



# Transverse Torque



Issue Number 248  
January - February 2021





**A Stylish Ford Eifel**



Original b/w photos colourised for your enjoyment, using computer technology

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

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

## Chairman's Chatter.



Well, this issue kicks off a brand new year, full of hope with the advent of a vaccine and much improved outcomes for everyone – especially those members 'of an age'.

2021 promises a 'Spring back to Life' for the nation and that's the theme for all of us – to get our cars back into action and 'out and about' as I often say.

Just like us, our cars have lacked exercise, and settled down on our flat tyres and need fresh air, fresh fuel, a new bright spark in our batteries and smartening up! Although it's cold out there, we must make the effort to prepare them for the coming year – and what a year it will be! No stopping us on our excursions, places to visit, friends to see, events to re-invigorate us. We have a lot of catching up to do!

Please, please report to me any events you hear of, however small, that we can give a shout to on our Facebook pages, our Forum and our website. It is more important than ever to re-build public support for our classic cars and the industry. Livelihoods are at risk unless we make it worthwhile. Those that rebuild and restore parts need our business; machine shops, upholsterers, sprayers, re-chromers, tyre shops and garages all have been left desperate from Covid. We need to help those people with the old skills to keep working.

Many cars will be laid up for the winter, a few months on axle stands perhaps, anti-freeze replenished, batteries on trickle charge. Follow all the advice Dave Tanner has offered and wake the cars up in spring ready for a fresh start. ( I believe in starting up the engine often too, as plugs and points benefit from use)

This issue restarts the Events page, although it will always be wise to double check with organisers that events are 'on' and start times are known. Prepare those A4 display cards with your car histories. Print out a few leaflets (available on website or ask me to post some), to encourage visitors and enthusiasts. Try to get publicity to promote our club and the whole classic car movement. Speak to visitors – don't hide yourselves away – your enthusiasm will spread and encourage folks to join us or obtain a car of their own.

The years ahead will be full of change, what with climate change, reducing emissions, restricted areas, parts availability and taxation etc so we all need to promote 'Classics' and our associated industry. We as a club will do our best to help you with skills and parts, proper guidance and advice, manuals and charts. Remember that numerous diagrams are available already on our Forum, books available in spares list and our parts dept working non-stop to get parts to you to keep our cars safe.

So to conclude, make sure you are ready for National Drive-it-Day on April 25th – the start to a fantastic new year of classic motoring.

I wish whole heartedly for it to be a happy new year for all our members. I shall drink to your health at every opportunity! ( But in a safe, spaced out manner!)

**ED**

In wishing members and their loved ones a **Happy New Year**, I have to start with the bad news.

**Sadly, two of our friends** and stalwarts of the club have passed away.

**John Fitzgerald** in Ireland, who masterminded the excellent 2002 Club Tour and **John Keenan** who was a very active Regional Contact for many years have both died recently. Our sympathy goes to both families. Their obituaries are in this issue.

Sadly, **Lesley the wife of Steve Waldenberg**, our printer and supporter, for many years has died. She had been suffering from dementia for the past few years with Covid proving the last straw. Steve had enjoyed her support, and tolerance, for his keen interest and involvement in the classic car world during their 52 years of marriage. I have known Steve, from our Yorkshire heritage, for over 40 years and I met Lesley on a handful of occasions. The last time was when she accompanied Steve as a guest on our lively Last Supper Evening on the Yorkshire Tour. Our sympathy goes to Steve and his family.

**A better New Year** ... hopefully. As I write this the latest news is of a vaccination appearing on the scene to begin to roll back against this invasive Covid virus which destroyed so much of our social fabric last year. Of course, we have a long way to go before any degree of normality returns ... But we can be more hopeful of meeting up socially with our cars during the coming months. Open air events should be able to go ahead, with care, and even indoor events such as the NEC Restoration show are scheduled for June. Even if national shows are not possible, we maybe should look to arrange local gatherings along with local car clubs to share our hobby. We can look more constructively at this type of suggestion as spring draws near. We may even be able to have an AGM type meeting at some point.

### 2030 Petrol /Diesel restrictions:

The FBHVC, very positively, have produced a statement which is printed elsewhere in this issue, in response to the government 2030 ban on sales of new cars with petrol & diesel engines.

We probably are wondering about the future for our cars ...

### **DON'T PANIC** is the main message.

We need to publicise the facts that **our cars are already GREEN.**

- (i) They have more than repaid the energy used in their production over 80 years ago.
- (ii) They contribute only about 0.02 of the miles covered by cars in the UK annually. Consequently, very low levels of pollution are produced.
- (iii) They use very little fuel – around 40 miles per gallon.
- (iv) Our contribution to the heritage of our country is immense.

The article also indicates that the Historic car movement contributes around **£7billion pounds per year** to the UK economy and employs many thousands.

This message must be spelled out to the public and politicians who, in the main, are completely unaware of the facts. The FBHVC will be active politically and in general information over the coming years.

Perhaps the general public is also unaware that, according to recent reports, electric vehicles only "repay" their production and running pollution after travelling 50,000 miles with hybrids around 70,00 miles.

Also, what happens when the government loses revenue from "road tax" on these cars? I read that Sussex county has invested money in buying 40 UK built hydrogen powered buses. Is this a better fuel alternative?

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Meanwhile until the future is clearer, enjoy our cars in the way we have become accustomed.

**The message ... Don't Panic!**

**E10 Reminder:** This year sees the introduction of Ethanol at 10% rate into petrol known as E10. Without going into all the previous discussions on E10 fuel, I am reminding myself to use either Super grades of petrol – SOME will still be at the previous E5 level but check at the pump – or better still to use an additive to combat the detrimental effects. It has been reported that rubber fuel lines (eg. the flexible line to fuel pump) and solder (float in carb.) on our cars are vulnerable. E10 being hygroscopic – it absorbs moisture – puts our fuel tanks at risk from rusting. I have already chosen my additive.

**Facebook:** Shock horror... your chairman has begun to take part in this social media lark! I am not quite transformed from Luddite to Evangelist ... but lark it is not. Our **public** Facebook page is miles away from the scare stories involving youngsters' lives being ruined. Our public site is usually a shop window for our old Ford journeys – showing the great enjoyment of classic car motoring – and a peek into history via old photographs of our cars. Recently, treasurer Nick posted a picture of him sitting on the back of the family Model Y ... he looked quite pleasant in those days! ... a picture that Roger did include in a previous issue. Spreading the word, with care, via Facebook can help our club in attracting the next generation .... Vital for our cars to survive. **(Members also have their own private FB site – Ed)** Other than asking your grandchildren how to do this, you can contact Roger Corti who manages the sites. Give it a try but please keep technical issues in house via our Technical Adviser, Dave Tanner, to avoid spurious advice filling our shop window.

**The future of our club** lies in ensuring continuity of members prepared to help run our club in all sorts of ways. Do not be afraid to offer help since your skills will doubtless be useful... be those skills mechanical, administrative, IT/ computer based, organisational/ managerial, or financial. Don't rely on someone else ... give me a call to see how you, and your skills, can keep us active in future years.

**Bob Wilkinson.**

## Bob's Joke Corner.

From Joan Sharpe.....

*Charlie and Joe had been fellow golfers for many years. They played in all club competitions and went on golf tours together ... Almost inseparable. Until Charlie died from the Covid virus. As he lay dying he told Joe that he would try to contact him from the next world.*

*A few weeks later, as Joe was on the 3<sup>rd</sup>. tee, he heard Charlie calling to him.*

*"Hey Joe. It's wonderful up here. I have great news for you ... the golf course here is out of this world... lovely fairways, soft sand in bunkers and velvet smooth greens. The clubhouse is magnificent too. All free too", said Charlie.*

*"I bet there is some bad news though," replied Joe.*

*"Well, actually you are right," added Charlie. "Your name is on the team sheet for Saturday!"*

Please send me your similarly cheerful joke for us all to share.

# Members Matter -

## News of new members

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following 3 new members.

Edward Brunker O-B113 Capestang France  
Richard Langley L0903 Riseley Bedfordshire  
William Walters W1104 Birmingham West Midlands

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

**Edward Brunker** is our new member from France. Eddie owns IY 3150, chassis number Y109990. It is a 1936, blue Tudor, first registered on the ninth of January of that year. Eddie assumes that it is Irish built as it was registered there and carries Irish plates at present. The vehicle is almost roadworthy with the steering to be repaired otherwise in good condition. We hope you are soon driving her and a very warm welcome to the Register.

**Richard Langley** – we extend a warm welcome to the Club to Dick. He has purchased RL 3355, chassis number Y79855, Briggs body number 165/15641. It was first registered 12/09/1934. It is one of the three known surviving all cream Model Ys that were produced for dealers to drive to the 1934 dealers convention in Blackpool. As the car is on the road, we hope you enjoy driving her in and around Bedfordshire.

**William Walters** – we are pleased to welcome Will to the Club. He purchased NV 9086 on twenty fifth July 2020. The chassis number is C70162 and Briggs body number 466/4321. It is a 1937, green fordor CX. It is under restoration with various jobs to be done, but mostly body and trim. We wish you well with the restoration.

Hopefully, you will find this contribution to "Transverse Torque" informative & as always, the club extends a warm welcome to the new members. The Editor will be pleased to receive any news & photographs of your vehicles. All the very best for 2021 and I hope it is going to be a better year for us all.

**Mike Malyon** Membership Officer

Cover details: Front cover is 1934 Fordor from Fredrik Leufstadius in Sweden

Inside front: Selection of coloured photos of Ford Eifel IZ44982

Inside Rear: Series of USA photos found of Ford Eifel production 1937

Rear Cover: Photo from Hans Arild Grønstad in Norway

**Deadline for next (249) issue - 19<sup>th</sup> February**

**Tip of the day – advice given freely recently on our IO internet forum to members.**

***Hi. I set out on what I thought was going to be a simple job. I'm trying to remove the driver's seat, the screws that are holding it in place, are bolted through the frame? So as I undo the nuts, the bolt are just spinning. How can I remove the seat off the runners ?***

**The seat can be slid off the runners to gain access to the bolts. Hold the lever over and ease the seat off the runners, but don't force it. (A splash of oil may help) The seat slides off backwards and you will likely need to wiggle it to get it off the last few inches.**

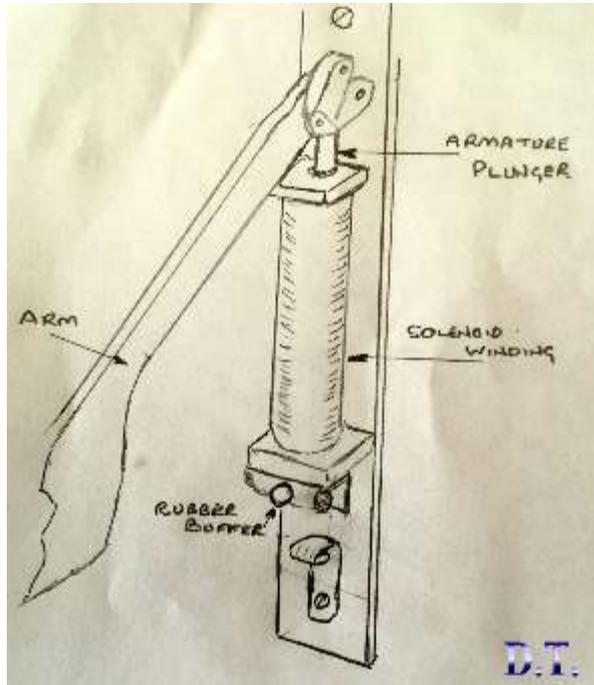
# Tanners Top Tech Tips – Worth every penny.



A while ago, I recommended that for safety sake, our cars should be fitted with flashing indicators, and I still do. Most of our cars are fitted with the old semaphore arms, (trafficators) and I guess some of these work and some don't. Even so, as they are fitted it's good to have them

functioning correctly. Now they do tend to stay out, or not go out at all, so let's have a look and see what's what. But don't force the arm, they are pretty delicate (like me). See sketch.

To keep these indicators in working order, they must be clean, i.e. all moving parts particularly the armature plunger, use WD40 or similar. Remember from our school days, they are basically an electro-magnet, whereby applying power to the armature winding, causes the plunger to go in or out. (sorry physics are not my strong point, but I can dress myself). Make sure all electrical connections are good. As you can see there are not many moving parts, but usually the reason for malfunctioning is generally caused by the moving parts being dirty or corroded. On testing you will find that they will operate better with the engine running, as they need all 6 volts to function correctly. If it's fitted, no matter what it is, it should work, in my view, and anyway, the semaphore arms in working order do raise a smile at car shows etc.



Winter lay-up, and this year, I guess some of the old Fords haven't seen a lot of activity at all. Further, by the time they get used in anger, it could possibly be a year of inactivity, so this year's lay-up process is a serious one (or should be). Apart from the usual precautions, battery off, car on axle stands etc, there are other things to attend to. These being, wedge the clutch pedal down with a piece of wood between the steering wheel or seat, and the pedal, to stop the clutch sticking. Don't leave the car with the handbrake on, this can also stick.

Now, the next bit, is just a suggestion! It's up to you! But it's worth a thought!

Petrol goes stale after a while, and rubber hoses and the petrol pump diaphragm can deteriorate rapidly because of it, and in the spring, you may well have a non-starter on your hands. Try to have an empty tank, on lay-up. Now, you can avoid the above rubber deterioration, thus... Some, I know, pour in a couple of pints of diesel into the empty fuel tank. (don't panic, it will cause no harm to the engine), it works, I have done the same in the past, but I tend to keep my car available for winter use, waiting for a dry day, I just love driving that old car. If you do decide to go down this road, after tipping in said 2 pints, unscrew the pipe to the carb, also take off the float chamber and empty any fuel in there, remove the spark plugs and wind the engine over with the starting handle till diesel runs out of the pipe. Refit the pipe. Diesel will have found its way around the fuel pump, it keeps rubber supple, and will not rot the rubber hose in the fuel line, it will keep the fuel pump diaphragm supple and in good order, also the 2 valves inside the fuel pump. When it's time to use the car again, it's just a case of disconnecting the fuel line at the carb, and holding a can under the pipe, wind the engine over with the handle and pump out all the diesel. Also it's a good idea, while the spark plugs are out to pour a table spoon full of new engine oil into each cylinder, (wipe the spoon before you put it back in the drawer) and again turn the engine over a couple of times with the handle, and replace the plugs. A film will be left on the bores and pistons etc, keeping things from deteriorating. On start-up don't be alarmed by the blue smoke, it will go in a few minutes or so.

Then get a rag soaked in clean engine oil and wipe it all over the chrome, that won't take very long! Open the driver's door window an inch or so to let the air circulate. Remove the battery and store in a dry place (not indoors). Give it a charge every so often, check the level of electrolyte, and top up with distilled water. Use Bluecol antifreeze, in the cooling system, (see article in the last magazine), don't leave the system filled with water, it may freeze, or leave it empty, the hoses will dry out and split. Polish the car with a good wax. (leave it on? I don't know). Then drink your cup of tea which is going cold.

A club member asked me the other day reference how to go about replacing a rubber dust cover on a track rod end.

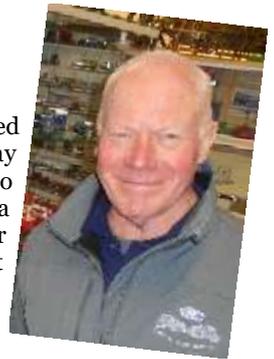
He noticed the split in the rubber and the grease oozing out while carrying out a check over of the steering.

So here we go. What do we need? A new dust cover, new split pin, grease gun, rag, cleaning fluid, an axle stand and the correct fitting spanner's etc, also plenty of rag (tea towel is fine), and a good light, not forgetting a sandwich and a can of beer from management.

