

# TRANSVERSE TORQUE



**January - February 2007 Issue No. 164**



*One of the Model 'Y' 'prototypes' at the rear of the Edison Institute, as it was then called, which is close to the Ford Engineering Laboratory in Dearborn, Michigan. This photograph was taken almost exactly 75 years ago, presumably, on about the 6<sup>th</sup> January 1932, before the cars were transported to the River Rouge plant to be prepared for shipment to Europe*

**The magazine of the Ford Y & C Model Register**

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

Rear Cover: Dave Minnett in the sheepskin gloves on the right and friend, Terence Donovan, in the process of towing DLP 449 from Sutton to Wallington in Surrey in 1975 – see Members' Cars article in this issue.

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# Editorial

I received a healthy amount of feedback from the last issue. A particular source of comment was the postcard photograph of Market Jew Street in Penzance on page 24. In the caption, I stated that I thought the van was a Hillman with a 1950 London registration, dating the photograph probably at that date. Nigel Stennett-Cox corrected me on the first point and Brian Mace corrected me on the dating. Nigel commented:- "Can I just please comment upon your describing the van behind the Model 'Y' in the charming picture of a Penzance street as a Hillman? I don't think it's a Hillman, but a Bedford 10cwt "PC" model; this preceded the much better known "CA" van, which came out in late 1952. In any case all Hillman Minx based light vans were then badged as Commers, with the exception of the wartime Forces "Utility" model. I'm surprised too that you didn't make some mention of the Ford 8hp Model 7Y in the picture, given its close relationship to our cars!"

Brian then waded in with his penny'th by pointing out that a) the banner hanging down in front of the colonnaded building in the background was advertising an event in August 1949, and b) the car parked third up by the pavement is a brand new Morris Minor! (Brian must have a jolly good magnifying glass). Apparently Morris Minors first appeared at the 1948 Motor Show. I also stand corrected. The registration of the Hillman/Bedford van, KGY 616 is a 1949 London registration, not 1950 as stated. So there we are. The photograph was taken in 1949. Thanks to both of you.

Mike Chapman took offence at my 'naming and shaming' him for removing the original number from his short rad before selling it on with the most inappropriate registration, 499 UXP. He has asked that the following be included in this newsletter:- "Would Sam Roberts get his facts right. I recently sold my Short Rad Y to Bob Brown and yes I did retain the registration as I had the car for 25 years or more. This was purely for sentimental reasons and not for monetry (sic.) gain as Sam sarcastically (sic.) mentions. The number is not for sale and never will be and should eventually be returned to Bob's Car. Stuff that in your pipe Sam." I unreservedly apologise for presuming that the number was retained for purposes of monetary gain, as is the case with 99.9% of those who remove numbers. However, sentimentality should rest with the car, which has had the number for 75 years! The first rule of the Ford Y&C Model Register states:- "Members should either own or have an interest in a Ford 'Y' or 'C' Model, these being



*The Ford logo on the left-hand side of the chassis .....* "

restored or maintained as closely as possible to their original specification." We stick by that rule. As an aside, I wish I could stick it in my pipe. Two years ago, I imposed a 12 years no smoking ban on myself. The pipe is waiting for me on my 80<sup>th</sup> birthday!

As I suspected, Geoff Dee, our very own stock car racing driver, was able to tell us about the Model 'Y' stock car, No. 333 featured in the last issue. He reports, "The photograph in the magazine was taken at Brafield, Northampton in 2005, where as many of the original cars as possible from the 1966 Junior World Final returned. The driver of 333 on this day was a Monty Page from Elmset in Suffolk. Historic racing is growing and many of the original cars are re-appearing and replicas being built, giving yet another lease of life to the old cars. Last November at Brafield, the last meeting of the season, four Model 'Y's raced and are still a favourite with drivers today"

Jenny and Derek Bone have found their heaven in the mountains, about 50 clicks from Sydney, Australia. You will recall that we recently wrote about the export of Jenny's Fordor short rad Model 'Y' (the youngest on the register of known survivors) and Derek's huge Marmon (Issue 161). Jenny writes, "We have finally bought a house in the Blue Mountains with an acre and a half of lovely 'green' grass and loads of orchards around us, but of course most important a lovely big double garage. We moved in about 5 weeks ago and the only drawback is that, whichever direction you



*..... and the radiator shell."*

come up the mountain, there is, of course, very big hills. We brought the cars up on a trailer and they are safely stowed away."

