

Issue 143 July - Au-

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## Editorial

I am aware that there is quite a bit of Australian flavour in this and recent issues. This is for three main reasons. Firstly, our Australian Contact, Bill Ballard (the Wizard of Oz) is prolific in his outpourings on matters regarding our vehicles Down Under. This is welcomed, as there is a lot of unusual history being rediscovered in the Geelong bodied cars as Bill and the boys look more closely at the various finds. Secondly, we now have 150 known surviving vehicles with owners in the Antipodes, a number which is increasing as more come out of the woodwork. It is important that they are recognised by the Y&C Register. Thirdly, I was lucky enough to be given a 'pink chit' from Paula to visit Australia this year and, with Bill Ballard, made a number of further discoveries, which need to be recorded and passed on. I was amused as Bill and I were driving back from the Ford Discovery Centre at Geelong. We were overtaken by a modern ute on the rear window of which was written:- "Every day I live with fear. Some days she lets me fish."

In the last issue, I wondered why the Australian bodied de luxe cars did not have clocks. Chris Newman from Western Australia gives a possible reason in International News – ask a silly question and you get a silly answer!

Also in the last issue, we welcomed Marinos Zoumides as a new member to the Register and illustrated his Model 'Y' as depicted on the Cyprus 'Historic and Old Cars' set of postage stamps issued in 2001. Coincidentally, the chassis number, Y15531, shows that it was built in March 1933, immediately before the Model 'Y' now belonging to George Drazinos of Athens, Greece (Y15532). I thought we had discovered a batch of cars which were exported to the Ford assembly plant in Athens but no, George's belonged to Jim Long of Newbury and was exported in 1994. In fact, only six Model 'Y's were exported to Athens in 1933.

By now, you should have paid your subscriptions for 2003/2004 or at least received a reminder if you don't pay by standing order. For those of you who have not met, let me introduce 'The Bristols', alias Adrian and Julie Chapman. It is Adrian, our new Membership Secretary, who is receiving your subscriptions or standing order forms and it will be Adrian who has the hassle of chasing up those of you who do not pay on time. He is a nice chap, so don't give him hassle. To remind you, the subscription rate is £25.00 for UK and Ireland members and £30.00 for everyone else. Also, please remember to make your cheques out to 'Ford Y&C Model Register Ltd.'. Note that Adrian's telephone number has changed – see inside front cover.

Whilst this issue is under preparation, David Gustard is organising some members' cars to be displayed at the two Ford Motor Company in-house centenary events; namely, the Ford Research and Engineering Plant's event at Dunton on Sunday, 15<sup>th</sup> June and the Ford Dagenham Family Fun Day at the Ford Sports Ground, Newbury Park on Saturday, 12<sup>th</sup> July. I hope that members in the east and south-east have rallied to the call. I'm sure we will have a report from David in the next issue.

I received a short e-mail from Graham Miles asking me to "add chromed bumper bar bolts to the spares list." A simple task for me as I pound the keyboard, but I took a little time to consider the effort that has gone into that simple statement. First provide a pattern. Then find a supplier who will cast, machine and finish small quantities, all at low cost. No doubt, there is then the need to chase the supplier to get him started. Once manufactured, check out the quality and then find a good chroming firm. Graham and Peter Ketchell, to name but two, do this on a voluntary basis for all the re-manufactured spares and have done for many years now. We owe them a great debt.

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### Photograph on back cover

This is a nice period shot of an unknown Ford dealer's garage, presumably in Leicester (JF and BC registrations), taken in 1939. Alongside the early 1934 Tudor Model 'Y' (note sidelights and pointed rim headlamps with round Magniflex bars) is a 1939 Ford De Luxe cabriolet being made ready for delivery. Our thanks to Mick Gamble of the Early Ford V8 Club of America for the photograph."



*Adrian and Julie Chapman ('The Bristols') who are familiar to those who came on the Convoys. Adrian awaits your subscription renewals as Membership Secretary.*

In this job, I do hear of some exciting discoveries. Bill Ballard is forever digging up 'the only known surviving .....'. In this issue, he introduces a Model 'Y' well-sided 'ute' and a Model 'Y' phaeton to the register of survivors. Hawk-eye Peter Richardson's find amongst the autojumble at Enfield also takes some beating. I have been on the lookout for a Model 'Y' or Model 'C' wireless for years and had slotted them into the 'hens' teeth' category. To find a virtually complete working Model 'Y' wireless is fantastic. Whilst on Enfield, congratulations go to Jack and Shirley Clarke, whose car, ENO 344, won the best pre-war car at the show. ENO, you will recall, appeared on the back of the last issue.

We have a plethora of cars for sale this month. So, if you are looking



A rocket propelled van! The rocket was made for the Kings Langley carnival, which was held over the Isle of Man trip weekend, and advertises Graham Miles' friend's firework business.

for one or have a friend who is interested in buying one to restore or drive (as a member of the Register, of course), there must be something here to suit your requirement and pocket.

The Isle of Man venture is written up in this issue. Thanks go to Bob Wilkinson and Peter Ketchell for the smooth running organisation of the rally. It was great fun. Where was Graham Miles whilst we were enjoying the sun on the island? Answer; he was converting his van to rocket propulsion as you can see in the photograph.

There is now a lull in the major rallies over the school holiday period, during which we hope that you will be flying the Y&C Register flag at your local shows and events. The next major event is the Great Dorset Steam Fair. Saturday, 30<sup>th</sup> August is the day that David Lovering has set aside for the Y&C Register to celebrate the Centenary of the Ford Motor Company with an appropriately decorated stand. 16 of our cars were entered before the deadline of 1st June and what a superb collection of cars, many of which we rarely see at our other events; Bob Stay from the Isle of Wight, with his Model 'Y' Salmons Tickford Cairn coupé and Colin White with his original Knibbs Parkyn tourer to name but two. I hope that we shall see many members visiting the stand. This is followed on 28<sup>th</sup> September by the All Ford Rally, which always brings out a goodly number of our members' cars. Regrettably, Bob Tredwell tells me that there are no special arrangements being made to celebrate the Centenary.

Following the tragic death of Geoff Murrell, Mike Samuel has agreed to take on the task of Acting Chairman in addition to his current Vice-Chairman role. Mike is recovering from some pretty serious stomach surgery at present, so we wish him a full and speedy recovery. Tributes to Geoff have been received, not only by Bob Wilkinson and me, but many of you have written to Eileen direct, for which she is very grateful. Some of the tributes and a note from Eileen are included in this issue.

Thank you for continuing to send in letters, e-mails, photographs and snippets. Keep them coming as they all add variety to the content of 'Transverse Torque'. Suggestions for improvement to the magazine are always welcome. I hope you enjoy the read this time round.

**Sam Roberts, Editor.**

Deadline for copy for Issue 144:- 29<sup>th</sup> August 2003

## Secretary's ramblings

The terrible news of Geoff Murell's death came with such a shock to all of us as we were going to press on the last issue. I write this a few weeks later, after some reorganisation of club affairs, but I can tell you that Geoff is greatly missed. Eileen, his widow, is staying on in membership to keep in touch with so many friends made through extensive club activities during the past few years. Eileen has reluctantly decided to sell the beloved 'CX' tourer, for which we are seeking a good home (see For Sale ads.). Elsewhere in this issue there are tributes to Geoff.

Mike Samuel, elected as Vice-chairman at the AGM, is now picking up the threads as Acting Chairman. We will give Mike all our support in his new role as the club picks itself up and moves on again.

Along with 30 others, and 16 of our cars, I have just returned from a very enjoyable tour of the Isle of Man. The island offered us a wonderful opportunity to travel through picturesque countryside, virtually unmolested by rapid modern traffic. A detailed report of this tour is featured elsewhere in this issue.

Bruce Allan is in the advanced stages of planning the Wales Tour in June 2004 and I suggest you book your place now.

As Secretary, I get a wide variety of correspondence. A recent letter was from a chap who had totally misunderstood our club title and vehicles. It went, ".....hope you can help me as I am looking for a steering lock from a 1982 X registered Ford Cortina. I think this car would have been a Y registered too but not as late as C registered. Does your spares dept. have this item?" I wrote back explaining the cars covered by our club, but find it amazing that someone should make such an assumption.

Number plate suppliers from April 2003 are required by law to register with DVLA. To obtain number plates you will have to provide proof of identity and title to the registration mark concerned (Logbook or licence renewal reminder). This does make life difficult for classic car owners who may not have a local supplier able to produce white on black number plates. Do we trust our documents in the post when buying by mail order from a specialist? If you have experience of the new system, good or bad, please let me know.

On the MoT testing front I have become aware of some strange anomalies within the UK boundaries. Alex Pedlow informed me of the stringent application of the MoT testing rules in Northern Ireland, where testing is carried out exclusively at government run centres. Young testers, unfamiliar with cars produced in the 1930's, apply rules stringently and sometimes inappropriately to our cars making this an annual nightmare. On the Isle of Man however, there is no annual MoT



Graham Miles working on the racking in one of the Register's spares containers."

test. One can be subject to a spot inspection, particularly after an accident, with swingeing punishment following where a vehicle falls short of an acceptable standard. The FBHVC may have some comments on these matters, so if you have any comments please contact me.

Spares activities continue to dominate the club committee scene with working groups involved in the reorganisation. A new administration and ordering system is being devised for introduction over the next few months. More on this anon.

Adrian Chapman is chasing up unpaid subscriptions, so please pay up promptly to reduce his admin work.

Go and get the old Ford out and go for a spin, or get on with that restoration work whilst the summer is here. I hope to see you at an event.

**Bob Wilkinson.**

## Bob's Joke Corner.

### Giving 100%

Ever wonder about those people who say they are giving more than 100%? We have all been to those meetings where someone wants over 100%. How about achieving 103%? Here's a little maths which might prove helpful.

What makes life 100%?

If: A B C D E F G H I J K L M N O P Q R  
S T U V W X Y Z is represented as: 1  
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17  
18 19 20 21 22 23 24 25 26.

Then:

HARDWORK is 8 1 18 4 23 15 18  
11 = 98%

KNOWLEDGE is 11 14 15 23 12 5  
4 7 5 = 96%

ATTITUDE is 1 20 20 9 20 21 4 5 =  
100%

And, BULLSHIT is 2 21 12 12 19 8  
9 20 = 103%

So, it stands to reason that hard work and knowledge will get you close, attitude will get you there, but bullshit will put you over the top!

# Tributes to Geoff

On behalf of region 15, my wife and myself, I would like to express our sincere sympathy to Eileen Murrell and family at this sad time.  
Ken Sleight, Regional Contact Area 15.

The news about Geoff Murrell's death is earth-shattering! I'm sure I speak on behalf of all Australian Sidevalve clubs in saying that this is a very sudden and sad loss to the Sidevalve Movement and we would like his widow and family to know that our thoughts are with them at this very sad time. Please pass on our commiseration.  
Bill Ballard, Melbourne, Australia.

I just heard from Bill Ballard about the passing of Geoff Murrell. Please pass on the condolences of all of us here in South Australia to his family and all in the Y&C Club.  
David & Maralyn Urry, Adelaide, Australia.

I am just back from holiday and received news of Geoff's death via your e-mail. What a shock. Thank you for letting me know.  
Tom Malcolm, Manager, Heritage Programmes, Ford Motor Company Ltd.

Luis Cascante in Spain e-mails:- "I learnt from the last issue of the magazine the sad news of the death of Geoff Murrell. My condolences to his family and to all the committee members."

Betty Hennessey writes from Ballinascarthy (the Ford family ancestral home in Ireland) :- "At a recent meeting of the Ballinascarthy Community Council held on Tuesday May 27<sup>th</sup> sincerest sympathy was extended to the wife and relatives of the late Geoff Murrell. All members standing in silent prayer."

Sorry to hear about your friend, Geoff Murrell, dying. I always read his column and he seemed a very nice man. Good men are hard to find. May he rest in peace.  
Kevin MacManus, Longford, Eire.

It may seem silly, but I've only just got round to reading the May-June issue of the magazine and learned about the untimely death of Geoff. Although I never met him, it still came as a shock to me and I just wanted to pass on my condolences - albeit belatedly - to his widow and those of you who obviously knew him so well and for a good many years. John Armstrong, Leeds, Yorkshire.

Other (telephone) tributes have been received by Bob Wilkinson and me from Steve Waldenberg, our magazine printer, and many members.

Eileen, Geoff's widow, has asked that the following be published:-

" I should like to thank everybody for the many letters, cards and happy reminiscences of Geoff, which continue to sustain me at this dreadful time. As the shock subsides and reality sets in, it feels as though our future together has been snatched away - all our plans, short term and for the future, will not now happen.

However, nothing can take away the happy memories of 32 years together, many of them linked to our old cars and the friendships made through them. The trips around the UK and Ireland were of course the highlights for both of us, but Geoff very much enjoyed his membership of the Register for the contact it gave him with like minded people, who were so very generous with their time and expertise. Thank you so much for all of that. I am continuing as a member, so will look forward to keeping up with what is happening."

## Bezzant update

Terry Mortiboy has been a bit 'krank' recently, so much so that he regrettably had to forego the Isle of Man tour, when he was going to navigate for Ronnie De La Rue (and Ronnie needed a navigator!).