So to start, after donning safety glasses, get the car up on an axle stand, safely under the axle beam on the side you will be working. The track rod end needs checking to make sure it's in good order and doesn't need replacing, this is done by rocking the wheel back and forth looking for play. If there is play, (wear), then a new item needs to be fitted, these can be obtained from club stores. **Part no...ST1 a/b.** After wheel removal, the offending track rod end castellated nut must be removed, after first removing the split pin. Using a good ball joint splitter, (be careful not to damage the thread), part the track rod end from the arm, and clean away all the old grease, grit etc, then fit the new dust cover, or complete track rod end. Refit the taper of the track rod end do NOT grease this, or the nut won't tighten. Fit the nut, new split pin and grease the joint with a grease gun. Don't forget, if you are fitting a new joint then count the turns as you unwind it from the track rod so it goes back in the same place. I use nail varnish and put a blob on the thread before undoing, to be really sure. Red is fine, it's your choice, I know our Chairman prefers a darker shade than red it matches his eyes! **Job done.**

Then we have an enquiry, with regard to the removal of an interior door handle, on a model CX. Both front and rear, window winders and opening and closing handles are all fitted the same on this car. So to remove a handle, or winder, the domed escutcheon needs pushing back in towards the door card, and this will reveal a small pin going through the base of the handle. Using a small drift, push the pin out, then the handle can be removed.

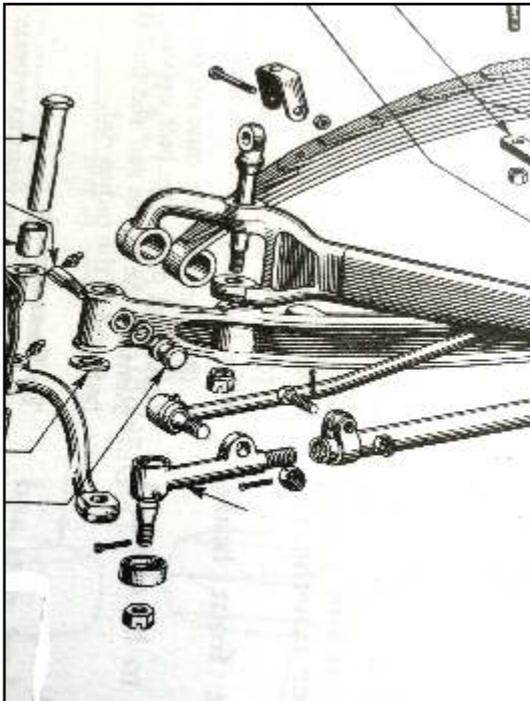
A few years back, I bought a set of brake linings for my CX. Recently, I decided to



replace the fronts as they were getting low, an easy enough job, alternatively, the club stores can supply shoes with linings already fitted. (easier), but as I had purchased the linings, I decided to fit them, as we did in the old days. The only thing I didn't have were the rivets which secure the linings to the shoes, there are 10 rivets per shoe, so I needed 40 For the 4 front shoes, cost £ 7.50 including postage ! These were sourced

from Vintage Brake and Clutch Ltd. tel no . 01 952 413953 . See Useful Contacts list in the magazine. First job, safety glasses and wear a MASK! (Asbestos brake dust!!!). Then, car safely up on axle stands wheels, wind back the adjusters, drums off,. Off with the shoes, making note of how things go back. Wash everything in proper brake cleaner. Aerosols of this are available from Halfords etc.

Hold the brake shoe in the vice and knock out the old rivets. ( a small cold chisel is fine for this) . The shoe face needs to be clean with no high spots, then find a drift, or bolt will do the job, that fits the large section of the rivet hole in the lining. Secure the bolt in the vice, fit the rivet in the hole in the middle of the lining, then using your third hand ? pean over the under side of the rivet against the shoe, not tight at this stage to allow correct lining up of all the holes, then fit all the rest of the rivets in the same way, then pean them all again tight, then attend to the other 3 shoes, and refit the whole shooting match. Adjust in the normal way. Road test to make sure the car pulls up in a straight line. The new linings will need bedding down, this happens with use, and therefore the breaking effect gets better, but beware, initially the braking effect will be on the poor side. Then readjust, say after about 20 miles or so.



Alarm bells ! Yes, the silly instructor removed the radiator cap ( hot engine) ! A jet of steam/water shot skywards, and scalded his hand, and wrist, it could have been his face, thankfully, the pupil was fine. This is dangerous practice in the extreme. So, let's all be aware of this. Only ever remove the radiator/ header tank cap, when the engine has cooled down.

Lastly, if you are not sure about any information I have given, or are in doubt, then for goodness sake, please don't hesitate to call me, ( I don't bite). Always have a final check to be sure all nuts, bolts etc are tight and everything is secure and safe after any work.

Next magazine, we will be talking about changing a timing chain and sprockets, and non-starting issues. We will also be describing the correct way of dealing with some of the more mundane jobs. So the expert people amongst you, please bear with me on this, I am trying to help those who are not YET experts !

NB. If you are in ANY doubts at all, about carrying out this work, then please DON'T! leave the job to a competent mechanic.

**TAKE HEED !!**

The other day I saw a driving instructor, with the bonnet up of his school car. He was showing his pupil various aspects of the engine, how to check the oil and water etc.

Use club stores for your spares. Lots of volunteers put in so much of their time and effort so that we can keep our cars on the road.

Thank you all for your enquiries. Keep them coming, I will help all I can.

DT.

# AA Call out - It's a funny old world.

**I hope the anecdotes of my AA days were of interest. Well here is another dose...!**



It has to be said; working for the AA was not all about mending cars to all of us who proudly wore that khaki uniform. We were all first aid trained, and we were duty bound to help the police at road traffic accidents etc, direct traffic when needed, or anything where AA members, or indeed the general public were in danger or needed help on a day to day basis. Further, it was a good job and one which I enjoyed, but it wasn't all light-hearted fun.

I can recall being sent to Old Church Hospital in Romford in the early 70's ( long since gone). The call related to an ambulance which had a blown cylinder head gasket, and wouldn't run for more than ten minutes. The vehicle had incubators on board with premature babies, and they were being taken to the London Hospital at Whitechapel. So I was detailed to tow the ambulance to the hospital with my Land Rover, with a police escort, driving through red traffic lights etc... exciting.

Very early one morning during the summer, I was sent to a Vauxhall Viva, occupants were mum and dad, 2 kids and lots of luggage, going on holiday to the West Country. The engine was backfiring and running on 3 cylinders. Having removed the rocker cover I saw a broken push rod. No chance of getting one of those at 3am on a Sunday morning on the Great West Road out of London. So I took out the broken push rod, easy on a Viva, and made a replacement out of a 6 inch nail, then adjusted the tappet. All fixed, and off they went with my (temporary) repair. A year or so later, I was called to a Vauxhall Viva with a flat battery, the owner recognised me, and told me it was still running fine with the 6 inch nail push rod !

I remember when the Thames burst its banks in the mid 70's due to really heavy, constant rain, and exceptional high tides.

Well, the Rotherhithe Tunnel, under the Thames, South London to the North side, began to flood. I was going home at the end of my night shift, and got caught up in a traffic jam as you enter the tunnel on the South side. Stuck there for ages, no traffic coming through from the North

## PHOTOGRAPHIC FINDS

side, so the policeman in the car behind, got in my Land Rover, and we started towing out the waterlogged cars, which by this time had water half way up their doors. Scary stuff, the tunnel lights went out, people screaming and panicking. The water in my Landie' was coming in through the doors, but being a diesel with the air intake high up at roof level, she kept going, backwards and forwards, into the tunnel, towing out the water logged cars. Me and the policeman? Absolutely drenched.

When I joined the AA, we attended a four week training session at the their training centre at Nottingham, being taught how to do things the AA way! "Forget what you already know, we're now going to do it properly" the Sergeant Instructor told us. Things were very military, and strict in those days. Immaculate uniforms, short hair, medical, morning parade etc, all carried out at the training centre, a la Aldershot, I should think. Then followed an intense training period on rectifying breakdowns on most makes of car, over the next four weeks. Practical and theory, you were tested at the end of each day. Next morning, up at 6am, half hour lunch, workshops/class room, and finished at 6pm. Meals were given to about thirty or forty new patrols plus those on refresher courses. Food wasn't bad, plenty of it, good.....we all sat down on benches and long scrubbed tables. Who cleared away and washed up?

We did! We were taught how to iron our shirts, clean and really 'bull' our boots. All of this and so many other things, i.e. respect, smartness, cleanliness, organising and self respect etc etc.

A day I won't forget, was the last Friday.... going home time! However, not as easy as that. We were marched into the very comprehensive workshops at about 08:00, and given a gearbox each, Ford, Morris 1000, Vauxhall etc, in a tea chest and totally dismantled. We were told that we could go home, AFTER the gearboxes had been reassembled and in working order! The following Monday at 06:00, I was picked up by a Patrolman to commence a three week, on-the-job training period... Wouldn't have missed it for the world!

D.T.



I am grateful to Arne Boltzmann for sending the first three photographs and detail:-



- A Hannover registered Ford Köln (identifiable by the smooth front bumper and the word Köln on the radiator grille). This large family of eight, plus the photographer, appear to be travelling in two small cars; it could have been a bit of a squeeze!



- An Austin Seven-based BMW 3/15 PS and the Model "C"-based Ford Eifel, both registered in Saxony



- “A Düsseldorf registered 1937 Ford Eifel Cabriolet fording an Eifel mountain stream. What could be more natural!”
- An early Model “C”-style Eifel Limousine recently discovered in Bavaria, Germany. Some, such as this example, incorporated a boot by Migö during production (Migö-Koffer).



# 20 Years Ago

## Issue 128 January – February 2001

With the excitement of Convoy 2000 now over, issue 128 returned to more usual inclusions. Not to say that 'usual' means 'not interesting' – far from it! The issue opens with a report on George W. (pronounced 'dubya') Pierce in Santa Maria, California, who had purchased a short rad Model "Y" AMG 448 in 1973 when he was stationed with the US Air Force in Upper Heyford, Oxfordshire. He took the car with him to the States on his return in 1975 and proudly showed it at numerous rallies and events in California attracting much admiration from the local enthusiasts, who had never seen such a quaint little Ford! The comments were accompanied by a photograph of George in the embrace of two Californian beauties; regrettably, I have lost that photograph!

- George W. Pierce with his daughters, who accompanied him on his rallies in California,



In his Secretary's report, Bob Wilkinson stated that since his youth in the 1970s, he had owned or driven 40 different classic cars. Note that was 20 years ago. He must have tallied a goodly score by now! As it was known that he owned a Jensen-bodied Mistral Model "Y" tourer (now owned by Winston McAdoo in Cookstown, Northern Ireland), he had been contacted by the owner of a Jensen-bodied Morris Eight tourer, who wanted to compare notes for his restoration. The owner was the late Harry Edwards, who was the Historian of the Morris Eight register. Although Bob had sold his Mistral to Kevin Briggingshaw five years earlier, Bob told him of other Mistral owner/members in the Club, namely Doug Hickson and John Barnes.

Sam Roberts, in his Chairman's News, told of his discovery that his son-in-law's brother-in-law's grandfather was Sir Patrick Hennessy. Also, that Sir Patrick's daughter was still alive in Suffolk and held the family photograph album. This tenuous linkage was to result in Sam visiting the 80 years old daughter and writing an illustrated outline history of Sir Patrick in later issues of Transverse Torque. During the early days of Model "Y" production at Dagenham, Sir Patrick was responsible for introducing competitive tendering for parts and components, which ultimately resulted in cheaper production costs and the introduction of the £100 car. He was later to become the Chairman of Ford Motor Company Ltd. during the heydays of the Ford Consul and Zephyr manufacture.

The archive benefitted from a contribution from Jim Miles, who had obtained an illustrated brochure entitled 'The Ford Rouge Plant at Dearborn'. Regrettably, the brochure is now in the Ford reference library at the British Motor Museum in Gaydon so it cannot be illustrated here, but the picture of the harbour and the material un-loading bays gives some idea of the sheer size of the plant.

- Cargo vessels carrying ore and minerals for the blast furnaces at the massive Ford plant on the River Rouge in 1937.

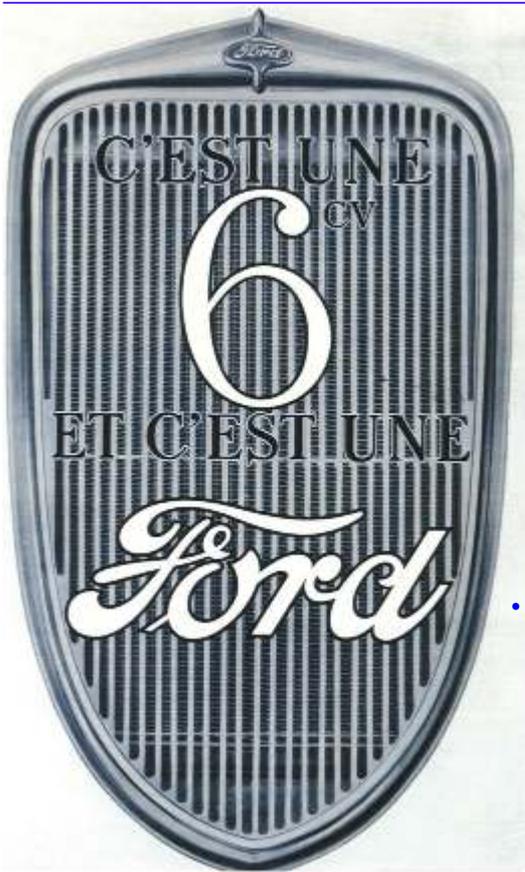


There was more than a touch of French input to this issue. In addition to coverage of the famous art deco French Model "Y" brochure designed

by Draeger in the Chairman's News, there was a pretty comprehensive article on the history of the French Ford assembly plant at Asnières in the north-west suburbs of Paris. The plant was established in 1925 to assemble Model Ts, which had been imported by ship down the River Seine in a Knocked Down (KD) state. With the demise of the Model T in 1927, an assembly line was rejigged to assemble the Model A. As elsewhere in Europe, the Model A

was not a success with the costly after effects of the Wall Street Crash of 1929 and subsequent Great Depression, added to the fact that, because of its 'square engine' (bore and stroke the same size), the road tax was excessively high. As in England and elsewhere in Europe, the Model "Y", with its small bore and relatively long stroke, saved the Ford Motor Company from going bankrupt. However, the French import duties on cars and parts from Great Britain still made the little Ford relatively expensive when compared to the many French equivalent sized cars. It was the large V8 Model 40 and the vision of Emile Mathis that caused the demise of the Asnières plant from 1935. Mathis persuaded Sir Percival Perry to assemble the Model 40 with Mathis styling at the Mathis plant in Strasburg. The resulting model was known as the Matford. No small sidevalve Fords were assembled by Mathis.

Whilst on an international theme, Bill Ballard, in this issue, included the third run-down of the 'wire-wheels' he had come across in Australia. Having listed sixteen different Model "CX"s in the first two series, this time he covered another ten which had come out of the woodwork! The 36 are made up mainly of roadsters, coupes and sedans. However, there is one phaeton, which Bill insists is a tourer, three well-sided utes and two straight-sided utes (one is a replica being finished by Bill). Readers are reminded that, although the rolling chassis were imported from Dagenham, the bodies on these Australian Model "CX"s were designed by the young Australian, Lew Bandt, and manufactured in the Ford plant in Geelong, Victoria. All sedans (saloons) are four doored.