Knowing how bad the droughts can get and the risk of gum-tree fires, I'm glad they have a seemingly good fire-break round the property.

Luis Cascante provides evidence of the Ford



A tastefully converted van, which plied its laundry trade in south Wales in 1937.

logo appearing on other parts of the Model 'Y' than the underside of the front wing. When he restored 'Forito', his Dagenham built and Barcelona assembled 1935 Tudor, he discovered "one on the left (I think) side member of the frame; the second on the left side extension of the radiator shell, hidden by the pad strip under the bonnet.". Do we have photographs of other places?

I'm afraid I have lost track of who sent in the lovely photograph of a Model 'Y' laundry van converted to carry gowns and hanging curtains. The van has a September 1937 Newport, Monmouthshire (as was) registration, BDW 144, and collects and delivers for 'Booth Ltd., Cleaners', based in Newport and Cardiff. If the van has a spare wheel fitted, it would be on the nearside door, the van having been manufactured post-October 1936.

For the stamp collectors amongst you, there was an interesting item on ebay recently. It was a key ring with two postage stamps depicting a green Model 'Y' in the transparent



The 75 cent Model 'Y' stamps celebrating the 100<sup>th</sup> anniversary of the automobile, issued in Bequia in the Grenadines of St. Vincent.

fob; stamps that I had not seen before. The stamps were of 75 cents value and were obviously part of a series celebrating 100 years of the automobile. They were issued by the tiny island of Bequia in the Grenadines of St. Vincent in the West Indies. If any of you come across them in a stamp shop, please buy two lots; one for the archive.

Another philatelic item was sent in by Phil Beckett from Hull. It is a George V Silver Jubilee stamp book from 1935, in which the 'New De Luxe Ford' was advertised as shown in the photographs.

Begging his pardon, in the last issue Colin Rowe submitted an introduction to his Spares Administrator role in the revised spares section of the Club. The article should have been accompanied by a mug-shot of the handsome Colin. It was an editorial error which caused it to go absent. I make amends in this issue!

While driving the countryside in November, Tony Hurst spotted a Tudor Model 'Y' on wedding duty outside Maresfield church near Mayfield in East Sussex. By the time he had turned round to go back, it had disappeared. It was registered SSJ 916, which is an unused Scottish registration, re-issued latterly by DVLA to a car that has been robbed of its original number. In its SSJ guise, the car is unknown to us. If anyone knows of this car and, more importantly, its owner, please let us know so that we can find out more about the car.

Now here's a question for you. Acknowledging that, in small Ford parlance, the letter Y denoted an 8 hp engine and the letter C a 10 hp one and that the successor to the Model 'Y' was the 7Y, i.e. the 1937 8 hp car, why was the successor to the Model 'C'/'CX' called the 7W and not the 7C? I'm sure Bill Ballard or Nigel Stennett-Cox will have their pens at the ready with the answer

Mike Samuel sent in a lovely photograph of Paul Rudge's superbly restored January 1937 Model 'Y' van, seen for the first time in its new "P.J. Rudge Wireless & Gramophone Specialist" livery. The photograph was taken at the annual show held at Tredegar House, Newport, Gwent in aid of Leukaemia research in early September. Tredegar House was the home of the Morgan family, who were landowners of coal and iron fame. Coincidentally, Terry Mortiboy also sent in photographs of Paul's van at another show, this time in Abergavenny. Our thanks to both of you.

I had hoped to include a photograph of Sir Herbert Austin looking under the bonnet of the Model 'Y' prototype in this issue's 75<sup>th</sup> anniversary of the Model 'Y' tribute. It appeared in the 26 February 1932 copy of 'The Light Car & Cyclecar' magazine. Regrettably the photocopy I have is not of good enough quality to reproduce. Does anyone have an original copy of the magazine that I can borrow to scan that photograph and others into the Y&C database?



The 1935 two shillings George V Silver Jubilee stamp book No. 303, which contained the Model 'C' advertisement.



Our esteemed Spares Administrator, Colin Rowe.

As a finale to my editorial in the last issue, I made a plea to you all to read the **Wanted** advertisements and, where you could, to help out those in need. I'm delighted to say that at least some of you sparked. I had a call from a very happy Harvey Wash, who advertised for a 10 hp engine. He had no fewer than five offers and wishes me to thank those who took the trouble to ring. He is delighted with his purchase. Hopefully, the other advertisers were able to buy their wants. Keep looking at the **Wanted** advertisements – remember, there's 'cash in the attic' or garage as the case may be.