Despite that, he dictated his latest report on his restoration of the Model 'Y' Bezzant sports car to Dot, his wife, who sent it in for publication. Terry dictates:-

"When I sent my last report, I had just got the car back from George's with the wood frame completed. My first job was to complete the second inner wheel arch and then fit both wheel arches.

Work then began on re-skinning the rear of the car, which was made in eight panel sections. The final welding was actually completed on the wood frame, so great care had to be taken not to set it on fire!

I have repaired the scuttle over the top of the dashboard and completed the second front wing.

John Griffiths has now collected the car to take it to the Chester Show as a 'Restoration in Progress' exhibit. We were looking forward to a day out at the show, but unfortunately I am having to undergo some 'Restoration in Progress' myself and am stuck in Blackburn Royal Infirmary. Hopefully the doctors are going to let me out in time for the trip to the Isle of Man, after which I plan to work on the sides of the car."

Stop press:- I can report that Terry is on the mend and will soon be allowed into the garage to continue on the Bezzant. In the meantime, we are trying to find out more about Jack Bezzant himself and his workshop in Povey Cross, Surrey. If any reader can help, please get in touch with either Terry or me (Sam).



*Inner wheel arches in position.*



*The re-skinned rear end. It has been decided to do away with the opening boot as it leaked badly and contained very little space once the spare wheel was inside.*



*Situation as at June 2003. Note new scuttle with twin wind cowls and completed second front wing.*

# 20 years ago

Issue 24 of 'Transverse Torque', published in July 1983, begins with the lovely story of how John Guy, the Editor, managed to make his Model 'Y' roadworthy. It reads:-

"Once upon a time, there lived an aged old lady, who lived in a semi-detached house that almost resembled a cottage and which was pretty well within sight of a dense forest. At the back of the house was a wood shed, heavily disguised as an asbestos garage. Sadly neglected within the shed was the deserted transport of kings and princes, a 1934 Tudor Model 'Y'.

The old lady's handsome young grandson, now better known for his journalistic prowess within the Y&C newsletters (but then a newly practising pencil sharpener in the attics of the local manor of the princes of the republic), had put the car in store upon purchasing his first real fire chariot, then being made by the original Viking named Rover.

However, the dust gathered, the years drifted by and eventually the old lady passed away. Suddenly, the now not so young grandson realised that he had to move the ageing car. Cobwebs and leaves were swept away, tyres pumped up, cylinders freed up and a goodly kick with a 12 volt battery applied.

Begrudgingly, the car came back to life and was driven straight to the village blacksmith MoT test centre. Here the local wizard declared a major deficiency. The king had for too long neglected his pins, so word was sent out across the land. Where could new kingpins be found? In those distant dark days, no-one had yet founded a special peer group for such cars, so no spares were found and the blacksmith (now known as a garage mechanic) was instructed that there was no hurry. Now this is a terrible phrase to utter to anyone in a garage, as the mechanic instantly reverts to a wizard and casts a spell on everything, so that nothing happens and everyone falls into a deep sleep. Time passed again.

During the period when the car languished in this garage, there came upon the television, a series based on the books of James Herriot. The opening sequences

showed a thirties car trundling through the dales and over a ford. Each time it came on, I felt a twinge of conscience for my neglected car. Finally, after a mere five years, I decided enough was enough and telephoned the garage. Yes, it was still waiting for its repair! What was happening? "Axle sent out for king pin repair. He had decided that it was easier than looking for new kingpins". What had happened? "He died two years ago!"

Applying ancient management techniques, I hounded each person in the chain and got the car back. Three years later, she was sufficiently roadworthy to take us on holiday. In honour of my guilt, we drove straight to the Yorkshire Dales and duly trundled up Wensleydale and down Swaledale to North Yorkshire. My guilty past was expunged and at last I had proved my faith to a friend of twenty years standing."

The Chairman's letter (Graham Miles) to members (Dear Members,) was a further attempt at getting the couch potato members to turn out for events. It included yet another plea for the August Stanford Hall national gathering and a call for support at the Register stand at the Beaulieu Autojumble in September. Those were the halcyon days when parts for our cars were in abundance at Beaulieu. Each year Graham and the boys would set up camp over the weekend and scour the stalls for parts – with success. The final call was for a trip to the battlefields of north France/Belgium in the July; a trip which had to be called off due to lack of support.

Graham also reported that David Laxton, who was also the leading light behind the Stanford Hall gathering (whatever happened to him?), had produced period transfers for the oil cans. These are still available today through the spares order form. Graham also mentioned that he had had a large quantity of sheet metal panels fabricated, which were stored in his lock-up and which were suffering the ravages of the rust moth. After this experience, he gave up having panels made for members, but fortuitously Ken Arthur appeared on the scene and has the patterns for most of our panels (see Useful Contacts)

This was the second copy of Transverse Torque with photographs. Apart from a photograph of my Tudor saloon (CNN 125) shortly after it had been restored in

Germany and wearing its British forces registration number HF 444 B, there were a couple of photographs of the engine compartment of the late Jeff Cole's Model 'Y'. I illustrate these as Jeff was an excellent mechanic and I suspect that the car will shortly be coming on the market.

Jim Miles wrote a lengthy article on the German Eifel cars, which I have added to my Eifel 'library', the contents of which, one day, will be regurgitated in the form of Eifel articles in the magazine. Jim also continued his history of the Ford Motor Company in England as follows:-

## **F.M.C. G.B.**

**Part 8 by Jim Miles**  
(As recorded in issue 24)

Two months before the outbreak of the Second World War Fords held a 'Motoring Gymkhana' at Brooklands Race Track. Events included racing, stunt driving and Boy Scout community singing. It was all organised by the man who drove the first vehicle, a Model AA truck, off the line at Dagenham, Mr. A. Smith\*.

Then came the war. The British army was not at all prepared and held a total of 85,000 motor vehicles, over 26,000 of which were impressed civilian types. Most of these were sent to France with the B.E.F. and only just over 5,000 came back. The Remainder were left behind at Dunkirk in May/June 1940.

Fords worked at full capacity. The E04A Anglia, which was still in production, was dropped and the war effort was paramount. The R.A.F. used the E83W with pick-up type bodies and termed them as 'light utility'. The Model 62 V8 saloons were modified and produced as 4-seater cars, all steel estates with convertible type canvas hoods. Fire crash tenders, ambulances, etc., were made from the 6 x 4, 4 ton 4½ cwt, V8 85bhp lorry. Ford also made a 30 cwt. 4 x 4 truck and the 7V carried on in various guises throughout the war.

Bren gun carrier types, powered by a V8 of course, were produced along with personnel carriers. Assembly of North American Ford vehicles was also carried out at Dagenham. Many bombs were dropped on the Ford factory and workers were killed and wounded, but production was never seriously hampered.

SS Cars Ltd. (now Jaguar) used the Ford

10 HP engine in its 'Ultra Lightweight' Jeep type vehicle, the SS VB. Another use of this engine was hauling up barrage balloons.

A secret 'Shadow' factory was set up at Urmston, Manchester, where Rolls Royce Merlin aero-engines were built. At the end of the war, 34,000 were completed. The Y.M.C.A. used many of the E83W tea wagons and dispensed millions of cups of tea to war workers and victims of the Blitz.

The V8 engine was the mainstay of Ford's war effort. It was even used in pairs, sometimes triple, in fast motor launches. War Office specifications meant that modifications in cab design made maintenance near impossible. The army's famous W.O.F.L.T.B. (Water, Oil, Fuel, Light, Tyres and Battery for those not old enough to remember), was not all that easily carried out. The rugged workhorse V8 engine did not need (and did not get) much attention.

Wartime production at Dagenham was 360,000 fighting and transport vehicles and 262,000 V8 engines.

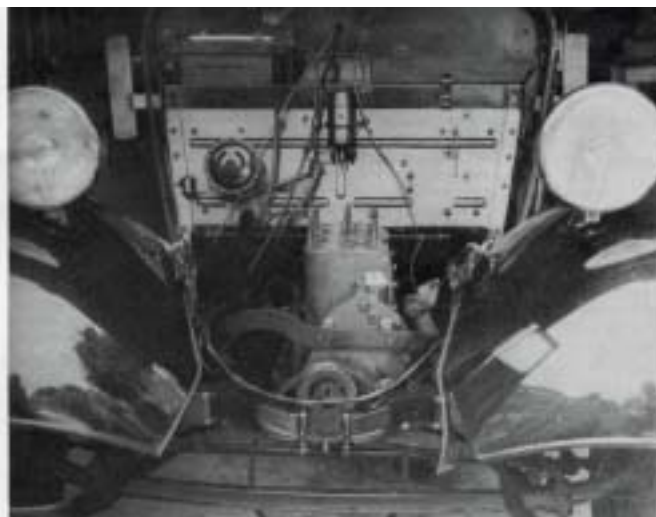
In 1945, Fords began beating their swords into ploughs as we shall see in the next newsletter."

\* Note:- Mr. A. Rowland Smith drove the first vehicle off the production line at Dagenham on 1<sup>st</sup> October 1931. – Ed.

### 37 years ago

After Luis Cascante had finished the restoration of his Barcelona assembled Tudor Model 'Y' ('Modelo 8' in Spain), which goes by the name of Forito (Spanish for 'little Ford'), he drove it to Vic, a town about 50 miles north of Barcelona. There, in the square, he recreated a pose, last captured on film during the summer of 1966, when Forito was his everyday car. As he points out:- "Comparing the photographs, it is noticeable that the car has been restored and looks much better now. Not so the owner!"

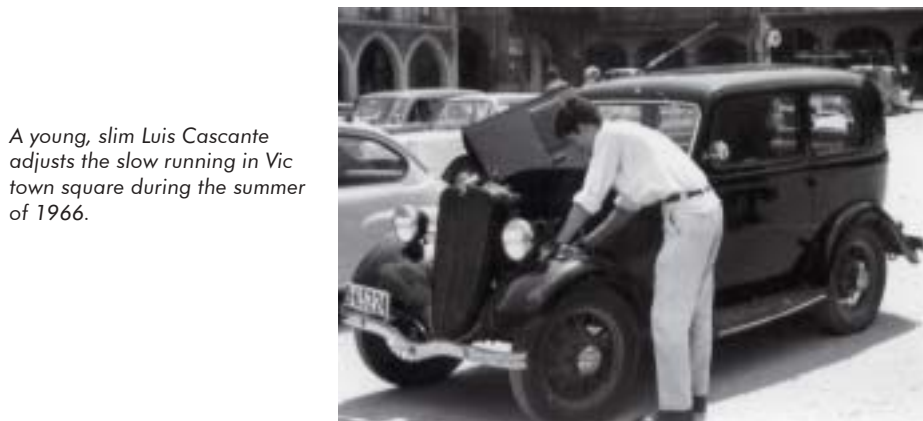
A grey-haired, slow running, not so slim Luis Cascante adjusts the weight on his elbows in Vic town square in 2003.



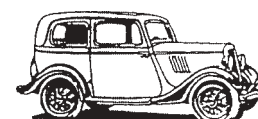
1) Engine compartment with cylinder head off. Caption:- "Jeff Cole's engine compartment during restoration rebuild."



2) Engine compartment with complete engine. Caption:- "The engine ready to run in an engine compartment restored as original."



A young, slim Luis Cascante adjusts the slow running in Vic town square during the summer of 1966.





# Book review - The critic criticised.

In the last issue, I reviewed Eric Dymock's book 'The Ford in Britain File'. Eric was not too happy with my comments on the Models Y&C section and asked me to publish a letter from him in this issue of the magazine. The letter is published below, with my comments on his comments, which I have sent back to him:-

Dear Eric,

I know from experience how galling it is to have someone criticise your work. May I comment on your comments as follows:-

Dymock. "I would like to comment on your review of my Ford in Britain File. Firstly regarding the 1932 Model Y page, which you say unfortunately illustrates the 1935 £100 Popular long rad, rather than a 1932/33 short rad. The specification panel states quite clearly that the model lasted from 1932 to 1937 and since the long rad model is more representative, that was the one chosen for illustration. So no mistake there."

Roberts' riposte. "Page 58 header and text (admittedly, not the specifications) refers to and describes the short rad 1932 Model 'Y', i.e., the one which followed the 'Hurriedly built prototypes ..... at the Albert Hall.' Throughout your book, you have illustrated the car to which the text refers, but not in this case. The illustration on page 59 would be better accompanying the write-up on page 66 - '1935 Model Y'

Dymock. "I am not sure I understand your claim that it is incorrect to say the Model Y took on some of the new V8's character. You say yourself that there was some cross-referencing and given that the design processes were taking place at the same time I am not sure we can realistically claim one was a copy of the other."

Roberts' riposte. "If I said that there was some cross-referencing between the design of the V8 Model 40 and the Model 'Y', then I am wrong (please tell me where I said that). The V8 Model 40 was a scaled up version of the Model 'Y' - after Gregorie had designed the long rad Model 'Y'. This is very clear in Eugene Gregorie's reminiscences (see right hand

column of page 71 of my book). The V8 design being a copy of the Model 'Y' design and not the other way round is one of a number of myths I have exploded in my book. So many motoring correspondents believe the former. Your statement '..from 1933 it took on some of the new V8's character, with a longer radiator and gracefully bent bumper.' more than implies that the Model 'Y' took those characteristics from the V8 - not so.