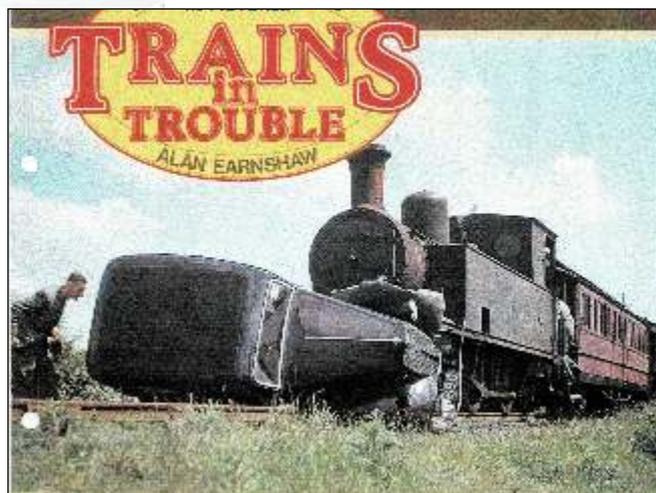
- An illustration from the famous Draeger art deco brochure distributed at the October 1932 Paris Salon (Exhibition) at which the Model "Y" was launched in France. A similar illustration appeared in the Spanish Draeger brochure at the Ford Ibérica launch reading 'Es un 8HP



- An example of the plaque attached to the bulkhead of all cars assembled at the Asnières plant. This one is from Model "Y" engine/chassis number Y1981

Wesel Appel, in South Africa, had bought a Model "C" and had written to the Institute of the Motor Industry in UK asking for information on the car. Member of both the Institute and the Y&C Register, John Morrish, faxed the letter to the Club and a request for the car's details was sent to Wesel. In reply, he sent a photograph and the Briggs body number which identified the car as a 1936 Model "CX", which would have been ordered by Ford of South Africa on Ford of Canada, which held the franchise for the British Empire. They then placed the order on Dagenham and the car would have been shipped in a Knocked Down state to the Ford assembly plant in Port Elizabeth, Cape Province. Regrettably, although Wesel joined the Club for a short while, the rand/pound exchange rate was so high, neither he nor the Early Ford Car Club of South Africa could afford to maintain a relationship.

An unusual article covered some known accidents involving our cars over the years. Fortunately, over the previous 20 years only two members' cars had been involved in major accidents; namely Malcolm Fraser-Cook, whose Model "Y" was partially run over by a juggernaut whilst parked on the hard shoulder of a motorway and Dave Durrant's Model "Y", which was side-swiped and written off by an imbecilic driver, whom Dave said he could not have avoided. Illustrated in the article were the two photographs of four lads who tried, and succeeded, in turning over a Model "Y".



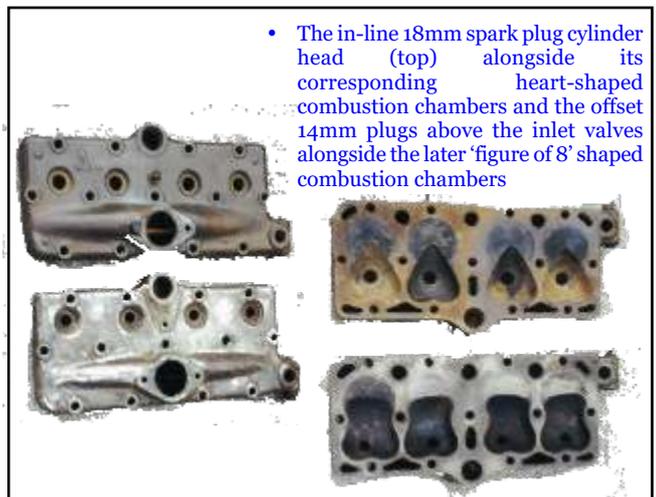
- Not the train in trouble; moreso, the longrad Model "Y" near Arigna, Co. Leitrim in June 1953.

They were thought to be Jaguar apprentices! The main illustration was of the cover of "Trains in Trouble", Volume 6, by Alan Earnshaw, showing a Sligo registered long rad Model "Y" impaled on the cow-catcher of a 3ft narrow gauge Cavan and Leitrim Railway 4-4-0 tank engine near Arigna, Ireland in June 1953.

On a more technical note, the subject of spark plugs and fireballs was covered. The early 18mm Champion 7X spark plugs were centrally arranged in the cylinder head and sparked a fireball in heart shaped combustion chambers. With

the introduction of the Model "C", the wide engine block was phased in. Engine design had improved also and the offset 14mm plugs were introduced with 'figure of 8' shaped combustion chambers. Despite these so-called improvements to the formation and effects of the fireball, the B.H.P. of the later engines remained the same as before. Graham Miles waxed eloquently on the subject in the following issue of Transverse Torque.

The late John Fitzgerald and ex-member, Derek Mart reported on the unveiling of the Model T monument in BallinacCarthy, the ancestral home of the Ford family in Co. Cork, Ireland. The monument was the Millennium project of the Irish Ford company, Henry Ford & Son Ltd. The life-size stainless steel model had been unveiled by Eddie Nolan, the Chairman and Managing director. We were to visit the spot and be entertained by the good Mr. Nolan during the Convoy 2002 visit to Ireland. At the unveiling there was a range of Fords from Model Ts to early 1970's cars, including one Model "Y" and one Model "C".



- The in-line 18mm spark plug cylinder head (top) alongside its corresponding heart-shaped combustion chambers and the offset 14mm plugs above the inlet valves alongside the later 'figure of 8' shaped combustion chambers



There were seven new members signing up in this issue, three with cars known to the Register, one without a car and three with cars new to the Register. We knew of the Model “Y”s belonging to Roy Fisher, Phil Francis and Ron Kendall each requiring some restoration. Phil Francis and Ron Kendall remain with us with their fully restored cars. The cars new to the Register were the two Model “Y”s owned by Gordon Forshaw, which are still being shown on the register as ‘under restoration’, Gerald Barham’s unrestored Model “Y” and Fernando Fernández’s van in Spain – a converted short rad Fordor saloon, which is now roadworthy.

- A rather smart Ron Kendall about to down a pint of Castrol oil in 2012 at Gaydon, where his car was ‘Best in Class’.
- Fernando Fernández’s converted short rad saloon in Ciudad Real, Spain. He has made an excellent conversion working ‘blind’ away from other members.”



## The Model “Y” Racing Cars.

Tony Russell is a Friend of the Y&C Register as well as the Public Relations Officer of the Surrey Vintage Vehicle Society. He was recently in communication with Karl Foulkes-Halbard, of whom more later. The discussion reignited Tony’s interest in the ‘Model “Y” Racing Cars’ and prompted him to revisit their history. We are grateful to him for offering his findings for publication in Transverse Torque; findings which he has also forwarded to The Automobile, for their consideration.

### FORD’S FORGOTTEN RACER. THE “MODEL Y” SINGLE SEATER

A curious offshoot of Ford history concerns the so-called Model Y Speedsters of the mid-1930s. The iconic little Ford Model Y that became known as “Popular” on the introduction of the “De Luxe” Model C in October 1934, was renowned as the first £100 saloon car available in the UK; some 175,000 were manufactured between 1932 and 1937. It had a 933cc sidevalve engine producing a meagre 22bhp, a top speed of 57mph, a three-speed gearbox and transversely-sprung suspension derived from the Model T. Hardly, one might think, the inspiration for a single-seat 90mph racing car. Indeed, the name “Model Y Speedster” is somewhat of a misnomer, as the resulting two cars were neither Model “Ys”

nor intended to be racing cars. The concept and design for them not unsurprisingly originated in America at Ford’s Dearborn head office and factory, and it is there that we must go to uncover the history of the single seaters.

There is precious little authenticated evidence of these unique vehicles, but based on the information available, this is the fascinating story. In 1935, Henry Ford commissioned his friend Harry Armenius Miller to design a prototype midget single seat “racing car” using many of the components left over from the pre-production 8hp Model Y and 10hp Model C cars, known at that time as the Model 19 and the Model 20 prior to their

introduction into the European market. Miller was responsible for the beautiful Ford V8 Indianapolis 500 cars of 1932 onwards and the body design of the proposed midgets was based on these racers. It is suggested that Henry Ford wanted to introduce a low priced "Everyman's racing car", perhaps the very first "Formula Ford". Only two were believed to have ever been built, and the project was abandoned in 1939. There were persistent rumours of a third car existing in The United States but, despite extensive investigation this was never substantiated.

Henry Ford was known to lavish expensive presents on his grandchildren, and in 1938 he gave one of the midgets to William Clay Ford for his fifteenth birthday. William was the son of Edsel Ford, Henry's only son. This was a handsome little car with black bodywork bearing the dummy personalised Michigan registration WCF 1 1939. The other midget, identical to the first but with a bright red body, was given to John Côté Dahlinger, also fifteen years old and the son of Evangeline Dahlinger, Henry Ford's private secretary. Evangeline was a strikingly attractive woman and it has been suggested, but never substantiated, that John was the offspring of an illicit affair between Henry Ford and his secretary. His car was painted red with black tyre hugging mudguards and carried the registration JCD 15. Both cars had attractive chrome radiator grills reminiscent of the Millers. The two cars were fitted with the Ford 10hp 1172cc sidevalve engines from the production Model C, then known as the Model 20.

The two teenage boys certainly enjoyed their new toys, and William Clay was photographed tearing around the Dearborn test track in his black midget Ford. In the interests of safety, his father Edsel had attempted to govern the car to 30 mph, but William, who had probably inherited some of his grandfather's engineering skills, allegedly had removed the governor and tweaked up the engine, giving the car an improbable claimed top speed of some 90mph!

During 1939 Sir Malcolm Campbell, who was at that time a director of Ford UK, was invited to Dearborn, bringing with him the

Bluebird land speed record breaking car for display at the Edison Institute, now the Henry Ford Museum. As a token of gratitude, Henry Ford gave one of the midget cars to Sir Malcolm as a gift for his son Donald, then a 17-year-old teenager. The presentation was recorded in *The Belfast Telegraph* of the 13th June 1939. This was believed to be the red car that was previously given to John Dahlinger; perhaps Henry was concerned for his putative grandson's safety after



• William Clay Ford tearing round the Dearborn test track in the black racer

witnessing William's high speed driving on the test track. The black car presumably stayed in America and would not have been in a fit state as a gift to the eminent Sir Malcolm as it had been subjected to William Clay's enthusiastic amateur driving, tinkering and modifications. Sadly there are no further records of that car.



• A more caring John Côté Dahlinger in his gift from Henry Ford, the red and black racer

The red car, in immaculate condition, was shipped to England and was the centre of attraction at Brooklands on the 17th July 1939 during a Ford Gymkhana meeting. This event was written up in *The Autocar* of 23rd June 1939 where reference is made of "the pocket racing car". The Campbell family retained the car until 1945 when it was sold to one Arnold S King, a motor dealer of

Edgware Road in London. King had the car registered for road use as LMG 613; this is the first entry in the surviving log book. On New Year's Day 1946, King wrote to Dearborn. "I am the owner of a 10hp Ford Midget Racing Car and I have been informed that it was manufactured by you in 1939, it is supposed that it was on the orders of Mr Henry Ford for Sir Malcolm Campbell, the British Racing Motorist, and shipped to Brooklands Racing Track, England in 1939". Dearborn denied all knowledge and forwarded King's letter to Dagenham, whose Val Koehret from Ford's press office wrote to King to tell him there was no record at Dagenham of the car and recommended that King contact Leslie Ballamy, famed for his LMB split-axle independent front suspension system conversion for Dagenham-built Fords, although why they expected Ballamy to know anything about the car is hard to fathom.

On 21st September 1946 the car took part in the Midland Motor Industry Jubilee Cavalcade as entry number D27, entered by Cutlers Garage Ltd of Streetly, just north of Birmingham in the West Midlands. There is no record of Cutlers ever owning it, so perhaps it was entered on behalf of Arnold King. In 1947/48 it was again sold to a Mr. D Ginsberg and in 1949 he gave it to his son Geoffrey, who entered it in a number of sprints and local speed events. Recalled Ginsberg in 1985, "The Ford single-seater did the standing quarter mile in 19.6 seconds at Altcar near Liverpool, probably during 1953". A photo exists of the mud-spattered vehicle at a 1948 meeting held on Ainsdale Sands, a beach near Formby in Lancashire. It had the front and rear wings removed and carried the race number 4.

With regard to modifications, when in England, the present 10hp engine was installed, number RC 23465P, indicating that it is a reconditioned Ford Dagenham unit. It is fitted with a single downdraught Zenith carburettor and displays a fine four branch exhaust manifold. Interestingly, the rear axle is located by a pair of Ford Model C conrods using the big ends as clamps. The gearbox is from a Model C Ford, almost certainly fitted at Dearborn. Rear axle and torque tube are standard (*Continued on page 14*)

Ford Model Y or C items, again installed at Dearborn. The front axle, which is original, is not a Y unit but appears to come from a Ford Model B. Performance tuning the engine would follow traditional lines with raising the compression ratio by fitting a cylinder head from the 8hp engine, lightening the flywheel and installing a close ratio gearset. There is a report of a later owner, Paul Foulkes-Halbard achieving 100mph in the Ford at a demonstration race meeting during 1974, this must be viewed with some scepticism as the small sidevalve engine would have needed to be in a very high state of tune indeed to reach such a speed with the stock rear axle final drive ratio of 5.5:1. Having said that, it is undoubted that the little car was capable of quite impressive performance.

A conversation with Karl Foulkes-Halbard, the current owner of the car at Filching Manor Motor Museum in Sussex, revealed that he has the original buff log book, and this shows that in July 1956 it was registered to a George Myson of Luton in Bedfordshire and then in October of the same year to one Alec Barkby in Kent. The car then passed into the ownership of Paul Foulkes-Halbard, Karl's late father, who coincidentally located it in a Kent garage in 1973 or 1974, amazingly in perfect condition. Apparently the garage owner had used it to attend breakdowns with his toolbox on the floor! During 1974 and 1975 Geoffrey Ginsburg, who evidently regretted selling the car and having heard about its new owner, wrote to Paul Foulkes-Halbard attempting to buy it back and was "a bit put out" when his request was declined. In March 1978 it was registered to the Foulkes-Halbard family, and displayed at a Ford demonstration parade celebrating the company's 75th anniversary held in conjunction with the British Grand Prix at Brands Hatch where it was reported to have performed well in the hands of Paul. 1981 saw Dagenham's celebration meeting of 50 years' production and the Ford was displayed at that event where I was privileged to inspect this unique little car, although, unfortunately, I was not offered a test drive. The car also appeared at the Nürburgring during a Ford promotional event organised by David Burgess-Wise in 1982.

The whereabouts of the car from 1956 to 1974 are not recorded. It is doubtful that Leo Villa, loyal mechanic to both Sir Malcolm and Donald Campbell, actually owned the Ford at any time as it left the Campbell family some 29 years before its discovery. He was clearly very familiar with it, as a photo exists of him sitting in the car with his wife Joan looking on, and letters from Leo to Foulkes-Halbard also make reference to it. As is well known, Villa was very close to the Campbell family and a good friend of Paul Foulkes-Halbard. Indeed it was Leo Villa who so generously provided many items of Campbell memorabilia to the Filching Manor Motor Museum where they are proudly displayed in the Hall of Fame along with the little red Ford racer. Karl Foulkes-Halbard plans to fire up the car before too long and I hope to be able to assist, drawing on over 50 years' experience with small sidevalve Fords. I am looking forward to that – and hopefully may even get that lost opportunity for a test drive.

In compiling this feature I would like to express my sincere thanks to David Burgess-Wise ex Ford of Europe Corporate Historian, Sam Roberts the Ford Y and C Model Register archivist and author of "Ford Models Y & C", Henry's cars for Europe" and Karl Foulkes-Halbard for their invaluable assistance and permission to use material from their records.