Here's hoping you all had an enjoyable Christmas and are set fair for an equally enjoyable and successful 2007, especially with your cars! Thanks to those of you who sent cards and seasonal greetings – they were much appreciated.

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**The deadline for copy for Issue 165 is Friday 2<sup>nd</sup> March 2007**

## Chairman's chatter

On behalf of the Committee of the Y & C Model Register, I would like to wish you a Happy, Healthy and Wealthy New Year. It seems difficult to believe it is 2007 already. What happened to 2006? For one thing, I had the privileged to be elected the chairman of the Y & C Model Register at the A.G.M. and in my first address I stated we would be concentrating on the three Rs:-

Recruitment, Retention and Regions.

Recruitment is doing well; it is amazing how many new members join at the events the Register attends; thanks to all concerned.

Retention. It has been the best year in our history. Initially we put this down to members paying by standing order (over half the membership now do this). But, the Committee knows this success is down to the hard work that Godfrey Dingley-Jones puts in, thank you very much Godfrey.

Regions is the area to concentrate on during 2007. I will be in touch with all the Regional Contacts soon to see what type of happening works in their area. I know from my own experience it is very frustrating to organise an event for one car to turn up and members to moan when you cancel events due to lack of numbers. So maybe the answer is to concentrate on a few well-organised shows in connection with the 75<sup>th</sup> anniversary of the Model 'Y' and let members from all regions attend. Let me have your ideas.

Our big event this year is the 75<sup>th</sup> Anniversary of the Model 'Y' on the 24<sup>th</sup> June at Stanford Hall (near the junction of the M1 and M6); get the date in your diaries now. Some of the ground-work has already been done and we have started the detailed planning. The organising team would like to know how many people and cars are attending and for how many days. An application form will be sent out in February as part of the information pack being mailed to all members. The main aim is to have at least 75 Model 'Y's on display. The format of the event has yet to be finalised. We have received several suggestions, but if you have any ideas please let me (or Bob) have them and we will do our best to incorporate them into the weekend. Remember it is your Club; let us know what you would like.

Once again, all the best for 2007. I hope to see many of you at the A.G.M. on the 22<sup>nd</sup> April and at the Model 'Y' 75<sup>th</sup> anniversary event in June.

Peter Ketchell, Chairman.



Paul Rudge's immaculate blue liveried January 1937 van seen on the show circuit in south Wales in September. The spare wheel on the driver's door is a bit of a mystery as the wheel was changed to the nearside door in production in October 1936.

# Secretary's ramblings

May I wish you all the best in 2007 and suggest a New Year Resolution..... Make this the year of **THE MODEL 'Y'**. This is a big year for the Club as we celebrate the **75<sup>th</sup> Anniversary of the Ford Model 'Y'**..... it doesn't seem long since we were celebrating the 50<sup>th</sup>! How time flies. This means that every member is expected to strain every sinew and use all available time to ensure that his or her Model 'Y' (or even a 'C' Model) is ready to attend the Stanford Hall meet on 24th June. It is our hope, nay intention, to assemble at least 75 Model 'Y's at this event, of which more details will appear in the February mail-shot to all members. Rest assured that this will be an event for all the family, so mark your calendar NOW. I have noticed a flurry of spares orders from members who have been restoring cars, (or housing hibernation projects!) in anticipation of bringing the long neglected car to this gathering, even if it does appear, unrestored, on a trailer. If you are not one of these members, now is the time to feel guilty.

**Response from Members.** My request in the last issue for paint information on replacement for cellulose brought forth NIL response. Do we not have anyone with this sort of knowledge? I now make more requests for feedback in terms of Spares and Committee decisions..... Your spares group, which looks at sourcing / re-manufacturing parts, has a meeting scheduled for late January and is looking for suggestions for parts which you need but at present we do not list. We need your suggestions to help us to prioritise those sought after spares. Your Committee meets in early February to make decisions on a range of issues – again we need YOUR views on all aspects of Club activity. Please contact me with your input. Recent feedback by members on the magazine and events listing have been noted and passed to relevant club officers.

