaged on war work and my first introduction to mass production was to see the assembly lines of Bren Gun carriers and Personnel carriers being built. They were road tested on uneven ground alongside the factory, known as Frog Island. This area of land was probably all that was left on the Ford site of the original desolate Essex marshland, mentioned by Charles Dickens in Great Expectations. Other assembly lines were producing 2 and 3 ton trucks with the Model No. WOT 1 and WOT 2 (War Office Trucks). Military staff cars, Model No. WOA 1 and a type of Utility estate car, Model No. WOA2. Also the 5 cwt and 10cwt vans and the old Model 'N' Tractors.

There were numerous canteens throughout the factory; some just served tea and rolls and they were mostly located on balconies above work areas. Others served hot food at lunch times and were more like cafeterias. They were all operated by a private catering company called "John Gardner". My mother insisted I had a hot lunch every day, even though she still served me with a hot dinner when I got home in the evening. In the 'hot lunch' canteens, along one side of a wall, was a huge map of the war zones, showing the position of our Armies and these were updated regularly. Occasionally the Ford works band would play and I also remember the BBC "Workers Playtime" team appearing. Although lunch breaks throughout the factory were staggered, one still hoped there would not be long queues, because a half hour lunch break was not very long.

Management discipline throughout the factory was very strict with smoking only allowed in designated areas. I remember in particular a very tall factory serviceman who was at least 6' 3" tall. He was like bean pole and was known as 'Smokey Joe'. He got his name through being the cause of getting people the sack because of smoking in unauthorised areas. The toilets in the factory only had half doors on the cubicles, with the half door only covering the middle of the cubicle. 'Smokey Joe' used to make a habit, when on his rounds of looking over the tops of the cubicle doors to make sure no one had just gone in for a smoke. The open aspect of the bottom half also allowed the janitors to swill the floors of the toilets even when a cubicle was occupied. An unlucky occupant at this time had to sit with his legs up in the horizontal position – not easy if you think about it - or risk his feet, socks, shoes and trousers getting a soaking!!

(to be continued)