Dymock. "Also I make no apologies for the illustration. The caption makes it perfectly clear it is a Cologne built car, we had very little colour in that section of the book and stretched a point, but that does not add up to an inaccuracy."

Roberts' riposte:- I did not say that the Cologne built short rad was inaccurate. I did imply that it was inappropriate to feature it opposite the long rad write-up. Again, it would have been better on page 59 accompanying a photograph of a Dagenham bodied short rad.

Dymock. "The caption also includes a quote from The Light Car concerning the optional extras about which you complain. Let me quote from page 78 of your book, "Incidentally a customer who wanted a sliding roof and leather rather than Rexine upholstery would have to pay an additional £10 for these extras. Customers could pay for other official Ford extras such as: sun visors, wing mirrors, roof suspended document netting, grid-type luggage rack..." So the text is entirely accurate. Your objection seems to be that the black and white illustration was a 1934 car and not a 1935 one, which is not such a grave mistake I think."

Roberts' riposte. "The Light Car' comment in the caption was referring to the factory fitted windscreen wiper, not the optional extras. As with all Fords pre and post war, the vacuum windscreen wiper was the bane of every driver's life.

The thrust of your text on page 66 is that, in October 1935, the cost of the Model 'Y' was reduced to £100. Your reader would therefore expect to see the £100 car (the first Ford 'Popular') as the illustration on page 67. The one illustrated is the 1934 De Luxe Model 'Y', which was replaced by the De Luxe Model 'C' in September 1934."

Dymock. "I am sorry that you cringed at the foreword where it stated "The Model Y and its successor the Model C brought style to a sector of the market ....". I would have thought that this was a valid comment. Your assertion that, "Sir Percival Perry would have none of it," scarcely stands up since, as you also say, both were manufactured on the same production line at Dagenham, Model 'Y' production continuing after the Model 'CX' stopped. Sir Percival may not have liked the Model C, and he was probably right, but I would certainly not retract my view that both cars brought new style and flair to the sector."

Roberts' riposte. "I 'cringed' at the words 'The Model Y and its successor the Model C ...' as the Model 'C' did not succeed the Model 'Y'. 'Succeed' to my mind means it replaced the Model Y as in 'line of succession'."

Dymock. "You have every right to be hypercritical. Your book is the definitive work on the Model Y, and I was pleased to include it in the bibliography, since I felt it had contributed so much to motoring historians' knowledge of the era. I try to be as diligent as you are in researching my books, but compressing what you have written an entire book on, into two or three entries of some 220 words apiece inevitably leaves out some detail. The Ford File has small inaccuracies that we shall put right in the next edition but I think the Model Y sectors stand up pretty well.

Many thanks for your interest in the book. I hope you can continue to recommend it. Best regards  
Eric Dymock"

Roberts' summary:- "I wrote this review for the members of the Ford Y&C Model Register, which is why I tended to be hypercritical on the pages of their main concern. As the reviewer, I have made the comments which the more knowledgeable members would make. As I said in my review, the Model 'Y' pages (58/59 and 66/67) 'do not quite hit the spot' as the illustrations do not tally with the text. As a general comment, I did say that you had written a comprehensive summary of the history of Ford in Britain and that you 'had carried out research in depth'. It is an excellent reference book." Sam Roberts.

# Model 'Y' restoration

by Neil Bray – Part 2

Part 1 ended with the comment "... but that's next month!" Neil continues:- "Next Month has been and gone! This is the progress so far, as shown in the photograph. You can see the rolling chassis with the new rear rails and repairs to the side. I went hunting in my stock of parts for a power unit. I had chosen my silver 8hp engine, which I knew was a runner, to get my project in a moveable state. On digging out said unit, I noticed a 10 hp lump, which I had acquired some three years ago when I became the proud owner of a 1935 Morris 8 Series 1, 2-door saloon. On removing the vehicle, I was ordered to take the engine, believed to be a Morris 8 unit, as a spare. I noticed straight away that it was a 10 hp Ford lump, with the large starter attached. This unit was moved to my front workshop, as in the picture, where I poured a load of WD40 down the plugholes and left it for a week. On my return the engine had un-seized itself and turned freely. I had a spare hour and so I removed the head and sump to find a lot of solidified oil, but a brand new engine that had never turned a revolution in working mode. I removed the crank and pistons to find rings all in order and white metaling in perfect order. Valves were removed with my special tool and refitted to lap the seats in. The engine was then reassembled ready for painting and refitting. A friend of mine said something about me always coming out smelling of roses, but I didn't get what he meant!

I would like all the club members who phoned with offers of parts; that two per cent that I require. You have all been a great help and boost, knowing that you are all behind me with this project.

Back to the chassis, I fitted the handbrake lever and attempted to sort out the brake rods. I expected to pair up said rods, but after four hours I succumbed to the fact that I have got rods of all different lengths! How ever will this car ever pull up straight? We will worry about this later. I suddenly realised that there were no shock absorbers or indeed mountings on the chassis. MORE STRESS. I'm sure Graham would come to my rescue and sure enough he did. He showed me the shape of the mounting so that I could fabricate said units for the new shock absorbers to be fitted. I'm going to pop up York way to see Dave Tebb about some running boards and possibly a front windscreen. ANOTHER BIT OF THAT TWO PER CENT !! That's all for now. See you next month

## 'The One Armed Bandit'.

*The inverted engine with sump and head removed, but what is the contraption attached to the pulley? Neil reckons it is some sort of centrifugal device, possibly for marine use.*



*The refurbished chassis (as described in the last issue).*



# Taith o Gymru

## 2004

June 7<sup>th</sup> to 17<sup>th</sup> 2004 inclusive.

### A Grand Tour of Wales has been booked for June 2004.

This will be The Register's main event for the summer of 2004 and I hope that a visit to the Principality of Wales fires your imagination. We will start off with two nights in Brecon, followed by two nights near Tenby. This should allow us time to see the magnificent sights the South of the Country has to offer.

After this we will journey to the West Coast of Mid-Wales at Aberystwyth for a further two nights and explore that region and then move on up to North Wales to stay in Betws-y-Coed for four nights. Again plenty of time to explore and enjoy the delights of this area.

All the necessary hotels have been booked on a Dinner, Bed and Breakfast basis to provide us with the best possible package. Average costs are around £50 per person per night.

Hotels booked are ;

The Castle of Brecon Hotel , Brecon June 7 <sup>th</sup> and 8 <sup>th</sup>	2 star
St Brides Hotel, Saundersfoot June 9 <sup>th</sup> and 10 <sup>th</sup>	3 star
Belle Vue Royal Hotel, Aberystwyth June 11 <sup>th</sup> and 12 <sup>th</sup>	3 star
The Waterloo Motel , Betws-y-Coed June 13 <sup>th</sup> to 16 <sup>th</sup>	3 star

With a minimum of two nights in each location, participants can decide whether or not to visit the suggested sights or indeed have a day out of the car. This is something that has been requested after previous trips where a drive was obligatory each day.

Members wishing to receive full details of the Trip should in the first instance request an information pack, which will include individual Hotel costs and a booking form which will need to be completed and returned with a deposit. Places are limited, so early booking is essential. Members who may wish to join us for a part of the trip only will be most welcome, just mark your booking form accordingly.

Please note that individual members will be required to consider their own Holiday Insurance arrangements .

#### INFORMATION PACK AVAILABLE FROM

Bruce Allan 37 Meadow Park, Cabus, Garstang,  
Lancashire. PR3 1TA  
Or telephone 01995 601041 or e-mail  
bruceallan@telco4u.net

# Forthcoming events

## Events 2003

18 – 20 July	Thornes Park Gathering, Pontefract, Yorkshire Ken Sleight, 01302 337483
16/17 Aug	The Ford Sidevalve Owners' Club have invited our members to attend their National Sidevalve Day at Tatton Park, Cheshire. Booking forms from Joe Wheatley, tel. 07831 622075. e-mail; joe@wheatleyaj.fsnet.co.uk.
23 – 25 Aug Keenan	Hellingly Festival of Transport, East Sussex. John 01424 424323
30 August	Great Dorset Steam Fair, David Lovering 01202 572304 Although Fair runs from 27 –31 Aug, the Y&C Register stand is on 30 <sup>th</sup> August only. Vehicle entries now closed but members welcomed.
30/31 August	'Classics in the Park'. Horncastle, Lincolnshire Ken Sleight, 01302 337483
7 September	BBC Radio Norfolk Show, Norfolk Showground, Costessey. Brian Mace 01603 425558
14 September	Bradford - Morecombe Run. Entries through Barry Diggles, 01274 614729
28 September	All Ford Rally, Abingdon Entries through Bob Tredwell 01235 530720
26 October	Stoneleigh Restoration Show, Warwickshire. Geoff Dee 01926 334780
9/10 Nov.	International Classic Car Show, NEC Birmingham. Geoff Salminen 0121 427 2189

## Events 2004

11 April	A.G.M., Willoughby Village Hall Bob Wilkinson 01832 734463
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## Regalia good news!

In an effort to reduce some of our stock of Regalia, we have reduced the prices of many items. Whilst this is not an end of season sale, some of these items will not be replaced because only one or two of them are sold each year. So it could be first come will obtain unrepeatabe items at their lowest prices.

We are now offering some new colours for polo shirts and tee shirts, plus a new round-necked sweater, all with the same small embroidered Y&C Register logo. We will also be introducing some new ranges, including fleeces and baseball caps, plus some red shirts for next year's Welsh tour.

Please note that my e-mail address has been added to the order form.

We are looking forward to reducing our stock!!

**John Argent, Regalia Officer.**

# For sale

1936 CX Tourer, JV4676 (C40942). Our late chairman Geoff Murrell's pride and joy. A rare car in maroon with tan hood and tonneau. Car in very good condition and ready to rally with new enthusiast. MoT etc. Offers in the region of £6500. Full details from Bob Wilkinson. 01832 734463. (Car in north Hertfordshire).

April 1933 short rad Tudor Model 'Y', AMD 630 (Y20835). Lovingly restored by member prior to his death five years ago. Rust-free body in primer on chassis (originally Orient Blue and Black). Mechanically restored, but engine has yet to be fitted. Upholstery, trim and headlining renewed. A good home required for this lovely car. £1200. Dr. Jude Halperin (daughter) Tel: 01789 773461 (Nr. Stratford-on-Avon, Warwickshire)

1937 long rad Fordor Model 'Y', DUV 252 (Y170238). Red and black, in very good condition. Owned 20 years. Many spares and tools. £4500. ono. Mike Merry 01752 268611 (Plymouth).

1937 long rad Fordor Model 'Y', CPX 160 (Y172489). Green and black. Restored some 25 years ago. Has not been used since 1989. Believed to have covered only 60,000 since new. A good honest car. £3300 o.n.o. Dennis Smart 01403 266631 (Horsham, West Sussex)

1936 Tudor Model 'Y', ARY 377 (Y144480). Black, MoT, tax disk, many spares, including engine and gearbox. £2750. Bobby Gales. 01473 823103 (Ipswich, Suffolk) e-mail:- [robert@gales.fsnet.co.uk](mailto:robert@gales.fsnet.co.uk)

1937 Model 'Y' 2door (Tudor), DLJ 855, (Y197680), Green and black. One of last produced. Body been off for chassis and mechanical restoration. Parts for straight forward completion, new windscreen, roof sticks, etc. Many spares. Full history, original documents (Bill of sale etc.). Reluctant sale by club member. £1850 o.v.n.o. Derek Micklewright. Tel: 01293 862717. (Horley, Surrey)

1934 Model 'Y' Tudor, AXF 59, (Y44267), Black with Bedford cord upholstery and trim (early long rad). Very original but in need of sympathetic restoration. Sale due to death of owner. Only £800 asked. Chris Smith. Tel: 0208 866 5828 (car at High Wycombe, Buckinghamshire)

1934 Model 'Y' Tudor, HSL 153, (Y67630). Orient blue and black. Recently restored to high standard. Engine and gearbox o/hailed. New UJ, brakes and tyres. Reupholstered and repainted. V5 and ready for the road. £4250. Ronnie De La Rue. Tel: 01282 700137 (Brierfield, Lancashire)

1936 Model 'Y' Tudor, CPP 925, (Y151153), Green and black. In good all round roadworthy condition. Needs a little tidying up. V5. £2950 Ben Pyke. Tel: 07831 382304 (Folkstone, Kent)

1935 Model 'Y' 2 Door (Tudor) (Y113138), ATD 571, Green and black. 12 months MOT. Original Log Book. Garaged. Spares. Good Runner. Photo on request. £2300. Paddy McCowen. Tel: 01296 712102 (north Bucks), e-mail:- [ipmccowen@btopenworld.com](mailto:ipmccowen@btopenworld.com)

December 1934 Fordor Model 'Y', CPC 537, (Y86449). Maroon and black with sunroof. Red leather interior. Fully restored with all new parts, tyres, chrome. Bills for over £3500. Taxed and MoT'd. £4250. John Coleman. Tel: 01279 506233 (Bishop's Stortford, Hertfordshire)