**Tony Russell**



• Leo Villa, the long-term mechanic to the Campbells, sits in the red car with his wife Joan alongside



• Paul Foulkes-Halbard aboard the ex-Donald Campbell racer, now registered LMG 613 (a 1945 Middlesex registration).”=

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**STEERING (ST)**

<b>ST1a.</b> Track rod ends - Male design	£57.00 pair
<b>ST1b.</b> Track rod ends - Female design	£34.00 pair
<b>ST2a.</b> Drag links: - 'Y'. State whether R.H.D. or L.H.D.	£60.00 each
<b>ST2b.</b> Drag links: - 'C'/CX'. State whether R.H.D. or L.H.D.	£60.00 each
<b>ST3a.</b> Steering boxes — RHD - Serviced — Y, (Exchange).	£335.00 each
<b>ST3b.</b> Steering boxes — LHD - Serviced — Y, (Exchange).	£335.00 each
<b>ST3c.</b> Steering boxes — RHD - Serviced — C/Cx, (Exchange).	£335.00 each
<b>ST3d.</b> Steering boxes — LHD - Serviced — C/Cx, (Exchange).	£335.00 each
<b>ST4.</b> Steering column support.	£18.00 each

**FRONT AXLE/BRAKES/SUSPENSION (AF)**

<b>AF1.</b> King pins, bushes, thrusts & shims - Exchange. State model including £25 returnable on unused thrusts.	£110.00 per pair
<b>AF2a.</b> King pin bush thrust & shim kit - Axle set including £25 returnable on unused thrusts	£75.00 per set
<b>AF2b.</b> King pin shim	£3.00 each
<b>AF2c.</b> King pin black felt seals	£3.00 each
<b>AF3.</b> Front hub bearings — includes inner & outer bearings	£58.00 per hub
<b>AF4.</b> Front brake hub & drum — with bearing — (Exchange).	Out of Stock.
<b>AF4a.</b> As above - without bearings — (Exchange).	Out of Stock.
<b>AF5a.</b> Front brake lever return spring, Y2096 RH.	£8.00 each
<b>AF5b.</b> Front brake lever return spring, Y2097 LH.	£8.00 each
<b>AF6a.</b> Brake operating shaft (top king pin) Y2076 RH	£36.00 each
<b>AF6b.</b> Brake operating shaft (top king pin) Y2077 LH	£36.00 each
<b>AF7.</b> Front brake rod support. Mounts on A-frame to rod	£8.00 each
<b>AF8.</b> Front shackles and Bushes. — Axle Set	£38.00 pair
<b>AF9.</b> Shackle bushes	£7.00 pair
<b>AF10a.</b> Road spring - Model Y. <b>New / Old Stock.</b>	£53.00 each
<b>AF10b.</b> Road spring — Model C. <b>Refurbished.</b>	£54.00 each
<b>AF11.</b> Shock absorber kits. Refurbished Armstrong type LR. Model 'Y's' only — includes links and hardware. (Exchange).	£260.00 per pair
<b>AF12a.</b> Stub Axle Assemblies with bushes, thrusts & shims.	£120.00 per pair
<b>AF12b.</b> Stub Axle Assemblies as above with King Pins.	£155.00 per pair
Both above items are — (Exchange).	
<b>AF13a.</b> Perch Bolt, Model Y. — (Exchange).	£75.00 per pair
<b>AF13b.</b> Perch Bolt, Model C/Cx. — (Exchange).	£35.00 per pair
<b>AF14.</b> Front Hub Grease Cap.	£10.00 each
<b>AF15.</b> Front Spring Clip and Bar.	£30.00 per pair
<b>AF16.</b> Front Hub Grease Retainer Washer.	£5.00 each
<b>AF17.</b> Refurbished Pear Shape Shock Absorbers. includes links and hardware. (Exchange).	£395.00 per pair

**REAR AXLE/BRAKES/SUSPENSION (AR)**

<b>AR1.</b> Hub bearing/sleeve kit, including outer seals (axle kit).	£200.00 per kit
<b>AR1a.</b> Hub outer seal — Replacement to be used with kit AR.1.	£13.00 pair
<b>AR2.</b> Hub outer seal - original - Y1175	£6.00 each
<b>AR3.</b> Axle casing inner seal - Y4050	£16.00 each
<b>AR4.</b> Differential bearings	£32.00 each
<b>AR5.</b> Pinion bearings	£32.00 each
<b>AR6a.</b> Crown wheel & pinion YE-4209-F	£320.00 each

<b>AR6b.</b> Drive Shaft Pin, for AR6a. above	£12.00 each
<b>AR7a.</b> Rear brake cam shaft lever spring Y2220 RH	£8.00 each
<b>AR7b.</b> Rear brake cam shaft lever spring Y2221 LH	£8.00 each
<b>AR8a.</b> Rear brake operating shaft. LR/C CE2231 RH	£36.00 each
<b>AR8b.</b> Rear brake operating shaft. LR/C CE2232 LH	£36.00 each
<b>AR9a.</b> Rear brake operating shaft. Early/Int. Y2231 RH	£24.00 each
<b>AR9b.</b> Rear brake operating shaft. Early/Int. Y2232 LH	£24.00 each
<b>AR10.</b> Rear brake expander cam shaft. Early/Int. Y2230	£20.00 each
<b>AR11a.</b> Rear brake rod support bracket for LR with double holes	£40.00 each
<b>AR11b.</b> Rear brake rod support bracket for LR with two R7's fitted	£60.00 each
<b>AR12.</b> Rear shackles and Bushes — Axle Set	£55.00 pair
<b>AR13.</b> Shackle bushes	£7.00 pair
<b>AR14.</b> Road spring - State 'Y' or 'C'. <b>Used parts.</b>	£60.00 each
<b>AR15.</b> Shock absorber kits. Refurbished Armstrong type LR. Model 'Y' only — includes links and hardware. (Exchange).	out of stock
<b>AR16.</b> Driveshaft front bearing - Y4645	£27.00 each
<b>AR17.</b> Driveshaft front seal - Y4245	£15.00 each
<b>AR18.</b> Rear Axle Assembly, (New C. W. & P)	£660.00 each
<b>AR19.</b> Rear Spring Clip and Bar.	£30.00 per pair
<b>AR20.</b> Refurbished Pear Shape Shock Absorbers. Includes links and hardware. (Exchange).	£395.00 per pair
<b>AR21.</b> Universal Joint Housing Cap.	£25.00 each

**ENGINE/CLUTCH (EN)**

<b>EN1a.</b> Valves, 3 types used - send old one as pattern	£15.00 each
<b>EN1b.</b> Valves as above set of 8.	£105.00 each
<b>EN1c.</b> Valves oversize stem with matching valve guide	£30.00 each
<b>EN2.</b> Valve springs - set of eight	£20.00 per set
<b>EN3.</b> Split matched valve guide and valve (late engine only)	£27.00 each
<b>EN4.</b> Flywheel ring gear	£40.00 each
<b>EN5a.</b> Cylinder head stud & nut	£7.00 each
<b>EN5b.</b> Cylinder head nuts.	£6.00 set
<b>EN6a.</b> Gasket — cylinder head — 8 HP	£26.00 each
<b>EN6b.</b> Gasket — cylinder head — 10 HP	£26.00 each
<b>EN7a.</b> Gaskets — head set — 8 HP	£36.00 per set
<b>EN7b.</b> Gaskets — head set — 10 HP	£36.00 per set
<b>EN8a.</b> Gaskets - sump set; Pre War gear driven cam shaft.	£33.00 per set
<b>EN8b.</b> Gaskets - sump set; Post War chain driven cam shaft.	£25.00 per set
<b>EN9a.</b> Gasket — manifold — 8 h.p.	£14.00 each
<b>EN9b.</b> Gasket — manifold — 10 h.p.	£14.00 each
<b>EN9c.</b> Hot Spot Gasket 8 and 10 h.p.	£10.00 each
<b>EN10a.</b> Hoses, straight; — top 9.5" x 1.75".	£18.00 each
<b>EN10b.</b> Hoses, straight; — bottom 8" x 1.25"	£11.00 each
<b>EN11.</b> Hoses, moulded; - top	£22.00 each
<b>EN12.</b> Hose, moulded; - bottom	£25.00 each
<b>EN13.</b> Water outlet — cylinder head to hose	Out of Stock
<b>EN14a.</b> Fan belts — 4" pulley	£15.00 each
<b>EN14b.</b> Fan belts — 3" pulley	£15.00 each
<b>EN15.</b> Clutch centre plate — (Exchange).	£40.00 each
<b>EN16.</b> Clutch pressure plate — (Exchange).	£74.00 each
<b>EN17.</b> Clutch release bearing pre-packed	£22.00 each
<b>EN18.</b> Clutch spigot bearing	£13.00 each
<b>EN19a.</b> Starting handle — Model 'Y'	£43.00 each
<b>EN19b.</b> Starting handle — Model 'C' & 'CX'	£36.00 each
<b>EN20.</b> Y7522 Trunion (clutch pedal to release arm adjuster).	£6.00 each
<b>EN21.</b> Side Plate Gasket	£14.00 each
<b>EN22.</b> Dip Stick Tubes Late Engine	£13.00 each
<b>EN23.</b> Small end bushes. - Set of Four	£32.00 per set
<b>EN24.</b> Air Circulation Fan Blade	£18.00 each
<b>EN25a.</b> Dip Stick Early Engine.	£20.00 each
<b>EN25b.</b> Dip Stick Late Engine.	£20.00 each
<b>EN26.</b> Ratchet Crankshaft.	£20.00 each
<b>EN27a.</b> Valve Retainer Collet.	£2.00 each
<b>EN27b.</b> Valve Retainer Collet, Set of 8.	£10.00 per set
<b>EN28.</b> Crankshaft Oil Slinger.	£8.00 each
<b>EN29.</b> Crankshaft Pulley and Seal.	£35.00 each

**GEARBOX/DRIVELINE (G)**

<b>G1.</b> Gearbox / Engine Rear Support Strap	£18.00 each
<b>G2.</b> Speedometer Head, Model Y & C/Cx.	£195.00 each
<b>G3a.</b> Speedo cable assembly. 'Y' Model	£35.00 each
<b>G3b.</b> Speedo cable assembly. 'C' Model	£39.00 each
<b>G4.</b> Gearbox Bearing	£32.00 each
<b>G5.</b> Ball (Gear change lever)	£7.00 each
For other Gearbox parts - please call	

**FUEL SYSTEM (FS)**

<b>FS1a.</b> Carburettor - 8 HP - <b>(Exchange)</b> .	£128.00 each
<b>FS1b.</b> Carburettor - 10 HP - <b>(Exchange)</b> .	£128.00 each
<b>FS2.</b> Fuel pump - <b>(Exchange)</b> .	£55.00 each
<b>FS3a.</b> Fuel line to pump flexible hose	£14.00 each
<b>FS3b.</b> Braided Fuel line to pump flexible hose. - <b>(Exchange)</b> .	£21.00 each
<b>FS4.</b> Accelerator return spring Y9737 (on accelerator rod assembly)	£8.00 each
<b>FS5a</b> Carburettor to manifold gasket 8 HP.	£2.50 each
<b>FS5b</b> Carburettor to manifold gasket 10 HP.	£2.50 each
<b>FS6a.</b> Fuel Tank Model Y.	Out of Stock
<b>FS6b.</b> Fuel Tank Model C.	Out of Stock
<b>FS7.</b> Accelerator Assembly.	£40.00 each

**EXHAUST SYSTEM (ES)**

<b>ES1.</b> Exhaust 'C', with tail pipe - stainless steel	£300.00 each
<b>ES2.</b> Exhaust 'Y' - stainless steel	£205.00 each
<b>ES2a.</b> Exhaust extension and bracket 'Y' - stainless steel	£48.00 each.
<b>ES3.</b> Exhaust Brass Manifold Connector for Windscreen Wipers	£4.00 each
<b>ES4.</b> Exhaust Clamp.	£10.00 each

**RUBBER PARTS (R)**

<b>R1.</b> Door stop buffers - 'Y'	£7.00 each
<b>R2.</b> Front axle beam stop rubber - 'C' - Metal on request	£48.00 pair
<b>R3.</b> A-frame rubber ball	£11.00 each
<b>R4.</b> Running board pyramid matting (flat sheets)	£70.00 pair
<b>R5.</b> Side lights - base mats - short rad	£22.00 pair
<b>R6.</b> Side lights - base mats - 'C'	£38.00 pair
<b>R7.</b> Rear brake rod support rubbers, long rad	£22.00 pair
<b>R8.</b> Under bonnet kit, 'Y'	£33.00 per set
<b>R9.</b> Shield (drag link and track rod studs)	£12.00 pair
<b>R10.</b> Engine mounts - <b>(Exchange)</b> .	£34.00 pair
<b>R11.</b> Gearbox mounts	£55.00 each
<b>R12a.</b> Brake and clutch pedals - <b>(Exchange)</b> .	£33.00 pair
<b>R12b.</b> Brake and clutch pedals - <b>non-exchange</b>	£50.00 pair
<b>R13.</b> Petrol tank filler grommet. Models 'C'/'CX'	£35.00 each
<b>R14.</b> Carpet Floor Mat - Model Y. (10 x 8 inches)	£6.00 each

**ELECTRICAL (EL)**

<b>EL1.</b> Headlamp lens - late curved diamond	£18.00 each
<b>EL2.</b> Headlamp lens - early type - please call	£18.00 each
<b>EL3.</b> Headlamp Magniflex bars (diamond shape)	£17.00 each
<b>EL4.</b> Headlamp rims, late long rad and 'C'/'CX'	£48.00 each
<b>EL5.</b> Side light lenses in Epoxy Resin - early 'Y'	£15.00 each
<b>EL6a.</b> Side light base assemblies - 'Y'	£57.00 each
<b>EL6b.</b> Side light base assemblies - 'C'	£57.00 each
<b>EL7.</b> Side light lenses - 'C'	£15.00 each
<b>EL8.</b> Rear light lens (original) - glass - long rad/'C'	£13.00 each
<b>EL9.</b> Battery fixing bolts	£5.00 pair
<b>EL10.</b> Battery Lead - braided - +ve lug to bulkhead	£6.00 each
<b>EL11.</b> Battery lug bolts	£4.00 pair
<b>EL12.</b> Headlamp bulbs (wattage not stated)	£8.00 each
<b>EL13a.</b> Front Side Light Bulbs; - SCC	£4.00 each
<b>EL13b.</b> Rear Lamp Bulbs; - Straight Pin.	£4.00 each
<b>EL13c.</b> Rear Lamp Bulbs; - Off Set Pin.	£4.00 each
<b>EL14a.</b> Distributor cap - early.	Out of Stock
<b>EL14b.</b> Distributor cap - late.	£23.00 each
<b>EL15.</b> Distributor points (late type)	£7.00 each
<b>EL16.</b> Rotor arm (late type)	£6.00 each
<b>EL17a.</b> Condenser - Original.	£10.00 each
<b>EL17b.</b> Condenser - Electronic.	£18.00 each
<b>EL18.</b> HT leads - standard kit - braided cable with 10 ends	£17.00 set
<b>EL19.</b> HT leads - Deluxe kit, includes rubber shields	£25.00 set
<b>EL20.</b> Coil 6 volt	£35.00 each
<b>EL21.</b> Spark plugs - L10 equivalent - set of 4	£20.00 set
<b>EL22.</b> Dynamo cut out; - <b>(Exchange)</b> .	£25.00 each
<b>EL23a.</b> Dynamo - 6 Volts, - <b>(Exchange)</b> .	# £95.00 each
<b>EL23b.</b> Starter Motors - 8 H.P., - <b>(Exchange)</b> .	# £110.00 each
<b>EL23c.</b> Starter Motors - 10 H.P., - <b>(Exchange)</b> .	# £120.00 each
<b>EL24.</b> Wiring looms	See 'Useful Contacts'
<b>EL25a.</b> Headlamp reflectors; Early - <b>(Exchange)</b> .	£55.00 each
<b>EL25b.</b> Headlamp reflectors; Late - <b>(Exchange)</b> .	£55.00 each
<b>EL26.</b> Headlamp adjusting spring, LR, C & CX.	£3.00 each
<b>EL27.</b> Distributor LR, C & CX. - <b>(Exchange)</b> .	£128.00 each
<b>EL28.</b> Starter Motor Switch Assembly	£20.00 each
<b>EL29.</b> Distributor Timing Lever, (Clamp).	£5.00 each
<b>EL30.</b> Ignition and Lighting Switch Assembly <b>(exchange)</b>	£50.00 each