Incidentally, I did get a few responses regarding the picture of me with my 'CX' tourer on the front cover of the last issue – some were not complimentary and one thought it was ill timed since the Club was trying to recruit new members and another thought it an appropriate photo around the time of Halloween! I must admit that, had I known Sam was going to use such a photo, I could have supplied him one with me actually smiling. [*The car was the star – not you Bob!* - Ed]

**Club Publications – Information Pack:** In a few weeks each member will be sent a collection of items. Included will be the club **List of Known Surviving Vehicles** which Sam Roberts is preparing as I write ... still time to send last minute changes to car details but be quick. This impressive booklet is published every 2 years and takes much research and updating by Sam to produce. Apart from being a record of ownership it dates important production changes to our cars and is invaluable in authenticating Model 'Y's and 'C's. Few car clubs produce such a detailed booklet and we are indebted to Sam Roberts for his work in cataloguing this information for posterity.

Included in the pack will be a **List of Service Providers** in UK (plus separate list for members in Ireland) .... Again, if you are quick, there is time to include companies you have used with success. Sam also is preparing a **Club Library List** with the usual plea for members to show more interest in this unique collection. The **FBHVC** has published a **Guide for Users of Historic Vehicles** to encourage the continued responsible use of our vehicles. The information is important and well presented, so your officers have decided to issue this free to all members. This will be included in your information pack.

Whilst on FBHVC matters please see elsewhere the summary of the research report on the **Historic Vehicle Movement in UK**.

**DVLA:** As more cars under restoration near completion, the need for registration documents comes to the fore. We have been able to authenticate information for several cars in recent months, both to retain the **original registration** and to enable **age related registration marks** where there was no original documentation. If you need help or guidance on these matters please contact me.

Behind each of the above items in my Ramblings, there is a good deal of work undertaken by your Club officers and the covering of many miles to attend meetings and to carry out basic tasks, all as volunteers. Officers can be forgiven for feeling that this is often taken for granted by members so .... recent messages of thanks regarding good service from the spares section and general ones regarding efficient response to members needs have been well received. Thank you.

I am hoping to be able to make a thrilling Club announcement in our next issue..... more of that next time. Now, lets get busy and make sure our cars are ready for this year's events!

**Bob Wilkinson, Secretary.**

## 75<sup>th</sup> Anniversary of the Model 'Y'

– Part 2  
January/February 1932

In Part 1, we covered the need for a small Ford to compete against the European road tax efficient and economic family cars, which had just about killed Ford's future in Europe. During the first week in October 1931, two design teams, working in secret in the Ford Engineering Laboratory in Dearborn, set about the urgent task of reviving Ford's share of the European market. The first team, under Lawrence Sheldrick, Ford's chief engine designer, worked on a concept car, which was to be exhibited in London in February 1932 (only 4 months hence) as a sop to the motoring press. The second team, under Eugene Farkas, was to design and develop the production vehicle, to be ready

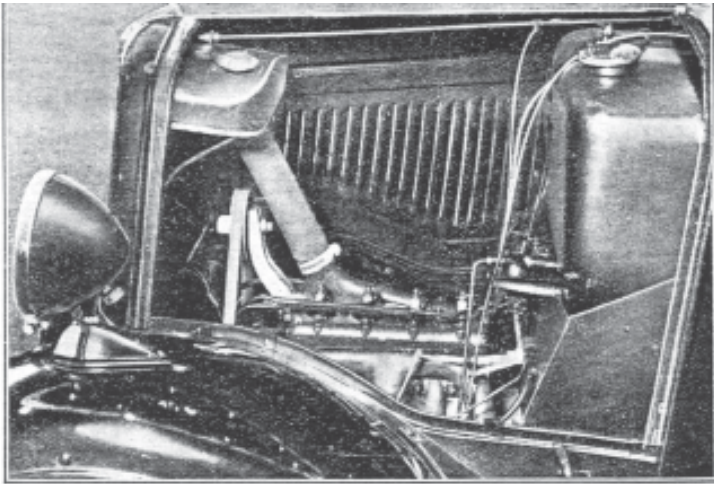


for manufacture at the new Dagenham plant on 1<sup>st</sup> June 1932 (only 9 months hence).