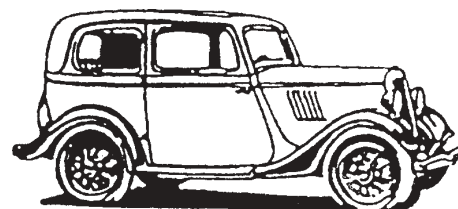
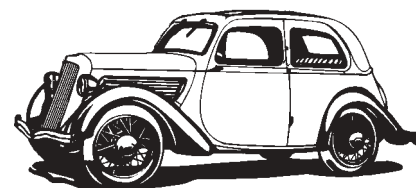
1936 Tudor Model 'Y', TAS 721 (Y134284). Blue (ex-EG2932). Runner but in need of restoration. £2500 o.n.o. (Prepared to come down) J & P Archer (Dealer) 01708 507117 (Romford, Essex)

1936 Tudor Model 'Y', RAS 649 (Y157496). Green and black (ex- JT 5950). Runner but in need of restoration. Converted to 12 volts. £3500 o.n.o. (Prepared to come down) J & P Archer (Dealer) 01708 507117 (Romford, Essex)

Short rad spares. A large amount of body parts including bumpers, bumper irons, inner front wings (perfect), floor pan, gearbox cover, front valance, dashboard, bonnet catches, etc. Too many to list. Also gearbox from 1936 van. Tony Dodsworth 01964 622615 (Hull, Yorkshire)

Parts for Sale: 8 hp engine complete but no ancillaries, e.g. starter motor, dynamo, distributor. Front and rear transverse springs. Spring spreader tool. Rear hub puller. Four wheels. 6v coils. Various interior panels [good for patterns]. Gearbox/speedo drive. Box of various trim, handles, tail light. Period Driver's Handbook. Spare Parts Book. Repair Price List. Flat steel silver painted rear bumper. Ford Bulletin - Service Manual. £50 as lot. Craig Ainge 01234 795714 ext 3784. (Bedford)

Model 'Y' road wheels with good hub caps: £16.00 each. Without hub caps: £12.00 each. Buyer collects, or carriage extra. Tony Etheridge Tyres. Tel: 01923 231699 (24 hr Ansafone) (Watford, Hertfordshire)



# Isle of Man tour.

19 – 24 June 2003 Part 1.

We set off from all points of the UK and Irish compass to converge on the Isle of Man on Thursday, 19<sup>th</sup> June.

Those of us from the south and east drove up to Chester the previous day. Ben, my 'navigator' and I had driven up from Andover in my Model 'Y' Kerry sports tourer taking the scenic route: Marlborough, Swindon, Lechlade, Burford, Stow-in-the-Wold, Broadway, Evesham, Worcester, Kidderminster, Bridgenorth, Telford and Whitchurch to Chester. A leg-stretch in Broadway, where Ben was mistaken for my father, and lunch in Bridgenorth, saw us into our hotel in Chester by 5 p.m. (195

miles). We gathered that evening in The Albion pub, just inside the city walls, for a noggin, natter and meal. There was a sense of déjà vu, as it was in The Albion that we had spent an evening on Convoy 2000. On this occasion, we met up with Peter Ketchell and Bob Wilkinson, whose combined efforts had conceived and arranged the Isle of Man tour, and what an excellent job they did. Others assembled there included Doug and Bessie Hickson, who had driven up in their Mistral tourer, Geoff and Jenny Dee, Geoff Salminen with David Kent, John Jennings with Mike Capps, Tim Brandon and Glynis and Jim and Joan Sharpe, all in Model 'Y's.

Led by Peter and Bob in Peter's 'CX' tourer, we drove in convoy the following morning from Chester, through the Mersey Tunnel at Birkenhead into Liverpool docks to catch the 10.30 Seacat catamaran ferry to Douglas on the island. Memories of the Y&C Register gathering in Liverpool in 1994, to join in the celebrations of the 60<sup>th</sup> anniversary of the opening of the tunnel came flooding back. We were joined at the docks by the Lancastrians, who were able to make the journey that morning; namely, Ronnie De La Rue, regrettably without Terry Mortiboy, who was AWOL due to sickness and Phil and Margaret Denson. The Yorkshire contingent also joined us in the shape of David and Wendy Grace, with Ben the dog, in their Alpine sports tourer, and Ken and Brenda Waller in their Model 'Y' Tudor. An amusing Scouse lady herded us into position for a mass entry onto the ferry (12 cars). Thank goodness the 2½ hour journey was across a calm Irish Sea!



*The Chester convoy, having driven through the Mersey tunnel, waiting in front of the Liver Building to be called forward onto the dock.*

As we disembarked in Douglas, unbeknown to us, we were being filmed on video by a local inhabitant, Sheila Waiting, who makes a habit of filming old cars coming off the ferry (she has a contact in the ferry company who tips her off when a car

club is on board). She was also at the Grand Island Hotel in Ramsey when the bulk of the cars arrived. The journey up the coast road from Douglas to Ramsey is very scenic, but, on this occasion, was spoilt by the odd heavy shower, which caused those of us in open topped cars to park up and umbrella up! I am pleased to report that that was the only wet weather we had throughout the tour. The hotel laid on an excellent reception of drinks and nibbles, missed by Ben and me as we diverted en route to the hotel to find the Port Moar Café, in a cove to the south of Ramsey. Bill Ballard had sent me a 1930s post card of the café and I thought it would be fun to take a photograph of it as it is today.

*The café is no more. The cottage was demolished in the 1960s and a replica modern cottage built in its place. Kerry sits in the same spot as the Model 'Y'*

We were joined at the hotel by the Northern Ireland

contingent: Brian Mullan and daughter, Jennifer, in Brian's Model 'Y' Falcon special and Alex Pedlow and daughter, Gail, in his Tudor 'Y'. That evening, Ben, my 'navigator', and I went to the northern tip of the island, Point of Ayre which, as well as being the island's rubbish tip, is a bird sanctuary. Here we watched little terns and gannets diving for fish. Then back to the hotel, which is beautifully situated with fine views over the sea and along the coast to Ramsey harbour.

*Brian Mullan's Model 'Y' based, 10 h.p. Falcon special with his own 'Convoy 2003' Isle of Man logo and flag. Alex Pedlow's Model 'Y' Tudor in the background.*



*Bill Ballard's 1930s post card with a Model 'Y' in front of the Port Moar café.*



David and Wendy Grace, with Ben, in their Arrow Alpine sports tourer.



The next day we were joined by John and Lilian Fitzgerald in their Model 'Y'. They had caught the previous evening's ferry from Dublin. As this was a last minute arrangement (and a pleasant surprise), and as our hotel was fully booked, they stayed in Douglas. That day, Friday, we toured the island around the coast, taking in the northern part of the T.T. circuit as far as Kirk Michael and dropping down into the beautiful harbour of Peel, with its castle and kipper museum – the island being renowned for Manx kippers. I had managed to make the Japanese waitress understand that I wanted a kipper for breakfast that morning and a 'klipper' had eventually arrived.

Relaxing in Peel. From the right; Mike Capps, Geoff Salminen, Geoff Dee, David Kent, Doug Hickson, Jenny Dee, Bessie Hickson and me.



From Peel, we drove off the beaten track to Nairbyl point. It was stunning scenery overlooking the rocks from an old crofter's cottage. We were also lucky to see five or so basking sharks just off the shore. On down to Port Erin, where Paula and I honeymooned 42 years ago! There we had lunch and I led John and Lilian over a narrow remote headland to the Calf of Man.

Geoff Salminen with David Kent lead a group out of the hotel car park. Bob making improper advances to Lilian in the background!



Ben was moved to comment that it was so way out that he would have not been surprised to see Elvis riding Shergar along that track! We then skirted Port St. Mary round to Castletown, the old capital of the island. Unfortunately the Military Museum was shut, so we headed to Ballasalla to admire Rushen Abbey, or what little is left of it. From there, Ben and I deviated from the planned route and headed way north to the 'world famous' Jurby Junk shop. You have never seen so much household rubbish in your life. Junk is too polite a term for it!

We arrived back at the hotel to find a mafia looking chap sitting in the lounge, with large dark glasses and a black beret on his head. He was accompanied by this pretty, long curly haired, blonde moll with a little hat on. I turned to Ben and said that they could not be for real and then recognised the pointed nose peaking out from under the shades. Mike and Kath Samuel had flown in from south Wales to surprise us! Mike's doctor had given him the all clear for four days so, with a massive plaster over his punctured stomach and goodness knows what else, our Chairman and his lady joined in the fun. That evening, after dinner, it gave us great pleasure to present the Maurice Billing Award to John Fitzgerald for his tremendous contribution to the Y&C Register in 2002, which was Geoff Murrell's wish at the A.G.M. in April. Also in attendance at the dinner was Bill Beattie, an Isle of Man member, who is on the look-out for a Model 'Y'. It was a pleasure to have him along.

Mike and Kath Samuel paid us a surprise visit, heavily disguised as Mafiosi. It was good to see them.



On Saturday, it was off to the Laxey Wheel, named Lady Isabella after the Governor's lady when it was built in 1854. It is the largest working water wheel in the world and is an amazing feat of Victorian engineering designed to pump out the Laxey zinc mine. Each bucket on the wheel holds 60 gallons of water. From Laxey, the electric railway starts its amazing run to the summit of Snaefell, the highest point on the island (620 metres). The railway's rolling stock was built in 1896 and would appear not to have been refurbished since then. Every joint in the wooden carriages creaked and moved noticeably over every joint in the narrow gauge (3ft) railway line. The scenery was tremendous. Unfortunately, it was one of those hot and hazy days, so we could not see the five kingdoms from the top. On returning to Laxey, most of the group went down into Douglas on the Manx Electric Railway, which operates the world's oldest electric tram service (and probably the oldest trams!). The Fitzgeralds, with Ben and I, took a little-used road up to the Motorcycle Museum at The Bungalow on the T.T. circuit. If you are into the T.T. race, and Joey Dunlop in particular, this is the place for you. We drove down the mountain to Ramsey via the very scenic Sulby Glen.



John and Lilian Fitzgerald et moi admiring the Victorian engineering of the Laxey wheel.

A write-up on the second half of the tour will appear in the next issue.

### Sam Roberts.

Tailender:- On the Saturday evening, Ben and I had dinner with John and Lilian at an Italian restaurant in Douglas. On the next table was a large hen party, with all the girls dressed as fairies with little wings on their backs. Inevitably there was a particularly large girl in both height and girth. Ben was moved to comment, "Oh look, there's the Isle of Man ferry!".

## An Update of the Model 'Y' scene Down Under

Bill Ballard



*Des Hardman with his beautiful Australian bodied short rad Model 'Y' sports roadster (with curved door tops).*

After he had confirmed the ute's chassis number as Y35081 and its body number as 19 LD24, I had the pleasure of telling David that it dated from 1933 and is the only known Model 'Y' ute to exist. (Details of his Model 'CX' coupe were re-

vealed in a previous article of mine). I have remained in touch with David ever since and recently, he very kindly sent me some pictures of his cars which showed that the ute was a long rad with the curved-topped doors associated with the later Model 'Y' roadsters. Both cars are perfectly restorable but are long-term projects.

*The only known surviving Model 'Y' ute; a short rad well-sided roadster belonging to David West of Inverell, New South Wales.*



Interestingly, the body number

of David's ute would seem to indicate that at least 24 of its type were built. When researching information for his book, Sam Roberts was told by Ford Australia's archive consultant that only 10 were built!

I have to thank Wayne Brown for the next discovery. For it was he who introduced me to

Matthew Watson, who moved from Bundaberg in Queensland to Croydon, deep in "Sidevalve Alley", at the end of last year and brought with him his red and black 1933 short rad roadster with "straight-topped" doors. Matthew drove his rare and interesting vehicle round to Wayne's house in Boronia on 24<sup>th</sup> November 2002, where it was duly inspected at close quarters and photographed from all angles! I noted that its boot lid was hinged at the top and opened from the bottom outwards and thus it is regarded as a 'businessman's roadster'. Matthew told me that the car, which has chassis number Y25215 and body number 19 R28, was restored about 10 years ago by a previous owner. He uses it as daily transport and has recently obtained the Victorian cherished registration "OLDI" for it.

I was to learn of the third new "discovery" from its owner, Trevor Thiele of Vacluse, a posh suburb of Sydney, when he purchased a copy of my book earlier this year. He told me that he bought his ex-New Zealand Tudor in that country in January 1974 and has been restoring it ever since. "Not the fastest restoration in Australia", he wrote, "but I'm gradually getting there and it should be on the road again by the end of the year". Trevor's car has body number 165/28724, making it a December 1935 specimen that would have been re-assembled and first registered in New Zealand sometime after March 1936.

The situation with all the other Model 'Ys' I've come across since arriving here in 1999 remains pretty much the same as reported in Issue 137. I understand that Peter Stacey in Dilston, Tasmania has finished his Austin 7 "Meteor" project and as a consequence is expected to start refurbishing his ex-New Zea-

land grey and black Tudor shortly. I just hope that, if he does make a start on it, he will finish it in time for the next National Sidevalve Rally, which is due to be held in Tasmania in March 2005. Wayne Robertson has continued to acquire parts for his sister Cheryl's sedan, Y83470, and has recently bought a couple of dark green-coloured hides to reupholster its seats, but has not been able to make any fur-

With four having been lost and another three newly discovered, the total number of Model 'Y's known to exist in Australia has been reduced by one to stand at 29, of which I have now actually seen 14 and corresponded with the owners of 9 more.