**BODY FITTINGS (BF) Etc.**

<b>BF1a.</b> Bumper front - long rad	£345.00 each
<b>BF1b.</b> Bumper front - 'C' / CX	£345.00 each
<b>BF2.</b> Bumper rear - long rad / 'C'	£330.00 each
<b>BF3a.</b> Bumper bar end caps - early.	£16.00 pair
<b>BF3b.</b> Bumper bar end caps - late.	£16.00 pair
<b>BF3c.</b> Bumper bar bolts - long rad/'C'/'CX'	£20.00 pair
<b>BF3d.</b> Bumper bar bolts - short rad.	£32.00 pair
<b>BF4.</b> Rear lamp bracket - 'C'	£44.00 each
<b>BF5a.</b> Floor board screws - set of 40	£15.00 per set
<b>BF5b.</b> Floor board screws and washers	£20.00 per set
<b>BF6a.</b> Door handles (External) - Y LR, Drivers Side - <b>(Exchange)</b> .	£27.00 each
<b>BF6b.</b> Door handles (External) - C/Cx, Drivers Side - <b>(Exchange)</b> .	£27.00 each

<b>BF6c.</b> Internal door handles - Y LR - <b>(Exchange)</b> .	£25.00 each
<b>BF6d.</b> Internal door handles - C/Cx - <b>(Exchange)</b> .	£25.00 each
<b>BF6e.</b> Door handles (External) - Y LR, Locking - <b>(Exchange)</b> .	£27.00 each
<b>BF6f.</b> Door handles (External) - C/Cx, Locking - <b>(Exchange)</b> .	£27.00 each
<b>BF6g.</b> Door handles (External) - C/Cx, Drivers Rear - <b>(Exchange)</b> .	£27.00 each
<b>BF6h.</b> Door handles (External) - Y LR, Drivers Rear - <b>(Exchange)</b> .	£27.00 each
<b>BF7a.</b> Door handle escutcheons (External) - <b>(Exchange)</b> .	£13.00 each
<b>BF7b.</b> Door handle escutcheons (Locking) (External) - <b>(Exchange)</b> .	£13.00 each
<b>BF8.</b> Hinge centre bolt/ spring/ tag - long rad	£6.00 each
<b>BF9.</b> Hinge brass balls	£5.00 each
<b>BF10.</b> Striker wedges - female, pillar mounted 'Y' (One Door)	£19.00 per set
<b>BF11a.</b> Radiator badge mount - long rad - <b>(Exchange)</b> .	£32.00 each
<b>BF11b.</b> Radiator badge mount - C/ CX - <b>(Exchange)</b> .	£32.00 each
<b>BF12.</b> Radiator mount enamel badge - dark blue only.	£20.00 each
<b>BF13.</b> Hub cap - 'Y'	£29.00 each
<b>BF14.</b> Oil can	Out of stock
<b>BF15.</b> Oil can transfer	£11.00 each
<b>BF16.</b> Oil can bracket	£23.00 each
<b>BF17.</b> Wheel nuts 'Y' - set of 20	£70.00 per set
<b>BF18.</b> Wheel nuts 'Y' - individual	£6.00 each
<b>BF19.</b> Wheel nuts 'C'	£4.00 each
<b>BF20.</b> Vacuum wiper motor - Trico, New/Old stock, . <b>(Exchange)</b> .	£35.00 each
<b>BF21a.</b> Wiper blade - straight arm type	£3.00 each
<b>BF21b.</b> Wiper blade and peg - hook fixing type	£7.00 each
<b>BF22.</b> Spare wheel strap 'Y' - reproduction	£27.00 each
<b>BF23.</b> Dash panel insert - intermediate 'Y' - <b>(Exchange)</b> .	£60.00 each
<b>BF24.</b> Horn push surround - SR.	£27.00 each
<b>BF24b.</b> Horn push surround - LR	£27.00 each
<b>BF25.</b> Luggage Racks	£195.00 each
<b>BF26.</b> Spare Wheel Bracket	£21.00 each
<b>BF27a.</b> Door handle escutcheons (Internal) S.R.	£10.00 each
<b>BF27b.</b> Door handle escutcheons (Internal) L.R.	£13.00 each
<b>BF28.</b> Oval Head Door Handle, Slotted Screws. (Set of 4).	£5.00 per set
<b>BF29a.</b> Windscreen Swing Arm Nuts and Washers, S.R. Six Pieces.	£17.00 per pair
<b>BF29b.</b> Windscreen Opening Mechanism. L.R.	£40.00 each
<b>BF30.</b> Rear Licence Plate Bracket.	£14.00 each
<b>BF31.</b> Tail Light Shield.	£11.00 each
<b>BF32a.</b> Instrument Face Transfers, Y, LR (3 transfers)	£8.00 per set.
<b>BF32b.</b> Instrument Face Transfers, C & CX. (4 transfers)	£10.00 per set.
<b>BF33a.</b> Bracket Bonnet Hinge. Dash.	£15.00 each
<b>BF33b.</b> Bracket Bonnet Hinge. Radiator.	£15.00 each
<b>BF33c.</b> Bonnet Strip Hinge. (32 inches) (Includes BF33a & BF33b)	£54.00 each
<b>BF34.</b> Windscreen Regulator Handle. - <b>(Exchange)</b> .	£20.00 each
<b>BF35a.</b> Horn Push SR. C/Cx.	£20.00 each
<b>BF35b.</b> Horn Push LR	£20.00 each
<b>BF36.</b> Horn Bracket C/Cx.	£15.00 each
<b>BF37a.</b> Bonnet Catch Assemblies	Out of Stock
<b>BF37b.</b> Bonnet Side Panel Clips. (Set of 4)	£45.00 per set
<b>BF38.</b> Door Window Regulator, C/Cx	£27.00 each

**Note: - Where items are marked 'Exchange', you will be told where to send the old item, in a clean condition please, after you have placed your order. Upon receipt of the old part, a replacement will be shipped to you. Overseas members are advised to insure items sent for exchange. All items listed are either new or refurbished 'wear and tear' parts.**

Items marked # are to be collected or postage and packing added.

Note also: - If you are not skilled in vehicle repairs and you are contemplating a repair which might impair the safety of the car, you should engage the skills of someone who is competent.

Publications	UK,	Europe	Rest of World
<b>P1</b> Instruction Book : Model Y (1932- late 1933)	£16.00	£18.00	£22.00
<b>P2</b> Instruction Book : The Popular (Long Rad)			
<b>P3</b> Parts Catalogue Illustrated (All Y Models)			
<b>P4</b> Instruction Book: The Deluxe C/CX			
<b>P5</b> Service Bulletin Part 1 : Vol1- Vol3 no.7 (Sep'32-Aug '34)	£17.00,		
<b>P6</b> Service Bulletin Part 2: Vol3 no.8 to Vol 7 no 6 (1934-Dec '38)		£20.00,	£25.00
<b>P7</b> Ford Models Y&C - Henry's Cars for Europe by Sam Roberts	£30.00,	£37.00,	£45.00

Clothing & Sundries  
Shirts, coats, fleeces and umbrellas are available from Robert Jarvis - contact direct on **01295 259 800**

**Identification of parts:** Besides photos in the magazine, more are included on our website and Forums - Request help if needed from our Editor



**Password for our website will be:**  
[www.fordyandcmodelregister.co.uk](http://www.fordyandcmodelregister.co.uk)  
**Members : New Password 2020HopeEC#1**

**PARTS ORDER FORM - ISSUE 248**

RETURN TO: JOHN ARMSTRONG, 8 HUDSON VIEW, TADCASTER, NORTH YORKSHIRE, LS24 8JE  
 PHONE: 01937 832450 EMAIL: J.ARMSTRONG@STPETERSYORK.ORG.UK

MEMBERS NAME:- ..... Membership No.:- .....  
 TEL NO: DAY:- ..... EVENING:- .....  
 E-MAIL: .....  
 CAR MODEL / YEAR:- ..... DATE OF ORDER:- .....  
**ADDRESS TO WHICH GOODS ARE TO BE SENT - Please print in CAPITAL letters.**

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Postcode: \_\_\_\_\_

<u>ITEM NO.</u>	<u>NEW ITEMS REQUIRED</u>	<u>QUANTITY</u>	<u>PRICE</u>
<b>Total:</b>			

**There are now no extra handling charges (Except fuel tanks)**

**PAYMENT must be made by cheque or International Money Order (£GB only) or by Credit/Debit card. If paying by card, you may wish to send/email details in separate parts for your security.**

\*I enclose cheque/IMO made payable to 'Ford Y&C Model Register Ltd.'  
 \* or I wish to pay by Credit/Debit card. Type (Visa, Mastercharge, Delta etc.) .....\* Delete as applicable  
 Name on Card ..... Card No.....  
 Valid from: ..... Expiry date: ..... Issue No. (Switch/Delta only) .....  
 Security code (last three digits on reverse) .....  
 Payment amount £ ..... Signature: .....  
 PLEASE POST TO JOHN ARMSTRONG WITH CREDIT CARD DETAILS (NUMBER & EXPIRY DATE) OR CHEQUE  
 ALTERNATIVELY, E-MAIL WITH CREDIT CARD DETAILS TO : J.ARMSTRONG@STPETERSYORK.ORG.UK

**PLEASE DO NOT SEND ANY 'EXCHANGE' PARTS WITH THIS ORDER**  
**Instructions on sending will be advised after order placed – in clean condition please. Replacements will then be shipped. Listed items are either new or refurbished 'wear and tear' parts. We advise insuring returned items.**

***If you are not skilled in vehicle repairs and you are contemplating a repair which might impair the safety of the car, you should engage the skills of someone who is competent.***

**SECOND-HAND OR PRE-USED PARTS**

The Ford Model Y & C Register Ltd accepts no responsibility or liability (direct or indirect) as to the quality or reliability in use of second-hand or pre-used parts. Such parts in use are essential to ensure the future of our old cars, and we are happy to be able to supply them to members where we can. We recommend that all parts are fitted by someone who is competent or appropriately qualified. Since we can have no control over either the fitting or the parts when in use, the responsibility and any liability will rest solely with the purchaser or end user.

The Register is not a party to direct transactions between members, and thus gives no guarantee or warranty as to the suitability or quality of parts involved in such transactions.

**PRICES INCLUDE POSTAGE/PACKING IN UK. EXTRA POSTAGE COSTS ON OVERSEAS ORDERS.**

**USEFUL CONTACTS**      **Members have used these business links but the Ford Y & C Model Register does not accept any liability for their services or goods provided.**

- Panel manufacture and**      **Classic Contours. Rick Beasley**, Cringle House Farm (Indust. Units), **repairs** Grendon Rd. Wollaston, Northants. NN29 7PT Visits by arrangement  
Tel: 07809231444. Please text messages. ricky.beasley34@gmail.com
- Rustproofing**      **Rust-Less** rustproofing treatment for classic cars. Tel for free quote 0845 601 1088 or email:- enquiries@rust-less.co.uk. Website www.car-rustproofing.co.uk. Mention membership of Ford Y&C Model Register
- Engine rebuild**      **Ford Sidevalve Engine Services, Rochdale, 07887 884813**
- Speedometer repairs**      **Mike Flannery, [mjflannery@hotmail.com](mailto:mjflannery@hotmail.com) 01594 861095 07910287721**
- Mechanical overhaul and restoration**      **Roger Hanslip**, 165 Hungate Road, Emneth, Nr. Wisbech, PE14 8EQ. Ring to discuss needs 01945 430325
- Starters & dynamos overhaul**      **Rod Viveash**, 19 Williams Terrace, Drayton, Daventry, Northants, NN11 9ER Tel:01327 703521 email: rod.viveash@btinternet.com
- Windscreens, fuel tanks, hopefully in early 2015. Contact Club parts dept."**  
**Re-enamel Badges**      **Windscreens, fuel tanks. Supply currently suspended. More news 'CX' grille chevrons. Coasting Ltd.** Email tom@coastings.co.uk or Tel: 01564 702 388
- Trim, Fittings, rubber and Accessories, Small Ford Spares**      **SmallFordSpares** : Unit 7, Merebrook Business Park, Hanley Road, Malvern, WORCS WR13 6NP New Telephone Number: 01684 219865 www.smallfordspares.co.uk e-mail: info@smallfordspares.co.uk
- Chrome items, lamps & trim**      **Pop Brown's** PO Box 2198, Harlow, Essex, CM17 0TA  
Tel: 01279 412794 e-mail: info@popbrowns.co.uk
- Wiring looms**      **Auto Sparks**, 80-88 Derby Road, Sandiacre, Nottingham NG10 5HU Tel: 0115 9497 211 www.autosparks.co.uk
- Batteries**      **Lincon Batteries**, Leigh on Sea, SS9 5JU. Home delivery.  
Tel:- 01702 528711 or 525374 www.lincon.co.uk/am
- Spark Plugs**      **The Green Spark Plug Company.** Unit 2, King Street Trading Estate, Middlewich, Cheshire CW10 9LF Tel 01477 532317 eMail: [technical@gsparkplug.com](mailto:technical@gsparkplug.com). See [www.gsparkplug.com](http://www.gsparkplug.com)
- Seat springs (ready for trimming)**      **Wade Springs Ltd.**, Highfield Street, Long Eaton, Nottinghamshire NG10 4GY Tel: 0115 946 3000 email: sales@wade-spring.co.uk
- Tyres, Tubes and rim tapes**      **Tony Etheridge** (callers by appt. only) 118 Oaklands Avenue, Oxhey Hall, Watford, Herts WD19 4LW Tel: 01923 231699
- Radiators**      **Paul Austin, Colchester Radiator Specialists**, Unit 2, Grange Farm Rd, Whitehall Industrial Estate, Colchester, Essex, CO2 8JW  
Tel: 01206 799559  
Or: **Auto Rads** 141 Portland Road, Luton, BEDS, LU4 8AY  
01582 503779
- Insurance Companies** Contact dedicated number 0844 826 8939 and Quote Club and membership number. Or email sales@footmanjames.co.uk
-   **OR Hagerty Insurance** phone **0333 323 0989**
- Car Transportation**      A professional nationwide service. Robin Hunter. 01945 420313. Mob. 0775 909 2687. Email: hunterscartransport@gmail.com  
[www.car-transport-services.co.uk](http://www.car-transport-services.co.uk)
- Technical advice**      For enquiries of a technical nature, please contact David Tanner  
8 Chatley Rd., Grt. Leighs CM3 1NU 01245 361211 **before 7.30pm PLEASE!**
- Clutch & Brakes**      Vintage Brake & Clutch Ltd 01952 413953

*I might add a few items about Carters Steam Fairs from these mags in a later series – would you find that interesting?*

**Three on the Floor**

We commence with issue 23 in September 1975. Michael Sedgewick wrote an article about the Windsor-Forest Vintage Motor Show, from which I have extracted these photos: A short rad , MJ3118 (now 449UXP) in comparison with a V-8, then a Model C , BOU423, against a Model 40. The second photo showing DL8773 based on a SR with Cairn Cabriolet body and OY8955 based on a LR? (33 with Tickford foursome drophead coupe coachwork) LR

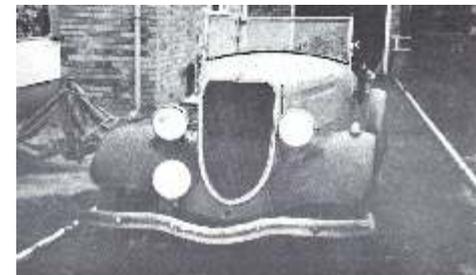
Once again, we present in part from an article in **“Three on the floor”**, a small A5, bi-monthly magazine from 1972- 1975. Several of these magazines generously offered to your editor by Graham Miles a year or so ago. Earlier parts have featured in earlier issues. We are reaching the end of this collection



WE move forward next to issue 24 in November 1975, with a ‘Scoop’ of three photos.