*Lawrence Sheldrick; Henry Ford's chief engine designer who was responsible for our small Ford sidevalve engines.*

### The concept car (Prototype)

So what was happening in January and February 1932? 14 concept cars, which we refer to as the 'Prototypes', were made ready in double-quick time. Joe Galamb, Ford's old retainer from the early Model T design days, made a clay model of a scaled down Model B and, with a little tweaking as a result of some suggestions from Edsel Ford to update the design, put that forward as the body styling for the 'baby Ford'. Much of the chassis and transmission was basically scaled down Model A components.



The Prototype engine compartment showing the gravity feed petrol tank as per the Model A, the inlet manifold above an up-draught carburettor and the bracket holding the fan belt top pulley. The dynamo and coil were located way down in the engine compartment on the other side of the engine.

Lawrence Sheldrick inserted one of his first attempts at designing a small bore, long stroke engine, although it is thought that the engines in the final products were incapable of running, even to the extent of having wooden cylinders, if any at all, in the block.

On 23<sup>rd</sup> January 1932 an article appeared in 'The Michigan Manufacturer and Financial Record' titled "FORD PRODUCES "MIDGET" CAR FOR EUROPEAN SALES FIELD". It read, "Unheralded publicly and without the knowledge of the workers in the River Rouge plant, the Ford Motor company, a few days ago, shipped to England twelve "bantam" four-cylinder cars bearing the Ford name-plate. This strange product of the Ford company, less than ten feet in length from bumper to bumper, has a fender width of 55 inches, a height of 53 inches, topped off with a motor exactly eleven inches long.

The new cars, produced under the secrecy of the Ford laboratory in Dearborn, rolled into the main plant last week and were immediately prepared for shipment to England. Only a few were privileged to glimpse this new product of the Ford engineering department but it released a flood of characteristic Ford speculation as to what the purpose of the new cars will be.

These smartly engineered and completely accessoried vehicles carry the right hand drive, conforming with European practice, have a rakish radiator grille and slanting windshield of the latest approved fashion. Tops of the fenders are stamped to permit the installation of parking lights.

It is presumed, in the absence of any official

statement by the company, that the new cars will serve as models for use in the production of a small light, low-priced car to compete with the small cars of European production of the Austin type, and that they will be made in volume at the new Ford plant in Dagenham, Eng., and other European plants where Ford is manufacturing cars .....

In the stated absence of an official company statement, this reporter obviously gathered his information from one of 'the privileged few', who was very observant, but underestimated the length of the engine! In fact, it is believed that 14 prototypes were sent to England (8), Barcelona, Lisbon, Paris (Asnières), Köln, Copenhagen and Oslo. One of the cars is shown on the front cover of this issue prior to its shipment to Europe, fully assembled for promotional purposes.

The car was unveiled at The Royal Albert Hall in London during the morning of Friday,

19<sup>th</sup> February 1932. That was the 'Trade and Press' day of the Ford Motor Exhibition – entry by invitation only. At 10 a.m., after a fanfare by the band of the Coldstream Guards, Rowland Smith, the Production Manager at Dagenham, who had returned two days earlier from Dearborn, gave the welcoming speech. Eight 'New 8 H.P. Fords', one of which was on a central rotating rostrum, were then unveiled simultaneously by Ford's longest serving British dealers. In his letter to Henry and Edsel Ford after the exhibition, Sir Percival Perry reported, "The exhibition was a huge success, nothing like it has ever occurred in the motor industry of this country. Actually, over 50,000 people paid for admission to go in to see the exhibition of one firm."

### The pre-production model

Meanwhile, back in Dearborn, on 3<sup>rd</sup> December 1931, Lawrence 'Larry' Sheldrick had fast-tracked an order on 'Purchasing' to obtain the materials necessary to build twelve pre-production Model 19 cars for development trials. Eugene Farkas had been given the task of pulling the design together with Rowland Smith, who had been sent over to Dearborn by Sir Percival Perry to contribute to and be fully conversant with the new car.

'Gene' Farkas recalls:- "We went to work on that [the Model 19 job]; it was first the front axle and the rear axle and then the



The unveiling of the 'New 8 H.P. Ford' at The Royal Albert Hall shortly after 10 a.m. on Friday, 19<sup>th</sup> February 1932. The car on the rotating rostrum had a black livery with Tacoma cream wheels and coachline."

frame. Some of the work on the little engine was done in Sheldrick's room. They were separate rooms.