Dealing with the losses first, we unfortunately lost the fight to save the mystery 'Y' in the wreckers' yard at Jamestown, South Australia. Despite several attempts to contact the owners, everything in that yard was simply dumped into trucks and carted away for scrap. We also lost the fight to save Roger Dickinson's ex-New Zealand Tudor 'Y', Y57117, which went to a hot-rodder. Much of the unwanted "stock" parts were acquired by Greg Rice to complete the restoration of his 1934 sedan (saloon - Ed). My contact in the 'Anglia-Prefect Car Club of Australia', Philip Handel, tells me that he and several others in his club have acquired the remains of Barry Hurren's short rad Model 'Y' sedan, and that it is no longer extant. Thankfully, the fourth 'Y' and the rarest type of the quartet, a blue and black long rad roadster, latterly owned by John Page in Queensland and registered "1064", was sold for continued preservation to Gavin Welch in the North Island of New Zealand. It may have left these shores, but hopefully we'll be hearing more about it from Gavin in due course.

So much for the bad news. Now for the good news! On the way back from a short holiday in Queensland late last year, I called at Armidale in New South Wales to see Des

ther progress on the car itself. Greg Rice made a determined effort to finish off his 1934 Orient blue and black sedan, Y83414, in order to take it to the Barossa Bivouac (National Sidevalve Rally) in South Australia in April this year. He succeeded in getting his car to South Australia, but teething problems prevented him from driving it on the second day of the rally. Thankfully, he was able to drive it to the Nuriootpa Oval on the morning of 12<sup>th</sup> April and pose it alongside the Tudors of Wayne Brown and Wayne Lodge to create a new Australian record of three Model 'Y's on the same rally field. A photograph of the three cars on the Nuriootpa Oval appeared in Sam Roberts' report on the rally in the last issue

It will be seen from the last paragraph that we in Australia may have difficulty in mustering 10% of the known survivors at our greatest event (the biennial National Rally). Just think of the wonderful sight if that same proportion of the U.K.'s survivors was to turn up at, say, the All Ford Rally at Abingdon!

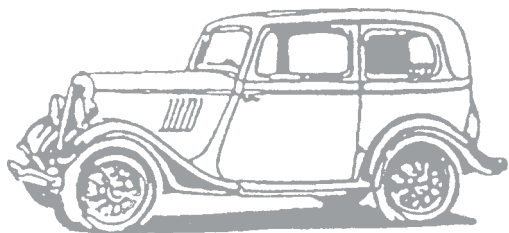
Hopefully, another car that may be seen in two years' time is Geoff Paynter's green and silver 1933 short rad sedan, Y35401. I had the pleasure of meeting Geoff at Melbourne Airport in March last. Unfortunately, he had committed himself to a major veteran car rally in Tasmania in late April and couldn't join his brother Trevor at the National Rally this year.



Matthew Watson's red and black short rad businessman's roadster (with straight door tops).

I will close with the earth-shattering news that the Model 'Y' 'tourer', hidden in the garage of a Dr Shepherd in Jamestown, South Australia, is actually owned by his wife Dianne and is now confirmed to be a black Phaeton (open top, four doors and four seats). It is thus the only one of its type known to survive. Photographs of such cars are like the proverbial hen's teeth to find and it would be wonderful if we could get some of this car! I will keep you posted....!!

Thanks for this report Bill. What tremendous news; not one, but two, 'only known survivors' coming out of the woodwork – Dave West's ute and Dianne Shepherd's phaeton - Sam.



## International News

### Germany

For those of you interested in car rally plaques/grille badges, our Internet scout Reg Ward in California (via Bill Ballard in Australia) has alerted us to a plaque depicting a Ford Eifel. It is to be found on the web site [www.germancarbadge.net/firms.com/eutin-car.html](http://www.germancarbadge.net/firms.com/eutin-car.html), which is advertising various badges for sale. This one is a 1991 Eutin Automobile Club plaque/grille badge depicting a 1935-37 Ford Eifel, which was minted for the 6<sup>th</sup> Ostenholsteiner local car competition. Eutin and Ostenholsteiner are towns to the south of Hamburg. The plaque/grille badge is 2½ inches high and 4¾ inches wide and was made by A. Reittenmaier, Schwäbisch Gmünd. It is selling on the Internet for US\$ 54.95. My thanks to my daughter, Nicola, in Germany, for researching this one for us.

The Eutin Automobile Club plaque issued to participants in the 6<sup>th</sup> Ostenholsteiner car rally in 1991, depicting a 1935-37 Ford Eifel.



### Spain

Jose Luis Laguens Gabas, our latest member from Spain, writes:- "First, let me say that I am happy to be a member of this club and I look forward to our future correspondence. I am enclosing a photograph and a copy of the documentation for my 'CX', which I have had for 22 years and which I have finally decided to restore. My father owned the same model, which he used as a long distance taxi after the Spanish Civil War. He put more than 1,700,000 kms on that car. I was just 14 years old when he first allowed me to drive it, so I am really excited about restoring this car." Jose Luis then goes on to ask about the supply of windscreen surround rubber (Dave Tebb), door rubber seals (Paul Beck), direction indicators and switch (I have suggested that he tries to restore his present ones as these are difficult to find) and a scale miniature of the Model 'CX' (Regalia). We wish him success with his restoration.

The car has a chassis number C13066, which was manufactured in Dagenham in May 1935, and exported (Knocked Down [KD]) to Ford Ibérica in Barcelona. It was assembled on 7<sup>th</sup> August 1935 and was re-registered A-6860 (A



Jose Luis' Barcelona assembled Ford Model 'CX', which he is about to start restoring.



– Alicante) in May 1980, when the then owner lived in Alagon, near Zaragoza (Saragossa) – about 200 miles west of Barcelona -

### Ford 'Cuba'

The registration documents, which Jose Luis sent with the above letter, described the model as a Ford "Cuba". I questioned Luis Cascante on this to see if this was the name given to the Model 'C' in Spain. Surprise, surprise, Luis' response was:- "Obviously, 'Ford-Cuba' is not an official name. In Spain, Model 'C's and 'CX's were sometimes called 'Cuba' (barrel) as a nickname due to the shape of the body. What is unusual is the nickname stated in the official documents of the car." So, as in Britain, the car was known as the 'Barrel' Ford.

bus belonging to the Compañía General. The impact was so violent that the passengers of the car were severely injured. Two of them died in the hospital.'

The car is an early long rad Model 'Y' registered in Barcelona in late 1934, B-58352. You will notice the absence of sidelights, as well as the dipped front bumper; the roof is of the soft type, which confirms that solid roofs in Spanish Model 'Y's were not standard. The interior was trimmed in grey fabric, as were all the Spanish Model 'Y's. In the photograph the windscreen seems to be made with non-safety glass. Was this type of glass originally fitted to the Model 'Y'?"

[Luis; the excess straight short rad front bumpers at Dagenham, appear to have been used up by April 1934. Hence this

introduced in England before June 1934. Hence the crunched car would have been fairly new when it had its accident.]

### U.S.A.

George W. Pierce continues to show off his beautiful short rad Model 'Y' to his Californian car buffs. He sent an e-mail with his first transmitted photograph attached (see next page, we oldies are gradually picking up this new technology!). The photograph shows AMG at a car show on the 6<sup>th</sup> April. It is nice to see the Y&C Register badge on his smart badge bar. He tells me that he has now obtained a Union Jack, which will match the Stars and Stripes on his front bumper. We have seen photos of Rachel, his grand daughter, accompanying the car at shows over the years. She is quite a young lady now.

## UN COCHE DE TURISMO CHOCA CON UN AUTOBUS



En la carretera de Esplugas, cerca de Pedralbes, un coche de turismo chocó con un autobús de la Compañía General. El golpe fue tan violento que los ocupantes del primero de ambos vehículos resultaron con graves heridas. Dos de ellos perecieron a poco de ingresar en el hospital.

### Fatal accident.

Luis Cascante writes:- "My friend Tomás Flaquer sent me a photocopy of a news item which appeared in the February 13th 1935 issue of the Barcelona newspaper 'La Vanguardia'. The article is entitled 'A family car hits a bus.' The (Hispanic) English translation of the caption is as follows: 'On the Esplugas road, near Pedralbes, a family car impacted into a

export model was blessed with the correct one. Roofs were never 'solid' in production as Ford did not have sufficiently large presses to manufacture them. The solid roofs which appear on 'our' cars were welded in later in life on a DIY basis. Much of the interior trim and glass was locally manufactured in agreement with the Spanish Customs & Excise, who reduced the tariffs on the imported KD cars and increased the import quotas as a result. The combined head/side lights were not

See Luis Cascante's letter. Note that the impact broke the rim off the steering wheel.

Whilst in the U.S.A., I was saddened to receive a telephone call from Carlton Thisse, who is not at all well. He and Delores were being flown back to Michigan from their winter hide-away in Florida the following day. Carlton is one of our greatest supporters 'over the pond'. Since Delores' stroke three years ago, his health has steadily declined and they are both



having to move into a rest home. Our best wishes go to them.

*George W. Pierce with Rachel at the 6<sup>th</sup> April car show in Santa Maria, California. His 1933 short rad sports a Y&C Register badge on its badge bar.*

## Northern Sidelights

The discussion in issue 142 about 50 adjustable spoke Model 'Y' wheels sent my mind racing back to the very early 1960s when I am now certain that my father's vineyard green Model 'Y' had one such wheel. At least one wheel was different to the others in the sense that it looked denser than the rest, but was clearly of the same diameter etc. At the age of about 13 or 14, you are more likely to spot such things! At any rate, CNN 125 now has five identical standard wheels although, as Sam pointed out in the article, she did have the odd one in the late 80s.

I tuned into a documentary about the life of George Orwell a couple of weeks back. He was wounded whilst participating in the Spanish Civil War. The point is that film footage from the 1930s showed him being put into the rear seat of a Model 'Y' shortly after this event. It was only a brief shot, but the front of the car was very clearly discernible.

Enough of spotter's corner. One Sunday in May, I gate-crashed a Jowett "do" being held on the site of the former Jowett factory, not two stone's throws from where I am sitting. Now, the Ford Motor Company did little for Jowett when, in 1953, they effectively cut off the source of Jowett Javelin bodies by taking over the Briggs body plant in Doncaster for production of the 103E. For this reason, CNN was parked at a respectable distance away from the splendid assortment of Jowett's, including Steve Waldenberg's Javelin. As it happens, it was a most friendly gathering of like-minded souls with free coffee and biscuits provided by Messrs Morrison's supermarkets, the current owners of the site. During the late morning the Jowetts set off on their journey to Hawes, a run they do every year to commemorate the test runs done by the factory staff to assess the capabilities of new models in the thirties.

Both Kirkstall and Newby Hall are now on the horizon. There has been a great deal of interest shown in Newby, and it looks like there will be a record turnout, including an appearance by John Griffith's Bezzant, on trailer, which was written about in issue 142.

**Barry Diggle, Region16.**

## Australia

Chris Newman e-mails from the west coast:- "Have been reading Transverse Torque and your report on the Barossa Rally. Very good and pity we missed it. Was planning to come over in my '63 Kombi for the hell of it, but Pauline wanted me to do it in two weeks - so I baled on that one! Five days over, four days rallying and five days back - not my idea of a break. Instead of that she came with me on a work trip to Canberra and then we had a 'real' holiday in Sydney for 8 days and thoroughly enjoyed it. If she has retired by the time the Tassie trip is on, we might make it. In some ways it was better for me that I wasn't there - it would've been embarrassing explaining my lack of progress on my 'Y'! However I did pick up my bumpers at last from the chromers yesterday! I have a 7W bumper for the front and a short rad model straight one for the rear. Not quite kosher but spare long rad 'Y' bumpers are impossible to find here and the cost of bringing one over from UK is out of the question. Still it's a long time before I need them and sometimes these things pop out of the woodwork.

I think I know why there is no clock in the Aussie 'C's - Ford heard that Australia is often referred to as 'the timeless land', either that or they forgot to put the holes in the packing case with all the other bits. From experience, those clocks in motor cars were only accurate once every 12 hrs anyway and who wants to know how much longer it takes to travel all those huge distances in Oz. — I think I need another holiday the brain is in freewheel!

## New Zealand

Yet another barn find. Thanks to Ron Day in New Zealand (who reports through Bill Ballard in Australia!), we have discovered another Model 'CX' on the North Island. It is a black Fordor and owned by Jim Webb, who wants to sell it and is asking NZ\$2,000 for it. It was driven into his shed (or should we say glasshouse!) about 6 – 8 years ago and has remained there ever since. It has the now lapsed registration ND 3299, but that is all the detail we have on the car at present.