“This Ford Y softop comes to the surface with this interesting machine recently purchased by Keith Copp of Canvey Island, Essex. Keith believes the car was constructed in 1932 by

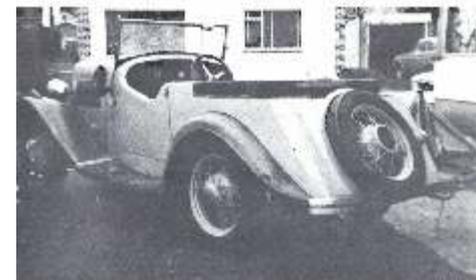
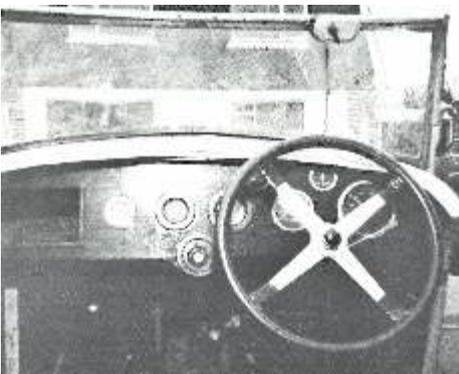
A b b e y  
C o a c h w o r k s  
o f M i n e r v a  
R o a d ,  
C h a s e  
E s t a t e ,  
N o r t h  
A c t o n ,  
L o n d o n  
N W 1 0 ”



Then issue 25 from March 1976 shows a “little oddity”, sent in by Keith Copp, being a vehicle he had recently unearthed. The Editor asked – “It is plainly a ‘special’ but does anyone have details of who built it, and when?”

Issue 26 July 1976 has this magnificent photo on its front cover – Paul Foulkes-Halbard’s Y Model Racer – see it at Windsor Forest July

‘Roadhawk’ reports that Mike Parfitt of Cowplain, Hants, detailed the whereabouts of a circa 1936 Ford 10 Model C in a coupe just outside Winchester. Reported as , “well rotted but still sporting a few parts.”. Another Model C has recently been acquired by A White of Owslebury, still with its wartime white paint on the running boards.



Several months later, with apologies, Issue 27 in January 1977 reported that the editor had too much on his plate and had decided to sell. Model Y’s were mentioned in his report on Windsor Forest Show but little else about them and no photos. The final page does however feature a Ford 8.h.p. road test – printed elsewhere in this issue. Once again, we thank founder member Graham Miles for contributing this series of magazines from the 1970’s. R.C.



## International correspondence

### East German Eifel

Thilo Moerke, our contact in the Ford Oldtimer und Motorsport Club in Cologne, reports "Our club recently donated 3,000 Euros to Lebenshilfe Gießen, a German charity organisation helping mentally disabled children. They organize a classic car raffle every year, where individuals and organizations donate the vehicles. The attached photographs were taken during the hand-over of a 1937 Eifel Roadster with a Karmann body. The car was last registered in Aue, Eastern Germany before the wall came down. I assume therefore that she might not yet be shown in your register of surviving Model Y & C vehicles. It has a chassis number 89313, engine number 112 038 and its last East German license plate TM 21-81. Both bumpers are obviously not original, probably taken from another Eastern European vehicle. The combined spot lamp and rear view mirror is a period correct accessory. The vehicle was serviced by AHS Autoservice in Castrop-Rauxel, a workshop specialised in classic German Ford vehicles."



- The Karmann-bodied 1937 Eifel roadster donated to the disabled children's charity in Germany. The engine, C112038, is a 1938 replacement. Note the unusual rear mudguards partially covering the wheels.

### Australia.

Whereas we thought that our cars in Australia had escaped the bushfires of last year, regrettably, a Model "CX" sedan and a "CX" roadster were caught. As Bill Ballard explains. "The roadster is Geelong body number 20B-R243 (C56445), the creamy-beige car belonging to Peter Izzard in Tonimbuk, West Gippsland, Victoria, which his father had had from new. It was partly restored and kept in a shed, which unfortunately was burnt out in the bushfires at the end of 2019/beginning of 2020. The shed collapsed onto the roadster, and the heat was so severe it not only burnt the roadster, but also bent the phosphor-bronze windscreen stanchions. Fortunately, the rear body tub and some of the mudguards are deemed to be salvageable and the stanchions can be straightened, but little else is useable. The sedan was acquired by Peter as a donor car and apparently kept outside the shed. It was also severely burnt, but will still yield some useful parts. Its body number is 20B-S1356, but its chassis number has yet to be found. It was a white or ivory sedan, which once had the Victorian registration BK-784. One-time owner Mike Kirkpatrick left it under a fruit tree for many years and it rotted-out and was sold in a very poor condition to Phil Drozario to hot rod.



- The burnt out shell of Peter Izzard's roadster following the Australian bush fires



The two cars have been donated to the Ford Owners', Restorers' and Drivers' Club of Australia (F.O.R.D.C.A.) and have been recovered to David Moran's property in Wandong, Victoria, awaiting a decision on their future. Our thanks to David, who took these photographs on 20 November 2020.

- and what remains of the Model "CX" sedan. Both cars now on David Moran's property in Wandong, Victoria.

## Obituary John Fitzgerald.

It is with deep regret that I report the passing of John Fitzgerald on 18th October after suffering a lengthy period with dementia. He was only 66 years old. As many of you will remember, John was an enthusiastic member of the Y&C Register as the Regional Coordinator for Ireland. He inherited the appointment, and his Model "Y", from his father, the late Jim Fitzgerald who died in 1999. After his appearance on a leg of Convoy 2000 with son, Ross, John will be mainly remembered for his superb organisation of Convoy 2002, that unforgettable 11 day tour round the island of Ireland with no fewer than 34 cars from the Club taking part; including the Dutch contingent. With sponsorship from Henry Ford & Son Ltd. of Cork and Esso Ireland, and administrative assistance from John's company (Mitsubishi), a fantastic programme of events, visits and accommodation was arranged. In particular, John's new-found friendship with the ex-Chairman and Managing Director of Henry Ford & Son Ltd, Eddie Nolan, ensured we enjoyed v.i.p. treatment en route, especially in the village of Ballinascorthy, the ancestral home of the Ford family. Throughout the tour, some 16,000 euros were raised and presented to St. Luke's Home for Alzheimers sufferers in Cork. Through his membership and close association with the Irish Veteran and Vintage Car Club (IVVCC), a number of members travelled across the Irish Sea more than once to attend the Powerscourt Picnic Run and Rally in Co. Dublin. The first time was at the invitation of the President of the IVVCC in 2007 to combine the 30th anniversary of the involvement of the Fitzgeralds in the organisation of the Powerscourt rally with the 75th anniversary of the introduction of the Model "Y". To John's total surprise, 12 Club cars appeared at the rally plus his Model "Y". Members enjoyed a dinner later that evening in Leopardstown with John and his wife, Lillian. John will be remembered for his generosity and his permanent smile. Condolences have been sent to Lillian, Ross and Lisa from the members of the Ford Y&C Model Register.



- John Fitzgerald taking up his usual position at the annual Powerscourt Rally flying the Register flag.

## John Keenan

By Owen Baldock

It is with great sadness that I have to report the passing of John Keenan.

John had been a member of the Register for almost 30yrs and a keen supporter in its aims of keeping our cars on the road and a good friend to my wife and I assisting me when I had problems with our Model Y.

John served in the Merchant Navy for most of his working life and on retiring from the service he set up his own company operating a vehicle breakdown and recovery service in his hometown of Hastings.

It was during this period that John developed an interest in older vehicles and acquired a 1935 Model C known as "Black Beauty" in need of a serious amount of TLC and restoration. He put the skills he had learnt in the Navy to good use and manufactured many of the parts required for the restoration himself, including the wooden frame parts and a large amount of metal forming, eventually getting Black Beauty back on the road in the late 90's. His first event with the Register was a baptism of fire as he joined the full Tour of Britain on Convoy 2000 having also organised the South Coast part of the tour, this was the first real journey the car had made since restoration, a brave move indeed. He joined us on Convoy 2002 the round Ireland tour and many other Register tours and events. He also owned one of the first Ford Consuls made.

He subsequently became the Area Representative for Kent and Sussex and a spares stockholder, a role he held until quite recently when ill health prevented his active membership. As a result, he reluctantly had to sell his Model C, which happily went to another Register member, he also donated

all his personal stock of spare parts to the Register.

We send our condolences to his wife of 50+ years Mary and his daughters and families on their sad loss.

RIP John.

*Mary would like to thank all those who sent cards etc. from the club*



## A Fascinating Hobby

by Sam Roberts.

Thanks to Graham Miles' initial compilation, over the past 40 years we have built up a comprehensive register of the known surviving Models "Y" and "C" world-wide. This is accepted by DVLA as the definitive listing for authenticating registrations against chassis numbers and is the envy of most other classic car clubs. The known history of each vehicle is also being recorded for posterity and for the information of future owners.

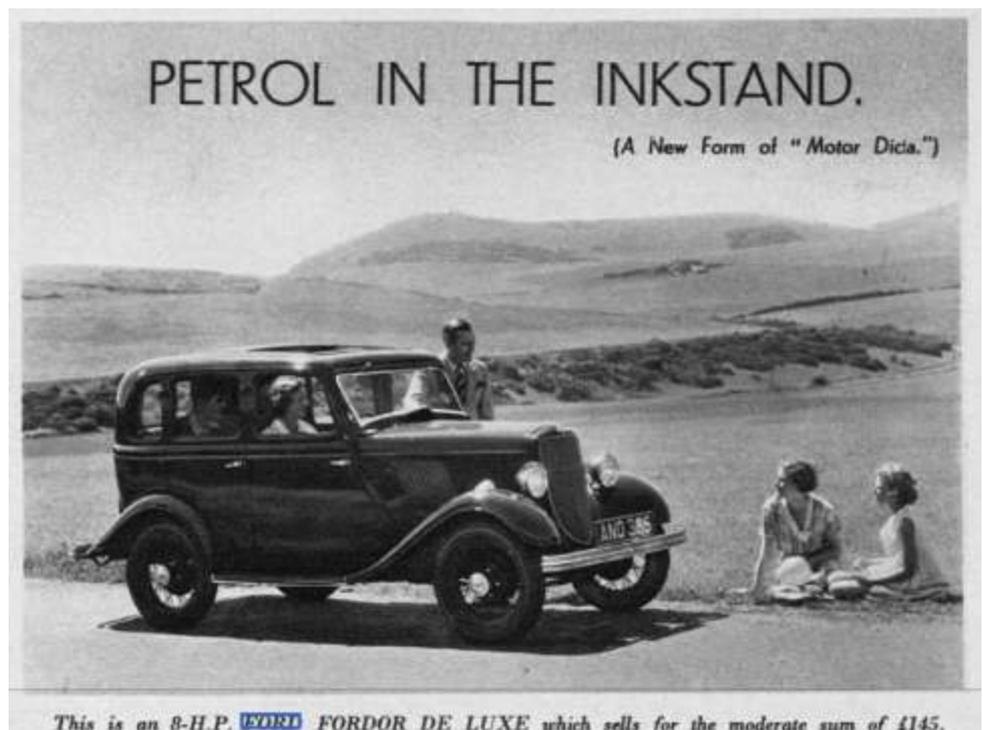
Thanks initially to Jim Miles, a formidable archive was also assembled, which has now been split up. The Ford-related books have been donated to the British Motor Museum at Gaydon and the period car magazines are now held by the Editor for him to research for Transverse Torque articles. What is left is a collection of informative files on our cars, much of which was the seed-corn for writing the 'Ford Models Y&C. Henry's Cars for Europe' book.

Later this year I shall be 85; time methinks to stand down from the Registrar and Archivist's role and hand over the baton. It is not an arduous task and very much computer managed (simple Word and Excel). Information comes in from a variety of sources such as Membership Officer (new members), ebay notifications (normally from members) and vehicles for sale advertisements. The data is also available to members who request information on their cars. I (we) are looking for an enthusiastic member to continue keeping tabs on our vehicles and adding to the register the details of those that occasionally appear out of the woodwork.

If, as I hope, one of you is agreeable, we have plenty of time to hand/take over the role and the information. Ideally, the formal handover should be agreed by the membership at the A.G.M. in April. As for Club commitment, the A.G.M. is the only meeting during the year at which your attendance as Registrar is expected. Naturally, you would be welcome at other committee meetings as you wish. For more details please contact me, Sam Roberts, tel:- 01264 365662 or email to [sam@samroberts.plus.com](mailto:sam@samroberts.plus.com)

I look forward to hearing from you.  
S.R.

*(Being the age now as Sam was when he handed me the role of Editor, I guess I too should be looking for a replacement – Anyone keen out there? – ED)*



## Reprinted from - The Sketch - Wednesday 16 August 1933

(A short strange story...)

“PETROL IN THE INKSTAND.” (A New Form of Motor Dicta.)

Photo : Inkstand.jpg

INCONGRUITIES are often the journalist's salvation. They are material that supplies him with food for his pen and that gives him respite from his hunger for news.

So it was with me, during the recent Bisley activities. A trio of incongruities came up to my very elbow as I lay on the edge of the grass car-park, in ear shot of the gunshots that were considered “news.” My trio consisted of an 8 h.p. Ford de Luxe Fordor Saloon, an ancient but sports-model marksman (the Ford's owner) and a definitely stream-lined lady, better-half to the Gun-and-Car enthusiast.

“Shooting?” enquired the gentleman-incongruity of me, as he decanted wife and firearms from the car.

“No, er, I 'm not, I 'm afraid in fact, I shouldn't know a maggie if I made one, much less an inner at seven o'clock with five minutes of wind.” I carelessly rattled off the Bisley jargon with what I hoped to be a knowing assurance.

“Now, Jim,” broke in the decanted lady, “let that be a warning to you not to talk shop. Why not discuss motor-cars? You 'll both, surely, know about them, and it 'll take your mind off before you-go down to the range.”

Obediently “Jim” dropped his pet subject, his rifle, his telescope and bag of gunman-tricks on the grass beside me, stretched himself full-length among them and lit a nerve-soothing pipe. His wife took a strategic position beside him. Feeling that an enormous effort to provide me with secular amusement was being made, I led off with a remark to the effect that the 8-h.p. Ford appeared to be the kind of car that a salesman could sell before breakfast.

“Before he knows he's been born” agreed Jim heartily.

“A very deceptive little car, Mr-- (ah, Dunn? Thank you !Mine 's Jameson) Yes, no one 'd think, to look at it, that that bit of metal on wheels could travel light like a flame along a fuse. But I can assure you, it makes other cars on the road look as if they suffered from creeping paralysis.