Then we designed a little sliding gear transmission for it. The front wheel brakes were just about the same as what we had on the Model A, although I simplified the front end a bit. Instead of having a long bearing for the operating shaft on the front brake, I just made that part of the king pin, a little forging out of the king pin, and just built into it. That made that much simpler than the Model A....."

He then continued:- "Then of course there was the question of a body for a little job like that. I don't know whether Joe Galamb had anything on it or not, but I had a little knowledge of that through Crecelious' department [at the Lincoln Motor Company]. I got acquainted with several of the men there who made sketches of various styling and so forth. I got acquainted with a young fellow who got started maybe a month or so before. His name was Eugene Gregorie. I got acquainted with him and I sat down with him and he showed me some advanced sketches of different bodies. I said, "You're just the man we want. We want you to help us on this little English job. Make a nice up-to-date body for it....."

And so the team was set for a very busy Christmas and New Year period. By early January, various trials had taken place on different components. One area of concern was the engine design and its performance, the responsibility of 'Larry' Sheldrick. In fairness to Sheldrick, the concept of a small bore large stroke engine (to counter the effects of the punitive British Road Tax formula) was totally foreign to the American concept of the square engine with its bore and stroke being of the same size. To help the trial and to act as comparatives, Rowland Smith arranged to have three British small cars shipped over to the Dearborn test track, which is only a few hundred yards from the Ford Engineering Laboratory where the cars were being built. His cable of 4<sup>th</sup> January read:- "Ship immediately by steamer Berengaria leaving Southampton January sixth following new cars. Eight point nine Standard Fordor. Austin Seven preferably latest type long wheelbase Fordor or Tudor. Morris Eight Fordor or Tudor. Have these driven to boat and cable advice shipping."

Sheldrick, in his reminiscences, states that the early engines had two bearing crankshafts, which Rowland Smith said were very rough. Soon after his arrival back in England on 17<sup>th</sup> February, after three months at Dearborn, Rowland Smith received a cable from Sheldrick stating, "Test on small car with three bearing crankshaft now shows speeds of fifty five miles per hour." Another major problem was with the up-draught carburettor. This was overcome by changing it for a down-draught type. Two days after the last cable to Smith, Charles Sorensen, Ford's senior overseas manager, cabled:- "Test run on nineteen job Holley downdraught carburettor at 3650 rpm developed twenty nine point eight hp no drop. Impossible run dynamometer any faster as afraid same would go to pieces. Detailed report being prepared."

To give us some idea of how quickly the project was developing, Rowland Smith recalls one Sunday in January 1932. He was lying under one of the trials vehicles adjusting the brakes when a voice from above said, "Who's under the car?" Smith crawled out to see Henry Ford looking down at him. "Move over." Instructed Henry and crawled in alongside to help.



An early experimental Model 19 engine spotted and photographed in the Henry Ford Museum in Dearborn by Luis Cascante in the 1970s. Note the dual water inlets and water jacket at the top of the cylinders only. Enquiries in the late '90s led me to believe that the engine was scrapped in the interim.

Sheldrick in his reminiscences says that "Henry Ford didn't come into this picture much. He didn't bother us much on this job. He'd insist on his pet valve clearance construction with the big foot on the end of the valve to give more contact area, and barrel type push rods, which at that time were an exclusive Ford product.

Another thing I have not brought up through here, he would never permit a tappet adjustment, that is an adjustment for valve clearance. We had to manufacture push rods and valves of proper length so no adjustment was required. Believe me that was an enormous manufacturing problem. But we lived with it all those years, learned how to do it and I don't think it was ever overcome until after the young men came in. That was one of the first things I had on my list, to get rid of it as quickly as possible. I never stayed there long enough to do it."

To be continued .....

**Sam Roberts.**



## For sale

1936 Model 'CX' 4 door saloon (C45239). Vineyard green. Restored, well maintained and in very good condition. MoT. Giving up driving so must sell. £4,800.

**Alf Cornwall Tel: 01508 520139 (Norwich, Norfolk).**

*Ford 8 Model 'Y' new old stock main wiring loom.*

*(This will not fit a 10).*

Pair of Model 'C' headlights complete with mounts, reflectors, glass and rims.

Model 'Y' badge mounts to fit radiator grille.

Model 'CX' hubcaps

Pair of Model 'CX' bonnet sides, (tops available but rusted away at back edge)

Full set of 4 Model 'C' or 'CX' doors

Pair of plain bumpers, taken from Model 'C' but not correct pattern.