*A rather tired old lady sits in a shed on the North Island of New Zealand waiting a buyer.*

# Members' cars

On the face of it, there is nothing out of the ordinary about this car. It is a bog-standard 1936 Model 'Y'. One of thousands built when the Model 'Y' was at its most popular. Admittedly, it has four doors, which makes it that little bit special. But that is not the reason it has been selected for this issue's Member's Car. The car in question belongs to Brian and Yvonne Mace (remember the 'Life of Brian' article in issue 141) and has done for 23 years. Its registration, VG 9361, prompts Brian to refer to it as 'Very Good', which is what it has been to him and Yvonne over the years.



*Just an ordinary Model 'Y'. 'VG' lined up with others in Ballinascarthy, Ireland, on Convoy 2002 last year.*

*'VG' at the head of the club group outside Tyne Cott military cemetery near Ypres, northern France, 1998.*



Based in Norwich, the car appears at most of the East Anglia meetings throughout the season. With one notable exception, Brian and Yvonne have been on all the major Y&C Register rallies. That exception was Convoy 2000. Just before the rally, Brian fell off a ladder and, try as he might, he was unable to drive any distance and had to withdraw from the rally. However, not to be outdone, two months after we had returned, Brian and Yvonne set out with one of our marked maps and drove the route without back-up support. Not only that but, whereas the furthest north we managed was Inverness, Brian and Yvonne went on up to John O'Groats.

As time and miles have gone by, the car has improved in appearance and reliability. It is a testament to those of you who are worried about driving your cars further than the next town.

How did Brian come by 'Very good'? In *Transverse Torque*, Issue 24 (1983) he explains:-

"It all happened one sunny day in September, 1980. Up until that day, I had been quite content with life, just a very average living man with a degree of intelligence, which little did I know, was to be a very debatable subject later on.

At the other end of the avenue where I live, there was a small-holding with an old barn built of red Norfolk bricks. I had heard that this land was to be

sold for building purposes. I never paid much attention, as it was the other side of the road and would not affect me.

A few weeks later, a Mr. Fisher asked if my son would give him a hand to knock down the barn. Quite willingly he went and spent quite a few days earning a bit of pocket money. One day, my wife asked just to fetch my son home for his meal. I wandered over the site and it happened. I had met my Waterloo. There it stood, the 'Y' model I was later to own. It was definitely love at first sight.

Oh what a state it was in. The roof had completely collapsed inwards. The floor

was rotten. There were rats' nests in the upholstery and chicken eggs on the remains of the back seat. The whole car was covered in red rust. All the tyres were flat and broken glass was everywhere. The engine was completely in pieces. I did not care. I was wearing my rose coloured glasses and I just saw something beautiful in front of me.

I asked Mr. Fisher if the car was for sale. He said he did not know if he really wanted to sell it, but would give me first refusal if he ever changed his mind. For nights I could not sleep. I wanted that car and it was all I could think of.

Two months later Mr. Fisher came to my house and said 'Yes', he would sell it to me. I think that was the night my sanity went out of the window.

A friend of mine said I should build a large shed to put it in. He gave me a hand and, together, we built what is now called the 'Y' House. After one year and nine months, I still spend all of my spare time in the 'Y' House. I find I have not much else to talk to people about. As you all know, we cannot help it.

I know I have a lot of hills to climb and quite a few bridges to cross but, when my wife brings me a cup of tea in the 'Y' House, I just dream of the day we will be cracking the champagne bottle as I back the Fordor down my drive."

So, those of you with that restoration project still sitting in your 'Y' House, get cracking and put that champagne bottle in a safe place. You will sure to have as much pleasure as Brian and Yvonne once the project is completed.

## Sam Roberts.

*Yvonne Mace sitting comfortably on a club touring rally. A cruel caption would be 'Bag and baggage', but I'm not like that!*



# Members correspondence

(including correspondence missed out in the last issue)

## A Scottish Laird with a Model 'Y' and a 'C'

I was intrigued to read that Sheila Laird, one of our few lady members, had bought Jim Collins' October 1934 Tudor Model 'Y' (Y83668), which was advertised in Issue 139 of the magazine. Sheila already had a Model 'C', so I was interested to know of her fascination in our cars and telephoned her in Castle Douglas, in Kirkcudbrightshire (at the bottom left hand end of Scotland). Apparently, she and her husband, Tom, have had a love for motor-sports 'since they were young' and have always owned Fords; except, that is, for a spell when their participation in the sport required them to have a Mini Cooper. She bought the June 1935 Model 'C' Fordor (C18631) in an unrestored state and, unfortunately, has waited far too long for it to be restored. As time is marching on, it was decided that she should 'put her head above the parapet' and buy a roadworthy Ford with bags of nostalgia. What better than a Model 'Y'.

She is now all set to enjoy her motoring this summer when, as she puts it, she will be able to hold up all the tourists as they pour north over the border! Hopefully, having run herself in this year, she will venture south in 2004 and join us on the tour of Wales on Convoy 2004. She and Tom will be very welcome.

## Old news

The mind boggles at what David Gustard was doing under the carpet in his friend's house. He sent in a couple of newspaper cuttings with the following story:- "I thought you might like to have the enclosure for the archive. Many years ago I found a large number of early 1930s newspapers under some carpets at a friend's house. I think there were around 20 complete newspapers in all." One of the extracts is shown in this issue of the magazine.

"The caption reads:- "Peace and quietness – An impression of the old Herefordshire town of Ledbury taken through the pillars of its picturesque market house."

This Daily Herald photograph, in the Saturday, July 29 1933 issue, shows a short rad VJ 4773 with a short rad Fordor parked behind it."

## 100 years of motoring

Before he died, Geoff Murrell added another book to the Register library, titled 'Motor Mania. A Hundred Years of Motoring' by Richard Sutton (ISBN 1 85585 270 5 [paperback] and 270 8 [hardback]). Published, as one would expect, in 1996, it is a superbly illustrated and comprehensive summary of the first hundred years. In it, there is a lovely photograph of a Model 'CX' about to fill up alongside four heavily sandbagged petrol pumps, (see next page) obviously during the war in London (car registered CYX 914 – London, August 1936). Derek Micklewright also sent me a copy of the same photograph. The publisher appears to have gone into liquidation.

## Cream Model 'Y'

One of the cream Model 'Y's from the 1934 Blackpool Dealers' Convention, written up in issue 141, appeared for sale in a black disguise at the Ford Day at Gaydon a couple of years ago. Fortunately Bob Wilkinson and I recognised what it was and was able to add to the interest of the vehicle for the potential buyer.

That buyer, Ian MacDonald, lives in Stornoway on the Isle of Lewis, as also does Roddy Murray, whose car we featured under 'Members' Cars' in the last issue. In a recent letter, Roddy reports:- "I have also been to look at the September 1934 Model 'Y' belonging to Ian MacDonald, who lives about a mile from me. Ian is going to keep the original colours of this car (cream body and wings, with vermilion radiator grille and wheels.) As the car is now stripped down, you can see the cream paint is everywhere inside the body shell; on the floorpan, under the dashboard, etc. There is also some trace left of the red on the radiator grille and wheels. Ian has put a lot of effort into his Model 'Y' so far and is very enthusiastic about it and is enjoying being a member of the Y&C Register."

## A.G.M. feedback

Colin Rowe, who is preparing an article for the magazine on life with his previous Model 'Y' in the 1960s, writes:- "My present vehicle successfully completed the 'round trip' to Willoughby last Sunday, to what for me was a truly enjoyable day. Some problems with the dynamo did develop on the return journey, which I have been discussing with Geoff Dee." Colin has recently bought the ex- John Jennings 1936 Tudor Model 'Y' – DVT 788, which was advertised in the magazine.

## '20 years ago' feedback

Bob Wilkinson, who is old enough to remember these things, comments on the Model 'Y' owned by Mr. Brookes mentioned in the '20 years ago' article in Issue 142:- "the owner at that time was a lovely gentleman called Joe Brookes from Melbourne in Derbyshire. His car, registered FW 6843, was sold to a retired doctor in the mid-1980s and appeared at Stanford Hall club shows around that time. Sadly the good doctor (whose name I do not recall) died and his 'Y' Model was bought by member Liam Tomlinson in Birmingham. Perhaps Liam will remind us of the doctor's name .... and Liam, why don't you also tell us the chassis number too since it is in the Surviving Vehicle List under the group with no details supplied!?"

## Chance meetings

Two chance meetings have

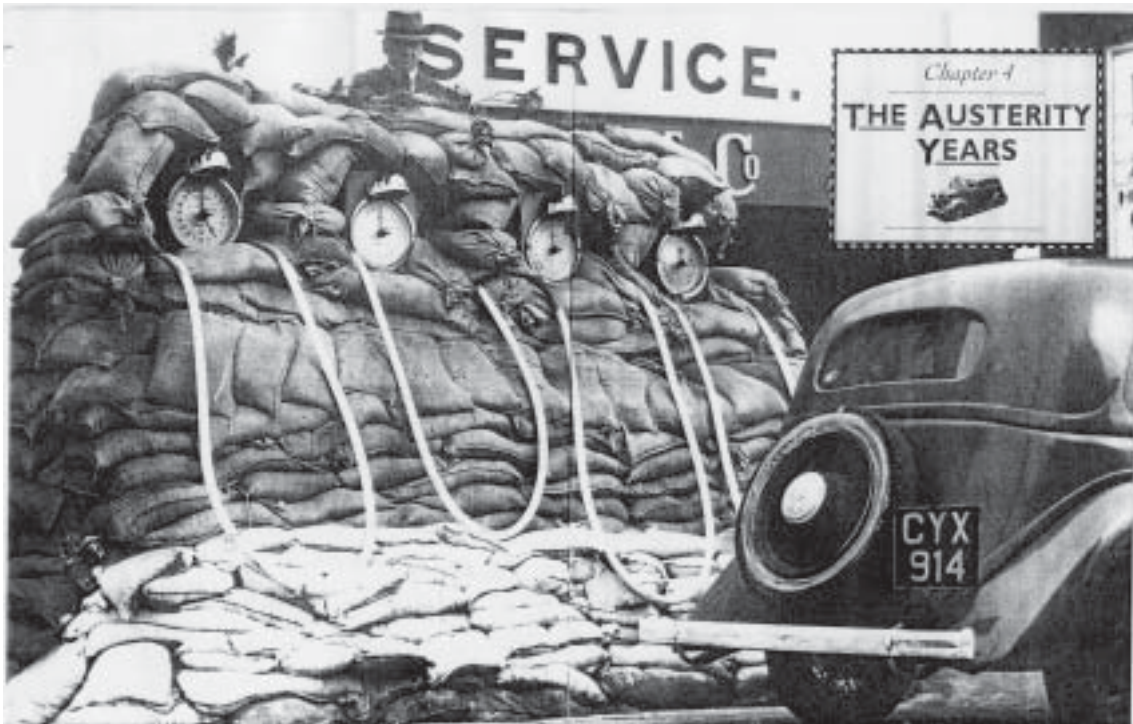




The body shell of Ian MacDonald's September 1934 cream Model 'Y' revealing the cream underpaint on the floorpan and externally, as the black is rubbed off."

## Y Hot Rod? (and Ford Monopoly)

Having cried over the loss of so many Model 'Y's to stock-car racing in the '60s in the last issue, Malcolm Grace reminds us of that other phenomenon which robs us of our cars – customising. He e-mails:- "Hello Sam, long time, no talk. Just thought you may like to have a look at very sorry looking body shell I saw the other day by sheer luck. I was coming out of Eastbourne, trying to by-pass the main road, turned down a side road and came across the Model 'Y' on this trailer. It's got some very large engine in it, so somebody must love it.



Incidentally, with all the talk about Ford's 100th Anniversary this year, have a look at [www.boardgames.com](http://www.boardgames.com) as they have a Ford 100th Anniversary Collector's Edition Monopoly game for sale. Now that is 'one-up-manship' if you bought one. Could be OK for Christmas. Best Wishes and many thanks for a great read."

A Model 'CX' (note two grooves in rear bumper) prepares to fill up during the London blitz.

Malcolm Grace's sitting in Eastbourne. Not a pretty sight!

been reported. The first was between our printer, Steve Waldenberg and Barry Diggle, of 'Northern Sidelights' fame. Steve reports that Barry, in my ex-Tudor Model 'Y', CNN, came to see the Jowett Car Club off from the Morrison's car park in Idle on their annual Phill Green test run. Barry's father was a long term employee with Jowett, which was based in Idle. The second chance encounter happened on the island of Jersey. Julian Janicki was there on holiday over Easter and bumped into my old friend, Paul Clubb with 'Florie', his beautiful Tudor, they were about to depart on the round the island Easter Bonnet Run, with the ladies all suitably attired.



My old car, now Barry Diggle's, sees Steve Waldenberg's Jowett off on its run in Idle, Yorkshire.

Paul Clubb, on the right, and 'Florie', his Jersey registered Tudor about to depart on the Easter bonnet Run.

## My, oh M1

Kevin MacManus, from Longford in Eire, writes:- "I'm enclosing a photograph of the M1 motorway taken in 1962 by my brother near Luton. There is a Model 'Y' in the slow lane. I spent eleven years in Luton (1959 – 1970) working on the Trim Shop assembly line. My three brothers also worked at Vauxhall's. As I'm sending this letter to you, I am sending a draft for £25 sterling to Adrian Chapman for 2003-2004."