“Yes, indeed,” supplemented light-hearted Mrs. Jameson, “it 's the gayest little car! Even Jim 's twelve stone doesn't depress it.”

This sally was received with a grunt of approbation from the gratified heavy-weight.

“Do you find it reliable?” I asked politely.

“Reliable? Well now, if I could count upon my aim at the clay-pigeon and running-deer ranges as I count upon that little bus to be accurate every time I ask it to take a narrow shave in traffic, I 'd be the Big Noise at Bisley all right.” Modestly, Mr. Jameson fingered his cowpuncher hat, pulling the lead-line that ran through the brim until it tilted the sun-glare from his right cheek.

“Jim 's not such a poor shot as he 'd have you believe,” asserted Mrs. Jameson loyally, “or how would he come to be in the King's Hundred? But I always tell him that car-driving is his best target. He can make that Ford behave like a bullet, Mr. Dunn but then, when I tell him so, he says that a bullet can only ever behave like a bullet, and that Mr. Henry Ford certainly knew what he was doing when he put that bit of light carmunition on the market.”

Patriotically, Mrs. Jameson laughed at her husband's barely noticeable play on words.

“Ah, well, the Ford is a fowling-piece fit for any sportsman,” said the well pleased Jim.

“Fine open sights to it, light enough to hold without fatigue yet heavy enough to keep its own balance. Every trigger it possesses can be squeezed, so that you don't find you 've pulled any one of the shots you take with it. And talk about car-driving putting a man's hand out for golf! Why, what could a stiff car do to a gunman's hand I tell you, that if I can drive that Ford here and yet shoot well afterwards, it 's one of the few vehicles on the roads that could make that possible for me. And that postulates that it must be well sprung, light to handle, comfortable to ride in, and, above all, *calculable enough* to swing from one position to another so that, the driving over, one doesn't feel a heart-beat lying at the butts My foresight 'd go round in circles if I 'd driven a car that had made me once hold my breath. And I 'll tell you this about that Ford, it 's like my favourite gun, use it till it 's dirty and then you 've got it in fine trim for work. Shoot it in, run it in, yes, do it in but that car is a gun that fires sweeter for long experience. It is surely the bus for Bisley!”

Respectfully I listened to the words of wisdom, and noted that Mrs. Jameson kept a wary eye upon her wrist-watch and now began to show signs of urging the conversationalist to take up his kit and walk. “Well, I 'm sure I hope that all Jim has told you has interested you, Mr. Dunn,” she said, proprietorially, getting up and slinging Mr. Jameson's rifle over her shoulder. He picked himself and his regalia up from the ground.

“Yes, indeed, Mrs. Jameson. I agree with everything your husband has said,” I responded warmly. “But how can you take his word as gospel, after all?” queried a matter-of-fact wife.

Truthfully but tactlessly I said, “Because my car is the same as his.”

With a horrible glare, and pointing the rifle alarmingly towards me as she turned to go, Mrs. Jameson said darkly, “O-oh! It's always the unloaded gun that goes off, is it!” Which rather mystified me - until I thought it over.

Joan Maine.

## Using an hydrometer to check your battery.

(following the article by Graham Miles)

For those of us with nice old-fashioned 6V car batteries – those with inspection caps to each of their three cells – it is possible to check the state of charge, and also to spot a duff cell. (I am aware some members may have converted to 12volts, and many of these also have caps, so this still applies. Newer style batteries come sealed and should not be opened!)

**It is very important to practice safety here – batteries are full of 35% strength sulphuric acid – a lethal potion both to you and your car's metalwork. You will need safety goggles and gloves (not the warm winter mittens, but those rubber or synthetic ones) Any acid splashed MUST be washed off with water quickly. Also, it's inadvisable to smoke as hydrogen given off can easily combust.**

The lead-acid battery used in your car is made of lead and lead oxide plates in a solution of electrolyte. This solution consists of 65% water and 35% sulphuric acid. The ‘specific gravity’ (SG) or weight of this solution increases as the battery charges and decreases as the battery discharges. (Simply, Sulphur moves across the solution towards the plates. *(You can research the exact formulae if you feel bored)*

The specific gravity of the electrolyte depends on this 65% to 35% ratio for the necessary reaction to take place. This ratio is affected by the amount of acid and the temperature. As the temperature drops, the electrolyte contracts increasing the SG, As the temperature rises, it expands deviating from its optimum ratio and affecting the SG.

A Hydrometer is used to measure the SG of the solution in each cell. It's a tool used to measure the density of a liquid compared t water. A lead acid battery cell is fully charged with a SG of 1.265 at 80 deg F. For temperature adjustments, get a SG reading and adjust to temperature by adding .004 for every 10degF above 80 and subtracting .004 for every 10 below 80F.

There are several types of hydrometer easily available (from £3 up to £10 or so) and of differing shapes, but essentially, they suck up enough fluid to cover the internal gauge, enabling it to float to a level that can be read off. (some have red/green showing tp give an easy assessment.) What is important is that you read the instructions that come with this tool – and follow them,

So, what members should do on a regular basis is to check liquid levels in each cell, usually a quarter inch or so showing above the top of the plates. **(Don't dip your finger in! Or anything metallic!)** In olden days, this would be checked weekly! If liquid level is low, top of with distilled or de-mineralised water.

Proprietary makes often have an extendable spout to assist pouring.

I usually squeeze the bottle a little to exclude some air, before inverting as this technique reduces splashes running over the top of the battery. Surplus splashes should be wiped off promptly to avoid the slightest acidic effect on the bodywork.

Approximate state-of-charge	Average specific gravity	Open circuit voltage		
		2V	6V	12V
100%	1.265	2.10	6.32	12.65
75%	1.225	2.08	6.22	12.45
50%	1.190	2.04	6.12	12.24
25%	1.155	2.01	6.03	12.06
0%	1.120	1.98	5.95	11.89



The best, easiest to use and an affordable type of hydrometer is one that is a sealed cylinder with a squeeze bulb at one end and a small, flexible tube at the other end (see diagram below). Inside is a float, something that looks like what you'd see in a mercury thermometer. Make sure you get one that tells you the values for the specific gravity and doesn't have just colors on it. The following diagram shows how to use it:

1. Squeeze the bulb.
2. Insert the flexible tube into the electrolyte in the hole in the battery.
3. Release the bulb slowly. Electrolyte will enter the clear cylinder.
4. The float inside the clear cylinder will have risen some.

Cutaway view showing the fluid and plates inside the battery.

5. Orient the hydrometer so it's vertical and the float inside is floating and not touching the sides of the clear cylinder. The top of the electrolyte should be in either the green, white or red area of the float. If none of this is the case get more or less electrolyte as needed.
6. Observe the color on the float that's lined up with the top of the electrolyte or read the adjacent numeric value for the specific gravity if numbers are given.
7. Squeeze the bulb to put the electrolyte back in.

Using a float-type hydrometer.

If the float in the hydrometer has numeric values on it for specific gravity, make a note of the value and the battery cell that you'd measured. If there are no values then the green indicates that the cell is charged, the white means it needs charging and the red means it's very discharged and needs charging but these are very rough indicators. Having the actual values is far preferable since you can compare the values for different cells and better monitor the health of each cell.

(continued from previous issue)

**The Ford model Y and C/CX battery.**

For many years I have possessed a Ford logo'd battery cover, one that I'd always considered to be part of the original equipment on a Ford model Y car. It is so very short that only a very low capacity battery would fit below it, yet Sam's excellent book speaks of the Ford Model Y being fitted with a 15 plate battery.

With Lockdown on my side, I've had time to look into it. I was to find that Ford publications are rather confusing with dates of changes contradicting between publications.

For example, **the Y model instruction book, October 1932**, records the battery as 60 ampere-hour capacity, as does the Y instruction book of April 1937, and as do all copies in between. Well my cover won't fit a 15 plate battery. I went on to find there were

as many as four capacity changes in the 6-year production of the Y.

**The instruction book for the Model C, dated October 1934**, also records the battery as 60 ampere-hour, as the Model Y, but by **March 1935** the copy has changed to 68 ampere-hour, and remains so until the end of UK production, yet by the end of production a 15 plate battery was being fitted. The Parts Catalogues proved to be the most accurate, for if incorrect a revised addition would generally follow.

Perhaps at his point an explanation to **the term "Ampere Hour's"**.

Lincoln Batteries for example state above the listing '20 hr'. then below against the various types 'hour numbers'. This states that a 60AH battery will provide, for example 60 hours of energy at a discharge rate of 3 amps at a usable voltage – but only when new. A word of caution, if the rate is not stated check with the provider that they are quoting 20hr rate. A 100AH would supply at 5amps for 20 hours etc.



kindly informed me of references made to the battery in the Service Bulletins thus saving searching time.

My earliest **parts catalogue October 15th 1932**, only lists 4 items battery related, the battery itself, part no. Y-E-10655, and three other related items, but no battery cover.

**Parts Catalogue issued May 15th 1933** goes into much greater detail on the battery, with no less than 16 entries, and for the first time **the cover is listed, part no. Y-110930.**

The dealer could buy all the component parts of the battery, to assemble in house. The battery was offered charged or uncharged (In other words acid filled or empty) Listed amongst the parts is **Y-E-10675, 24 separators**, thus confirming the battery to be of 9 plate construction. (Remember 3 cells, each with 9 plates per cell = 8 separators per cell.)

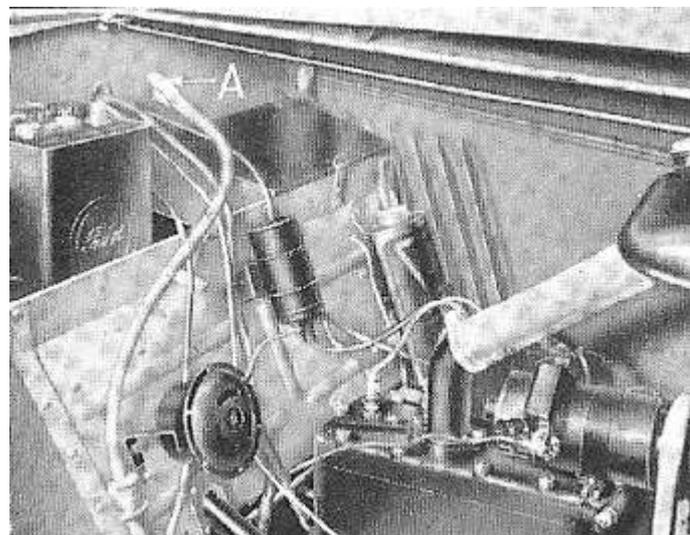
Ford replacement cost was £2/7/6d, (£2 37.5p in new money) FOC labour for fitting, or 2 shillings to refit your existing.

**Service Bulletin, June 1933**, Page 40, Lists lots of items to check.

These early batteries had wood separators, and were initially filled with .1350 SG acid. This would settle to a working .1280 SG. Today I'm afraid this chart is rather irrelevant.

The major point of interest is a "line drawing" of the battery case with cover. (Note the end shape of the case at this point, common design until the 1950's.)

**Parts catalogue December 1933** was to be revised as it missed a great deal.



So, in date order, where relevant changes are listed, I'll flip between period **Ford publications**, such as the **Parts Catalogues**, and the **Service Bulletins** etc. Sam has

- **This photo I would date as the first four months' production in 1935, and shows the 11 plate battery, minus cover and apparent fixing, contrary to my earlier statement.**

In the **revised issue, 1/3/35**, now some part no's have two entries, both negative and positive plate group assemblies have double entries, which indicates a capacity increase, which is confirmed by two entries for separators to suit both heights. The 9 plate construction remains unchanged as the same case is used for both capacities.

**Service Bulletin, November 1934**, pages 37 and 40 makes first reference to the battery being of 11 plate construction. The cover is now too short on the longer case and was dropped as an optional fitting.

**Parts catalogue, June 1st 1935** ; Still 24 separators are quoted, and not 30 as needed for 11 plates. So only the 9 plate refurbished in house? Or perhaps an omission on the part of FMC? It was common practice to "re-plate" the old case, using new plate assemblies. Thus a price saving was made. This practice is no longer cost effective.

**Service Bulletin November 35**, page 44, makes the first reference to the battery now being of **15 plate** construction, but only at **63 Amp Hr** capacity. This battery is now actually reduced in price to £2/10/0 (£2.50 in new money) 2/6d saving.

**Parts catalogues issued 1936 and Revised July 15th 1937**. : (The club has had reprinted 1937 edition which you may already have.) Battery part no's C-E-10655-B and 10657, wet or dry is listed 1932-37, at 15 plate. Part no. C-E-10660 for case only, yet C-E-10675-B now quotes 30 separators, this is an 11 plate cell! A 15 plate needs 42 separators.

**I'd like now to do some simple arithmetic.**  
Remember capacity is all about the positive plate surface area. (I'll estimate plate sizes) So say the first 9 plate measured 6" wide x 5" high, surface area 30 Sq" X 2 (double sided) X 4 (four pos. plates per cell.) Total area **240 Sq.**  
The intermediate model upgrade 6" wide x 6.5" high = 39 Sq" x 2 x 4 = **312 Sq"**  
The 11 plate, same sum 6 x 6.5 x 2, but now x 5 = 390 Sq"  
The 15 plate, same sum, but now x 7 = 546 Sq"

**Ford quote their 15 plate battery as 68amp/hr.** At this time , Gamages store offered a 15 plate to fit your Ford at **88 amp/hr**, priced incidentally at 30/-. (£1.50 to our young members.)

I know my calculations re based on best guess, but **546sq** over **240 sq** is more than twice the area, yet the Y instruction book, as I said, quotes 60 amp for the entire production. "Not making a lot of sense Ford Motor Co."

So where are we? We now know from Ford parts books at Model Y time, there were two 9 plate capacities, one 11 plate and a 15 plate. Perhaps the Model C range initially had a 9 plate, but mainly had 11 and 15 plate batteries.

Going on plate area, I would estimate the capacities, which were fitted with wood separators to be as follows. The larger 9 plate was the 60 amp/hr. The 11 plate the 68 amp/hr, and the 15 plate would be nearer to the battery offered by Gamages stores at the time, quoted as 88 amp/hr. These figures more or less match modern capacities which would be about 5 to 7% greater when fitted with more efficient Porvic separators. (Introduced mid 1950's)

The short answer to all this - we'll never really know!  
Anyway, I solved the mystery of the cover - it was with the early SR and intermediate model Y, fitted with a 9 plate battery. My intention now is to mould a longer version to fit a 13 plate battery, using the original as a template.

As I need a new battery, post Lockdown, I think I'll be buying one of the pair as used on the MGB. These are 13 plate and average rating is about 78amp/hr. One can be picked up in MG specialists such Sussex Classic, who offered me one for £64 collected, but phone first as he only gets them as a pair. As I often pass there I'll pop in and collect one, so saving on delivery. Alpha offer a pair of MGB batteries for £145 delivered, so why not get together with a friend to buy a pair? Most makers seem to do the MGB at a good price, and who knows by then I may have made an extended version of Ford's cover to fit over it.

This has been good 'Lockdown' fun – well something needs to be - all a little mystifying if FMC were responsible for their own publications.