Thanks for the photo Kevin. I hope our readers follow your example and pay their subscriptions promptly.

*A long rad Tudor Model 'Y' trundles down the inside lane of the M1 near Luton in 1962. Note the absence of traffic, lorries, lighting and central barriers. Those were the days!*

## That's my boy!

John Armstrong let slip this photograph of him at the wheel of his grandfather and father's Model 'Y'. On further questioning he says:- "Sturdy little chap wasn't !! I have grown a bit since then, but I love the look of concentration and the tight grip I have on the wheel - oh well, some things just don't change. I would think the picture was taken in the summer of 1949, as I don't look much more than a year old. It would have been somewhere in Devon as my grandparents lived down there at that time. Incidentally, I think that was only about the third time I had stood up unaided (if you discount the use of the steering wheel)."

*John Armstrong enjoying a Model 'Y' at a very early age.*

## Top car award

Jack Clarke writes from Waltham Abbey:- "It was lovely to see you at the Enfield Pageant and I'm sorry I missed you at your departure, but in my efforts to stop Shirley from falling asleep, we went and sat around the arena to watch steam rollers going around, which she found very boring.

Regarding old ENO, she won the best pre-war car at the show award. So, did we get a cup, a blank cheque, a holiday for two abroad, 4 nights in a top Paris hotel? No. What we got was, wait for it, a book called "The Ford in Britain File" signed by the author, Eric Dymock. In a hundred years time it will be a collector's item.

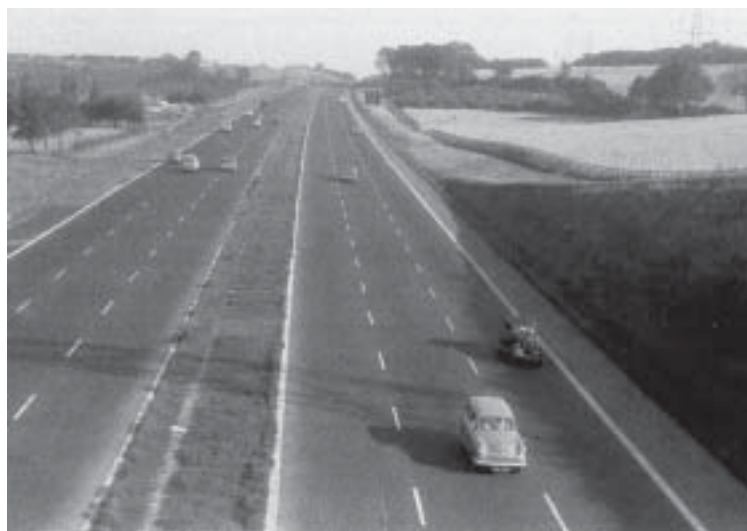
However, we had our photos taken, which will be in Classic Motor Mart on 28<sup>th</sup> June 2003, with a report on the show."

Well done Jack. It's good to know that you are keeping the old girl in good order – even though she falls asleep on you! – Sam.

## Kent/Sussex report.

John Keenan e-mails:- "We have got off to a slow start to the show season here in Kent and Sussex. Chris and Owen Baldock joined Mary and I on the FSOC week's holiday in Dorset. There were a dozen assorted side valves present and a good time was had by all. Next year the event will be held in Hastings. They are very reasonable priced events conducted at a slow pace.

A Y&C Register stand be available at Ardingly on the 12<sup>th</sup> and 13<sup>th</sup> July. This is held at the South of England Showground, Haywards Heath, Sussex and the show content and facilities are first rate. Too late to book a car in but all visitors are most welcome at the club hospitality tent. Where you can sample Mary's home made Cornish Pasties, rest a while and enjoy a glass of wine or two."



## News of new members

In this Issue we are pleased to welcome six new Members, five from the U.K. and one from the U.S.A.

Stephen Bond B0501 Maidstone, Kent.  
Giovanni D'Alessio D1501 Rotherham, South Yorkshire.  
Bernard ("B.T.") Kelly O-K101 Tennessee, U.S.A.  
Mike Malyon M1401 Conwy, North Wales.  
Marven Starbuck S0501 Sevenoaks, Kent.  
David Vinnicombe V1301 Ipswich, Suffolk.

Our first new Member is Steve Bond from Kent.



Steve joins us with APU 149, a 1933 short rad Tudor Model 'Y' which was once owned by ex member David Chilton. It is now under restoration and has the electrics and trim left to complete.

Next we welcome Giovanni D'Alessio from South Yorkshire, who joins us having bought at auction ex Member, the late Bryan Dixon's blue and black 1937 Fordor Model 'Y' GML 146, which is in on-road condition.

From Yorkshire we cross the Atlantic to the U.S.A. to welcome Bernard Kelly. 'B.T.', as he prefers to be known, joins us with a 1934 long rad 2 door 'Y' saloon, which was imported to the U.S.A. from New Zealand in March this year. The car has had two previous owners and B.T. says she's on the road and runs great. He may soon give her a respray due to some cracking and chipping.

Next we go to North Wales to welcome Mike Malyon. Mike celebrated his 60<sup>th</sup> birthday recently and was presented with a very special gift from his daughter, Sharon. It was a 1937 black and red Tudor Model 'Y', CNY 360 (must have been a heck of a job wrapping it up).

We go back to Kent to welcome ex-member Marven Starbuck, who re-joins us with AYX 506, a 1934 long rad Fordor Model 'Y', which he tells us was last on the road in 1960 and is now undergoing a full body-off restoration. He has completed the rolling chassis and now has the body and trim to finish.

Finally, we go to Suffolk to welcome David Vinnicombe, who is currently restoring BDG 520, a 1936 long rad Fordor Model 'Y', which he says has been stored under wraps for many years. David also owns three other classics, a 1984 2.8 Capri, a 1951 V8 Pilot and a 1951 Austin A40 Somerset, (sounds like a heck of a lot of polishing to me).

Welcome one and all, we look forward to meeting you and your cars in the near future.

*The late Bryan Dixon's stable of cars prior to auction. The auctioneer, Mr. Beighton, said: "The star of the day was the Ford Model 'Y', which has appeared in 'All Creatures Great and Small'.*

## Subs Reminder

**Membership renewals were due on 1<sup>st</sup> June. We are now in July and there are still some Members who have not yet paid their Subscriptions, please send your payments in A.S.A.P. to avoid having your Membership lapsed. To remind you, the annual subscription for those living in the U.K. and Ireland is £25.00 and £30.00 for the remainder.**

**Adrian Chapman,  
Membership Officer.**

## Ford Centenary celebrations in Dearborn, U.S.A. 12 –16 June 2003.

In Issue 141, the Ford press release announced that "The major centennial celebration will be centred on Ford World Headquarters in Dearborn, Michigan. On a 152 acre site over the weekend of June 12–16, Ford will host an exposition dedicated to the Ford centenary. 'THE ROAD IS OURS 100<sup>th</sup> Anniversary Celebration' will feature historic Ford and Ford group vehicles from around the world, as well as present models and concept vehicles from all of Ford's brands. In addition, the event will feature interactive displays, live entertainment and many other great attractions. It is anticipated that over 100,000 Ford employees, retirees and Ford enthusiasts will gather for this unique occasion."

Unfortunately, the weather was in no mood for celebration. We read in the U.K. newspapers that the live concert by 'Earth, Wind and Fire' was cancelled. However, as Mark Turner, the owner of the other roadworthy Model 'Y' Kerry sports tourer and our member in the big Headquarters, reports:-

"As you can see from the attached picture, Henry not only made the show but was front and center!! Although the show got off to a very wet start (reminded me of the All Ford Rallies in England), we had a great time. By the time I arrived at the 100th year celebration, it looked like Henry and I went scuba diving! I have never seen so much rain in such a short amount of time. It rained so hard that Ford discouraged people from bringing their cars on the Thursday. I decided to leave Henry at work until Friday and then try again. On Friday morning, Henry refused to start. Instead he turned into a "shooting gallery" (backfired in short succession). It seems that the rain deposited itself on the spark plug wires and the electrons found it easier to jump from the coil wire to the number one plug instead of going through the distributor! Fortunately I diagnosed it quickly and it was easy to remedy. From that point on, the experience was nothing short of spectacular! Approximately 3000 classic cars were on display from 1903 to present. I met Hayden Shepley, who owns a 'CX' tourer, which he had brought to the show from Pennsylvania. I also met Jem Bowkett who said that he owned a short rad Kerry in the 70s. In addition to the main event, Ford offered a chance to use the test track, so my son, Tommy, and I trailered the almost finished AC Cobra to the track and gave it its first test drive on the oval track. What a beginning!"

Michael MacSems, the Editor/Manager of the North American English and European Ford Registry, crossed the continent from Olympia in Washington State to be there. He reports:-

"I'm just back from Dearborn (via Toronto). MarkTurner's Model 'Y' Kerry was there as well as Hayden Shepley and his Model 'CX' Tourer. That may not sound like much, but that was actually a good showing compared to many other European Ford models."

It is good to know that our cars were represented at the celebrations. Regrettably, although Nigel Stennett-Cox and Tony Etheridge were making noises about attending, there was none of our UK based members present.

*Mark Turner's 1934 Model 'Y' Kerry sports tourer, 'Henry', at the Dearborn Ford centenary celebrations. The Ford World Headquarters building on Michigan Avenue makes a suitable backdrop.*



# Henry Ford Day, Gaydon

– 11 May 2003

Billed as one of the major events of the year to celebrate the centenary of the Ford Motor Company, this proved to be rather disappointing. After a promising start with introductory speeches from Julie Tew, the Managing Director of the Heritage Centre, and Tom Malcolm, the Manager, Heritage Programmes at the Ford Motor Company, the day went rather dead. There was little organised activity, other than a low-key judging competition to select the six cars considered to be the best of the show. I had expected, at least, for there to be a parade of each of the Ford models through the century, with commentary. On the positive side, Ron Staughton had been pressed into service and was displaying some 14 cars from the Ford heritage collection, including the Company's 1937 Model 'Y', DOA 244, which has a new headlining but, according to Ron, is in need of a mechanical overhaul. With the Ford finances in a parlous state, the chance of this happening in the near future is minimal.

It was a pleasure to meet Tom Malcolm, having corresponded with him by e-mail. In his introductory talk, he quoted the statement credited to Dr. Ulrich Betz, chairman of Aston Martin Lagonda: "History without a future is just history. History with a future is heritage." This very much reflects how Tom, and hence the Ford Motor Company, sees 'heritage'. I'm not sure where that leaves the old Ford car clubs. Are we just history, or are we contributing to heritage?



*The rather disappointing turnout of only seven cars at the Henry Ford Day at Gaydon.*

Julie Tew updated us on the plans for Gaydon. The present BMC/British Leyland collection is being thinned out and much of it is being auctioned off by Bonham's later this year. The plan is then to expand the range of exhibits to cover all British makes, which will, I'm sure, include the Trafford Park and Dagenham Fords.

There were hundreds of Fords present at the show. Our little band of seven cars (a rather disappointing turnout) was lined up behind ten GT40 replicas and in front of a similar number of Mustangs. As you can gather, not much thought had been given by the organisers to the layout of the club stands. Our group consisted of John Keenan's Model 'C', my Model 'Y' Kerry sports tourer and the Tudor Model 'Y's of Geoff Dee, Colin Rowe, Robert Clubb, Ron Kendall and Bruce Allan. It was refreshing to see Colin Rowe in period dress and even more delightful to see Robert Clubb's recently restored Model 'Y' in its new maroon and black livery, exceptionally well painted by Robert himself. The Clubbs had driven up from Suffolk the day before on the car's first major run out. Hopefully, that has given them the confidence to drive the car as it was intended and that we shall see them in Wales next year. There was no doubt in everyone's mind that Robert deserved the 2003 award for the best home restoration and

Bob Wilkinson took great delight in presenting the Eric Buffon trophy to Robert in front of the assembled members.

It was a pleasure to meet up with a number of members who, for one reason or another, were unable to bring their cars. Bob Wilkinson, Peter Ketchell, Chris Jarvis, Brian and Roger Gurney, John Griffiths and Terry Mortiboy spring to mind. As the day went rather dead after lunch and the autojumble had nothing for pre-1960 cars, most of us called it a day at about 3 p.m. and headed for home. I and my 'navigator', Ben, took the scenic route, avoiding the motorway and the A34 (apart from the Oxford ring road), heading down through Banbury, Kidlington, Wantage and Newbury to Andover. A leg-stretch and a puff on my pipe on top of the Ridgeway above Wantage gave us a splendid view north and of the black, rain-spewing clouds, scudding along the Thames valley and under which we would have been had we stayed any longer at Gaydon!

**Sam Roberts.**



## The Enfield Pageant

Enfield was different this year. Being the centenary of the Ford Motor Company, a special display of Ford cars through the years was exhibited in the main tent and other selected Fords asked to show themselves in the area in front of the tent. This depleted somewhat the cars on show on the Y&C Register stand, as a number of our cars were considered to be show material.