**Keep safe, Graham Miles**

*See: 'Using an Hydrometer' to measure charge - featured in this issue page 23*

**For Sale**

**For Sale: July 1934, maroon/black Fordor Model Y, chassis no Y69320. On the road and in very good condition. All invoices and receipts for work carried out are available, also the car's documents.**



**Asking price is £6750 o.v.n.o. Please contact Mrs Sampson on 01179 093954 or 07971 580496**

**Hoping that everything will spring into life once more this year!**

**EVENTS for 2021 – These dates are tentative and need to be confirmed.**

Dates TBC	Event	Contact
25 <sup>th</sup> April	Drive-it-Day	Any local club
2 <sup>nd</sup> May	Our AGM	Sec: Owen
16 <sup>th</sup> May	Chiltern Hills	FM: Jim Miles
29 <sup>th</sup> -31 <sup>st</sup> May	Enfield Pageant w/e	FM: Jim Miles
11 <sup>th</sup> -13 <sup>th</sup> June	NEC Restoration Show	Geoff Salminden
21 <sup>st</sup> -27 <sup>th</sup> June	Club Tour Isle of Man	Tres: Nick Smith
18 <sup>th</sup> July	Old Ford Rally	Dave Tanner

Members can have a free entry for cars or parts here. It may also go on the Facebook sites and the website. (Subject to available space)  
Note: As a general rule, requests for adverts will be only inserted for one issue only unless a new request is made to the editor.



## **FBHVC position on Government ban on sale of new cars with internal combustion engines from 2030**

**Published: 19/11/2020**

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035.

The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles.

The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes. Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars.'

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris. In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles.

So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post- pandemic and post- Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at <https://www.fbhvc.co.uk/>

# To the Editor

I include here messages from the Facebook Public page.

**Fredrik Leufstadius**, from the middle of Sweden kindly sent in some photos – one of which graces the front cover, some of the rest below. He says:

“I have the documentations of all the previous owners since it came out from the factory in England 1934, it was shipped the same year to Sweden and has been here since then, and I have almost all spare parts that has been replaced since 1934, (the old ones) it was the same owner from 1944 I think, to 2015, and he saved everything he replaced! I even have the original handbook! It is a Fordor deluxe and the interior is just as good looking as the



outside of the car, not even a scratch in the fabric or anything. me and my fiancé bought this car and saved it from being made into a hotrod, **(Good decision – Ed)** so now it is safe, and will never be sold nor made into an hotrod during my lifetime, or hers! And since we are 25 and 28 years old, it will be safe for many years! We are looking for more cars of this kind to save, our goal is to have the C-model as well, and a ford model A and a v8, from 1930~, I will add a few pictures of

the car here instead of adding more in the comments, as there will be a higher quality like this! Thanks!

And there is documentation of every each owner, what they did for a living, like carpenter or sailor for example, and a spare engine with transmission that I’ve renovated to original look, in case something unexpected happens, the car will still be able to see sunshine with a new engine!”

**Hans Arild Grønstad** also wrote in from Norway saying :

“Imported to Norway , Sandefjord in 1937 . I have just got the car and are waiting for more info . The box back on the car is olsow from 1930 ish . A wedding present to the owner . “ (His photo is on our back cover.)

Following on, another Scandinavian **Trond Bækkevold** wrote in with C3321 photos and replied to a request for history thus:

“ Oh yes. Fully documented history from first owner. Registered on June 4th 1934 on C-3321. The Y&C Register has copies of original documents in their archive, as I've sent copies earlier. The car has been in Kongsberg, Norway for most of its years. The war years were spent in a barn in Hurum, Norway. I have established contact with one the children of the former owner Fridtjof Olsen who owned the car from 1948 to 1954. He could tell that the car originally was black, and that they had used it on a vacation travel to Hardanger with the entire family crammed in. Hardanger is known for fjords and mountains and narrow curvy roads with steep climbs . The blue paint must have been applied some time between 1954 and 1960 when it was put in a barn and survived the next 53 years.”

We then had **Keith Jarman** sending in his 1937 Y, “Honeypuff”



This was followed by **Keith Gilbert** with his excellent photo of BHK 78, belonging to his step father , member Richard Thomas from Faversham. Looks like in need of a windscreen and surround!



Another writer was member **Alf Cassidy** with a photo of FEV526

We also had a query from a **Tony Browsner** seeking information on a family car, Model C, CHK 987 (and his father's Model Y , AMY 632), sadly neither

on our register. He says "it 'lived' at Stow Maries Aerodrome, Essex as that's where my father lived before he married.

Finally our own webmaster **Michael Winkler** from Cologne sent in several photos too of "Marjorie", one of which I will save for a future cover photo.

It was pleasing to see the response from our public Facebook page, as it demonstrates clearly worldwide interest and enthusiasm. This page serves as an advert to our club and services and is important in drawing in new members to our club. We have as well, a 'members only' Facebook page to chat between ourselves.

R.C.



Our web master's "Marjorie"

**Spare; Officer's Report.**

By the time you read this it will be 2021 and I wish you all a very happy and successful New Year. I would like to thank all the members who have given support and worked hard to keep the spares running in difficult circumstances during the past year.

2020 and has been a difficulty year in many ways and for the spares section it has given us several problems as many manufacturing firms have been closed, and when they are back working, have concentrated on the larger customers at our expense. With the restriction on travelling, I have not been able to go to Norfolk and work on the development of new parts, as most of the development is done in Rogers workshop, to that and I am grateful Roger Hanslip for all the work he has done during this particular time.

We have continued to supply spares during this period and I am most grateful to John Armstrong who has kept the orders rolling out and to the entire stock holder team who have despatched these orders. As I write this article the area where the stores are located is under Tier 4 restrictions as are some of the stock holders, but, we will do our utmost to keep the spares service operating as normal as possible.

There are a number of projects in the pipeline and we are always interested in hearing about the parts you require that are not on the parts for sale list. In the last year we have added a number of parts to the list including pear shaped shock absorbers with are shown below, these are on sale, as pairs, on an exchange basis. They are fully refurbished including new shafts and fitted with a modern seal.



AF17, FRONT PEAR SHAPE SHOCK ABSORBER.



AR20, REAR PEAR SHAPE SHOCK ABSORBER.

We are still looking for anyone with knowledge of 3D printing, if any member has any experience of this technology and could help develop a system could you please contact me or Roger Hanslip, we will welcome any advice.

**Peter Ketchell**

# ENZY (CG 1538) –Part I

(First part of an ongoing saga of restoration by member Michael Hines in USA)

Enzy began life in late 1936 at the Colonial Motor Company in Wellington, New Zealand, hence her name (Enzy = NZ). She was assembled from a KD (knocked down) kit shipped from Dagenham.

Not much is known about her early life but ownership is known and recorded with the Register archivist, Sam Roberts, from 1,942 until 1970 until she once again fell out of sight. In 1984 Enzy appeared again when she was sold to a Canadian (George Carpenter) and shipped to Vancouver, British Columbia, Canada aboard the S.S. Wellington Star.

Mr. Carpenter kept the car for a few years and then decided to move to New Zealand and so sold the vehicle to John Schenderling. John

dismantled the car, had it stripped of paint, primer coated and then it sat in pieces in his garage for over 20 years. When he sold his house and moved to a condominium, he was forced to reassemble enough of it to transport it to a barn for storage.

I first became acquainted with Enzy in 2012 when searching for a pre-war car to look after in my retirement years. The deal I thought I had to purchase a 1932 Ford pick-up did not materialize and my grand-daughter mentioned that her boyfriend's father had an "old Ford something" that he might be willing to sell. Contact was mad and I went for my first look at Enzy.



• Arrival at garage in Ferndale, Washington

petrol gauges shown in the Ford Bulletin, 2 ammeters and a speedometer, 3 radiator caps, and an assortment of body parts, some of which I am still trying to find locations for.

Among the paper work that came with Enzy I found reference to the Register's website, where I joined the club and was able to reap the benefits. I immediately ordered the Bulletins, the Parts Catalogue, the Instruction Book, and signed up for Sam's new book.

While searching for 6-volt lamp bulbs at a local auto parts store, the counterman mentioned that another "English Ford" existed in the neighborhood. He gave me an address and phone number and I subsequently made contact with the owner of a 1936 Model CX (see TT #197 and TT #222).



Having never seen, or heard of a "Model Y", I wasn't sure what to expect. A cursory inspection and walk-around seemed to indicate that the car was "relatively" complete. There were a lot of items stuffed inside the body making a detailed inventory impossible. A deal was struck and I returned a few days later

• At the dock awaiting loading in Auckland, NZ

with a trailer to transport the car from Canada to Ferndale, Washington (10 miles south of the border).

My first priority after unloading was to unpack the interior and get a detailed listing of what I had and did not have and/or needed. During her travels, Enzy managed to acquire a large number of "spare parts". Stuffed inside the body I found a complete front end (axle, brake drums and radius rods), 3 steering boxes with columns, 4 carburetors, a dozen Armstrong-type shocks, 2 dynamos (not Model Y specific), 3 distributors of questionable origin, and a number of headlight buckets and lenses that might belong to any number of cars. There were 2 front seats, both for the passenger side, and 3 extra wheels. Someone also decided that a metal roof insert would provide better weather protection that a vinyl top.



• The one on the left is correct for a Model "Y" per Sam Roberts

Also inside was an extra door, 2 extra radiators, a spare grill shell, enough window garnishes for 3 cars, each iteration of the



• Enzy as first seen in the barn

## Regional News



### Essex Region

As you are no doubt aware "Drive It Day" is planned for the 25 April 2021. I have already received my "Drive It" rally plaque from the FBHVC in aid of Support the Children - NSPCC appeal.

I am proposing a Road Run on the day with as many Club members involved as possible. We can still be socially distant if needs be, or if you dislike my aftershave. The route I have in mind is more or less mid-Essex, scenic and hopefully interesting. Members can either picnic or buy food if they so wish at the stops en-route.

It will be nice if people can register their interest with me for such an event.

Stephen Whitley  
[stephenwhitley@btinternet.com](mailto:stephenwhitley@btinternet.com)

Here is a feature reprinted from "Three on the Floor" published in January 1977 – the last issue, no. 27, before the magazine was sold on. Kindly given to our club by Graham Miles. This appears to be a reprint itself, from about 1933/34! (priced at £120)

ALTHOUGH the 8 H.P. Ford car is now well established and one of the most popular cars on the road, the experience of a trial run in this model had not previously come my way. Thus, when the Ford Motor Company on the occasion of the recent exhibition at the City Hall, Manchester, (see feature in previous issues – Ed) offered to demonstrate any one of their various models, I unhesitatingly selected this little car.

My reasons for this choice were really two-fold, for apart from my desire to test the performance of the popular model, I felt that in the vicinity of Manchester, there was little opportunity of testing the capabilities of the higher powered models, one of which - the V8 - is definitely in the luxury car class.

At the stage of perfection, which the modern car has now reached, a run on the main roads can do little more than demonstrate the maximum speed of which any one model is capable and that as a test, any such procedure is of little value. However, with an intimate knowledge of the rough moorland country of East Cheshire, a route can be selected which will test not only its speed but its hill climbing, braking, cornering and springing qualities to the limit.

As a matter of fact, the route chosen, which is perhaps better known to "hikers" than to motorists, would have tested any model, whatever its power, and the fact that the little car - although carrying three adults, whose total weight must have approached 35 stone - came through the test, with flying colours is a wonderful tribute to its capabilities.

When entering the car, one is immediately struck by the comfort and roominess of the saloon body, that "boxed-in" feeling so common with baby saloons being entirely absent, while the double well floor gives plenty of leg room to rear seat passengers.

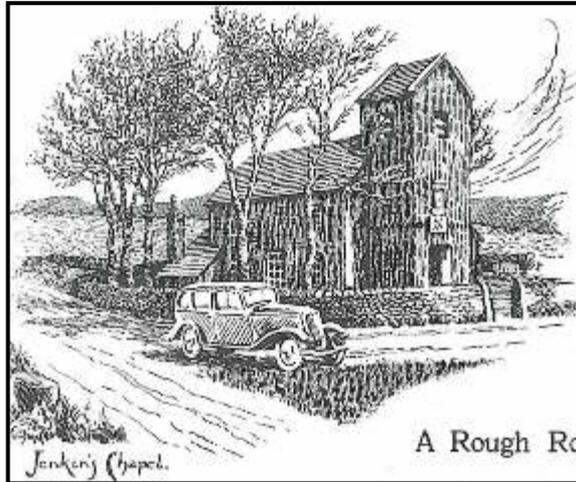
In the streets of Manchester and along A6 to Stockport and Hazel Grove, the splendid acceleration and braking enabled a high average speed to be maintained in spite of the traffic congestion and the numerous robot signals. What may be termed the real test began when the old road from Disley towards Whaley Bridge was taken, this steep road being climbed comfortably at 25 m.p.h. in second gear, while a change was made into top some considerable distance before the summit was reached.

On the atrocious surface along the top, a speed of 30 m.p.h. was maintained, and although the car at this speed was bouncing considerably, there was no secondary vibration and no real discomfort, a wonderful tribute to the Ford system of transverse springing, particularly when it is borne in mind that the wheelbase is only 7 ft. 6 in. and the track 3 ft. 9 in. On the rough road (?) from Whaley Moor which descends to Todd Brook, the braking was thoroughly tested while the ascent on the far side, which has a sharp left-hand turn at the steepest part of the gradient was easily climbed on 2nd gear.

The long gradient (700 feet rise in 2 miles) from Kettleshulme to the old Roman road "The Street" was climbed mainly in top gear, while the steep drop down to Jenkins Chapel and Saltersford Hall, a descent of 500 feet in under a mile, again gave the brakes and springing a wonderful test. Incidentally, it should be mentioned that at no time was it necessary to use the hand brake, the foot brake alone being capable of holding the car on the steepest gradients.

## In The Easy Cheshire Highlands

A rough Road Test of an  
8H.P. Ford Saloon



The opportunity was also taken to test the car on some of the really rough tracks which abound in this district, and the behaviour of the car on these loose, steep and tortuous tracks was really amazing, and tended to make the subsequent part of the journey via Nab End "The Outpost" to Pott Shrigley and Poynton seem very tame.

On the main Macclesfield-Manchester road from Poynton to Hazel Grove, however, an opportunity was afforded to test the maximum speed and the stability of the car under good road conditions and when it is stated that a speed of 63 m.p.h. was attained and that at this speed it was possible for the driver to let go of the wheel for a period of several seconds, there seems little need to enlarge on this point.

When it is realised that for the whole journey of 43 miles, 18 of which were through the traffic congested areas of Manchester and Stockport, -18 on secondary roads and rough tracks and only 7 on macadamised highways, the time taken (only an hour and three-quarters at an average speed of 25 m.p.h.) is remarkable.

In conclusion, those familiar with the route chosen for this test will appreciate the performance put up by **this car and realise** that few owner drivers would incorporate such a route in a lifetime of pleasure motoring.

The fact that the car costs only £120 (or £145 for the four door de-luxe saloon) has a tax rating of £8 and a fully comprehensive insurance of £8 17s. 6d., coupled with petrol consumption of 40-45 miles per gallon, and that maximum speeds of 60 m.p.h. and over are obtainable, makes the car a most attractive proposition and explains its great popularity at the present time. (Unknown author)

### Members 'Pride and Joy'

Members are offered an opportunity to submit a photo of their car and themselves to our Club Website.

Our Webmaster, **Michael Winkler**, will place uploaded photos into a dedicated page on our website- [www.fordyandcmodelregister.co.uk](http://www.fordyandcmodelregister.co.uk) in a newly created section called "Pride and Joy" – after all, we are all joy riders at heart, aren't we?

We are able to trim and resize photos for you, and enhance them if improvements are advisable.

In the first instance, send by email (or even Royal Mail) to your editor – address details at front of our magazine. After trimming to size, they will be entered on our website, and a link to that picture sent back to you. Any notes on the car history or your stories can be added for consideration.

This new feature will only be included in our **'members section'** to maintain your privacy. Should you wish it to be removed in the future, please inform the club.

It is possible that photos and stories may be selected to also appear in our magazine and on our Facebook (member's only) site.

Best photo may attract a prize award at our AGM, planned for April. TBC.



## Ford Eifel Production





**BEST WISHES FOR A BETTER YEAR IN 2021 TO ALL**