In the tent, on display over the weekend were; Peter Richardson's beautiful October 1933 Fordor Deluxe Model 'Y', Graham Miles' short rad van and his short rad tourer with the Knibbs Parkyn style body, and Jim Miles' superb cream and blue alligator bonnet Ford Eifel. Others on display were Nigel Stennett-Cox' Model A and one of the six replica 1913 Model Ts built at Dearborn to celebrate the centenary; this one being donated to Ford Motor Company Ltd.

Many of our cars were on show outside the tent over the weekend. On the Monday, when I attended, there were my Model 'Y' Kerry sports tourer, John Argent's 1935 Tudor and Jack Clarke's beautiful 1937 Tudor Model 'Y's. I am delighted to report that Jack's Model 'Y', 'ENO', won the award for the best pre-war car at the show (see 'Members' Correspondence' and back cover of the last issue).

On the Register stand, holding the fort in splendid isolation, was the December 1934 Fordor Model 'Y' of Des and son, Ron, Stephens. Others who made an appearance over the weekend were the Dutch contingent of Rob and Ans Bolland, with Wim Hofstede and his son (complete with Ford clogs!), Brian and Yvonne Mace, Kevin Briggingshaw, Julian Janicki, Tim Brandon, Neil Bray and Chris Cheeseman. Jim Miles apologises if he has left out any names.



Jim Miles' Eifel and Graham Miles' tourer and van in the display tent at Enfield."

A very smug Peter Richardson, having found a genuine Model 'Y' wireless 'in working order'. The dial (55 – 155 Kilocycles) and tuning panel fit into the glove compartment aperture, the glove box having been removed. Hanging down below the glove compartment, at 45 degrees, is the speaker with its Ford logo and the workings."

### Hens' teeth.

For years, I have been looking for a Model 'Y' radio (or 'wireless' in 1930s parlance). Not that I particularly want one, but I wanted to satisfy my curiosity. I have asked my wireless anorak friends to look out for one, but none has appeared. Lo and behold, in the Enfield autojumble, Peter Richardson spotted one. Full marks to him for recognising it, especially as the stall holder said it was from a large Ford. Seeing the size of it, one can understand his claim. It is almost complete and is



supposedly in working order, although the two Bakelite? tuning knobs are missing from the front panel (which fits into the glove compartment hole in the dashboard). Although I described the Lissen wireless in Issue 128 of Transverse Torque, at that time I only had illustrations of the Model 'C' / 'CX' wireless, with its art deco speaker. Since then Luis Cascante has sent me an advertisement from 'Revista Ford' (the Spanish equivalent of 'The Ford Times'), dated February 1934, which illustrates the much plainer Model 'Y' wireless control panel. My curiosity is now satisfied and I will find some other 'hens' teeth' to discover. Hopefully Peter Richardson, aided by Julian Janicki, will restore the set and we will see and hear it in a Model 'Y' some day.



Bob Wilkinson at Gaydon, presents the Eric Bufton Award for best home restoration (CFJ 566) to Robert Clubb. The good and no doubt long-suffering Melonie looks on.

**Sam Roberts.**

Part of an advert for the Model 'Y' wireless as published in a 1934 edition of 'Revista Ford', showing the panel only. Note the same range of frequencies on the dial, but arranged anti-clockwise (155 – 55 Kilocycles). Perhaps this has some ergonomic explanation to cater for Left Hand Drive vehicles. No doubt the tuning knobs are transposed also.



## Visit to Geelong **Sam Roberts.**

On the Wednesday after the Australian National Rally, I asked Bill Ballard to drive me to Geelong, about 30 miles to the south-west of Melbourne. After all the articles and documents that I had read when researching my book on the Model 'Y', I could not be so close and not visit the Ford headquarters responsible for some of the nicest Models 'Y' and 'C' / 'CX' bodies anywhere. Thankfully, Bill agreed and we arrived, just before lunch, at the art deco building, which housed the Ford headquarters in the 1930s. Geelong is a port and a seaside resort, so we had an enjoyable lunch on the pier before parking up outside the Ford Discovery Centre in the town. In the Discovery Centre is the replica 1934 V8 Model 40 ute, which was designed by Lew Bandt, the brilliant 22 years old designer, who was asked to design a car which could take the farmer's wife to church on Sunday and the pigs to market on Monday. He came up with the hard-topped coupe utility (ute). It was Lew Bandt who designed all the Australian special bodies up to his retirement in 1960.

*Photos right, top:*  
Bill Ballard outside the Ford Discovery Centre in Geelong.

*Lower photo:*

*[The art deco Ford headquarters building on the outskirts of Geelong. The plant stretches back to the dockside.*

We were lucky on two counts that day. Firstly, the Centre was open (it closes on a Tuesday) and, secondly, it was the one day of the week when Adrian Ryan, the consultant archivist was present. I was particularly keen to meet him as it was he who had given me all the production and sales figures for the Ford Australian chapter in my book. On that point, Bill has recently discovered the only known surviving Model 'Y' well sided roadster ute, which has a body number 19 LD24 (LD = Light Delivery), inferring that at least 24 were made. Adrian Ryan's figures, as recorded in the table on page 181 of the book, gave a total of only ten utes having been made. I challenged him with the photograph of the ute and he responded by inviting us down to the 'holy of holies' in the cellar – the archive library. Here he produced the production records for the years 1933 to 1935 and left me to sift through them. I can report that all the production figures, which he gave me, are wrong. This is particularly galling as I did make a point of trying to authenticate all statements and figures included in the book.

Whilst I was sifting, Bill and Adrian were looking through photographs, documents and sales brochures. Two new brochures came to light, each adding previously unknown information to the history. The first brochure was titled 'Ford Industrial Units' and was dated 1935. It included and illustrated the Model 'C' well sided ute, which interestingly is coded Model 304. This is a new coding system to Bill and me, so Bill will be looking into that one. This brochure also featured the Model 'C' van, which was peculiar to Australia. The second brochure, which was undated, was for 'The English De Luxe Ford' and gave the specifications for the Geelong bodied Model 'CX' sedan (saloon), (all were Fordors), the coupe and the roadster. It confirmed that, unlike the English 'CX', none had direction indicators or a clock on the dash and sported electric windscreen wipers, rather than the vacuum type.

Bill also was shown copies of the original blueprints for the Australian bodied Model 'Y' van, roadster and phaeton, all signed by Lew Bandt and dated 6 October 1933.

The Geelong van differed from the Dagenham one in that it had only one single door at the rear and carried its spare wheel inside, above and forward of the near side wheel arch. As with the English one, there was no passenger seat. Unfortunately none has survived and we have no contemporary photographs, so this blueprint is all that we have as a reference.

The roadster blueprint shows the boot lid ('deck door') with hinges at either the top (the 'business-



man's roadster'), or at the bottom to accommodate a dickey seat.

The phaeton is a four seat, four door open tourer. To carry both front and rear doors on the B pillar, it is reinforced with extra bracing on the sill and the front seat back panel. As is recorded elsewhere in this issue, the first known surviving phaeton has come to light in Jamestown, South Australia, so we hope to have some photographs shortly. I hope to have an article on the Model 'Y' Phaeton in the next issue.

I'm delighted to say that Bill was able to obtain photocopies of the brochures, blueprints and the photographs, which have been added to the Y&C Register archives. When time permits, I shall rewrite the table of production figures for each of the different bodies. All in all, we had a very enjoyable and successful day.

My thanks to Bill for making it possible.

## Doctor Ford continues his thoughts on the Rear Axle

In issue 140 I considered a variety of Crown Wheel and Pinion designs. Having shown that 'there is more than one way of killing a cat', I will abandon all the other designs and concentrate solely on the Spiral Bevel as used in the 'Y' and 'C' models and take you a little into the mind of the designer and his problems. I will also consider the rather mysterious subject of 'Preloading'.

Now of course all the axle components need to be mounted, and mounted in a very precise manner. So it is time to introduce another item from our 'jumble sale of bits', the *axle casing*. Its function is rather obvious, i.e. to mount all the components that make up the axle assembly, keep the oil in and the rain out, and then mount the whole assembly in the rear of the car.

Perhaps not so obvious are aspects of its design. Consider now the mounting of the pinion assembly in that casing. Just how critical this is cannot be over emphasised, especially so if long component life and quiet running is to be expected. Part one, issue 140, fig 21 illustrates the mounting of a pinion shaft of a Hypoid Spiral assembly, using a pair of tapered bearings, which was, and still is the method used by Ford. The advantage of using tapered bearings is that they are adjustable, allowing the bearing load to be preset. Which is known as '*preloading*'. (Some early axle designs used a double roller race in conjunction with a single tapered bearing to afford adjustment. The advantage being that a more robust bearing could more easily be positioned at the pinion end where the load is greatest.)

Placing myself in the seat of the design engineer, I would like to consider just a few facts applicable to pinion design: -

- The pinion should not lift or depress more than 0.003in.
- The pinion should not move axially more than 0.003in.
- The crown wheel should not move from the pinion at the meshing point more than 0.010in.

All very restrictive, especially so when one remembers that the limitations must include deflection of the shaft, housing and bearings; for

no matter how robust the design, deflection will always be present. However the assembly of the bearings can to a great extent eliminate 'lift' and 'shake' if *preloaded*, which will contribute to the assembly's rigidity.

The designer will also need to consider the maximum brake horse power and the maximum gross weight of the vehicle. Calculations will need to consider the vehicle's use in top gear as well as first gear, when maximum engine torque can more easily be developed. Having made these calculations he will need to bear in mind that the lowest gear is reverse. In extreme conditions it was and, by necessity, still is practice to reverse up steep hills, thus loading the assembly from a different direction of rotation with consequent changes in force. Ascending hills introduces an unknown factor, that of overcoming gravity, which has the effect of increasing the gross weight. Perhaps you now realise just why an empty axle casing is so heavy, due entirely to the amount of material used in its construction.

I now want to make an attempt to take you through preloading and why it is necessary. Firstly, all bearings when new will need to be bedded in, which will only come with use. This bedding in will in effect 'wear off' high spots and thus causes the assembly to slacken. Secondly, when loaded, the characteristics of a pair of bearings will change with deflection. Fig 26 shows a typical pinion assembly.

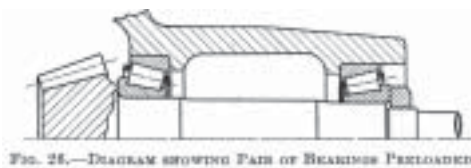


FIG. 26.—DIAGRAM SHOWING PAIR OF BEARINGS PRELOADED

Now, for the case of argument, replace the rollers with heavy springs, as in fig 27.

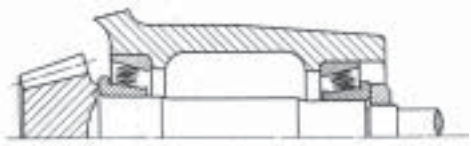


FIG. 27.—DIAGRAM SHOWING STIFF SPRING ANALOGY

In principle, from a static point of view, nothing has changed. All the components remain positioned as in fig 26. Now consider illustration fig 28, where the pin is free to pass through the central bulkhead.

The free length of each spring is 1.1" and a rate of 1,000 lb. per inch of deflection. When compressed or *preloaded* down to 1", then the force exerted on the bulkhead and the washers is 100 lbs each.

Now compress the left spring down to a length of 0.9". This will allow the right spring to extend to its natural length of 1.1". This

imbalanced pressure removes all preloading from the system. The left spring will exert a force of 200lbs on the bulkhead and its washer, while the right spring exerts no force at all and extends to its natural length and becomes free on its shaft. It follows therefore that a force of 200lbs. must be maintained for equilibrium of the assembly, which is now reduced down by 2". In simple terms, the rate has to be doubled.

Obviously the roller bearings aren't springs, and so don't compress. As stated previously, no matter how careful the manufacturer has been when grinding the rollers and the cups, they will settle with use, and the assemblies will flex when loaded, if only by an immeasurable amount. Hence vehicle manufacturers quote two figures, one when preloading new bearings and another for used. This loading is achieved by careful and precise adjustment to the two locking nuts located forward of the two bearings. In later issues I will return to the setting up of the components used in our axle design.

The principle of preloading remains the same for the differential mounting in the casing, which carries the crown wheel assembly. In our design the carrier is placed between the two halves of the rear axle casing, making accurate preloading of the differential bearings very difficult to achieve. Equally no allowance was made for the depth adjustment of the pinion, which other manufacturers did, and still do. Ford relied heavily on the accuracy of their machining tolerances. To be fair with the Ford Motor Co. our axles, although simple in design, have performed well over the years, as our cars bear testimony to.

### The good doctor.

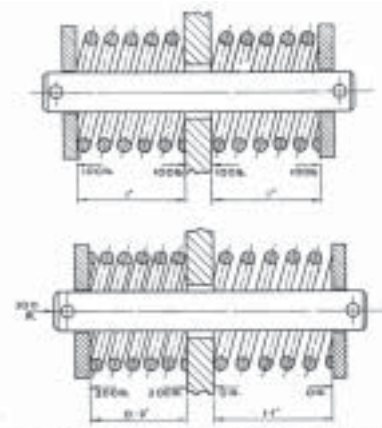


FIG. 28.—DIAGRAM ILLUSTRATING PRINCIPLE UNDERLYING PRELOADING OF BALL AND ROLLER BEARINGS