Front seat, similar to Model 'C' but probably off something else.

**Austin 10 or 12? steering column and road wheel."Ivor Bryant.**

**Tel: 01454 411028 (Bristol) e-mail: ivor\_bryant@msn.com.**

Dec.1933 (longrad) 4 door Model 'Y' (Y40986) Maroon & black. Good solid car. Dry stored and unused with very little work to get back on road. Some spares. Euro 3000 (approx £2,450 ).

**Phillip Meehan. Tel: 00 353 98 29071 Evenings (Eire)**

1937 Tudor Model 'Y' (Y171259). In primer. Engine completely rebuilt with ancillaries, complete new clutch assembly, gearbox checked (new bushes, etc.), pedal box rebuilt, stainless steel exhaust fitted. Interior retrimmed a number of years ago, including headlining. Front end stripped to bare metal ready for minor repairs. A very small amount of welding required on 'B' posts. Brakes and king pins require checking and possible overhaul. Windscreen surround needs repair or replacing. Has old log book and V5C. No time to finish restoration. £2500 o.v.n.o.

**Gary Crosby. Tel: 07742 615493 (Stourbridge, W. Midlands)**

**Email: Gary.Crosby@blueyonder.co.uk**

Early 8 h.p. narrow block engine with cylinder head, crankshaft and flywheel. £25

**Bob Brown. Tel: 01327 857514 (Towcester, Northamptonshire)**

Colour photocopies of the 1933 Royal Albert Hall, Ford Exhibition, advertisement (4 x A4 sides) from the Autocar magazine (October 13th 1933), plus a black & white page write-up on the show - all in plastic folders - £6.00. 16 x A4 sides of Ford dealer black and white advertisements from the same Autocar magazine in plastic folder - £3.50. Both items for £9.00

**Ron Kendall. Tel: 01827 714584 (Atherstone, Warwickshire)"**

### Wanted.

4 door Model Y in good restored condition. Please contact with full details.

**Tel: 0121 455 6664 (Member).**

**For Model 'C' / 'CX': nearside front door handle. "Ivor Bryant. Tel: 01454 411028 (Bristol) e-mail: ivor\_bryant@msn.com.**

"One headlamp lens, two rear lamps suitable for 1933 short rad Model 'Y'.

**Bob Brown. Tel: 01327 857514 (Towcester, Northamptonshire)**

## Members' correspondence

### Manx registrations

Steve Waldenberg, our printer, e-mailed a copy of my item on Billy Beattie's Isle of Man new registration number in issue 163 to John Harrison, Archivist of the Registration Numbers Club. I made the error of referring to the car's old GB number (FPF 458) as an age-related one! John replied:- "This story seems to have got things rather muddled. FPF 458 is a 1937 issue, not an age-related re-registration, so no doubt was the car's original number. I presume it has now been exported to the Isle of Man and has been re-registered CMN 837 by the Manx authorities – the Manx system is not connected to the DVLA system, so there is no way that a CMN mark could have been issued by Swansea. On the Isle of Man, for an extra fee, one can request the re-issue of a voided old number and presumably Mr Fenton requested this mark because it related to the vehicle.

Feel free to forward this to the editor of the Y&C magazine. They do know me as I contributed an article in 2004 to mark the centenary of registrations in the UK. As you know I'm more than happy to help clubs and individuals with issues like this."

### More feedback on 163

Nigel Stennett-Cox e-mailed:- "Nice to see you at the excellent NEC Classic Car Show, and also to see the Club Display. It was the first time for me to get a look at Bob's 'CX' tourer and what an impressive sight; it was also very deserving of its pride of place on the current magazine cover.

Just to say that I also admire your stance on the practice of stripping cars of their original numbers, and that it's a pity you're a lone voice in these days of anything for a quick buck.

Your mentioning, on page 14 of the magazine, that you believe The Ford Motor Company of Holland to have got it wrong in identifying the sort of "enlarged Model Y" shown as a Model C, is something with which I concur. I've been involved with the Models A and B scene for some years, also the early V8s, and the acknowledged experts within those clubs will often assert that the only Model 'C' was the 1172cc one for which our Club caters. The confusion seems to arise from the later Model B engines, from late 1932, having a "C" cast into the cylinder head, the introduction of which seems to have coincided with a counterbalanced crankshaft being fitted. This was a useful update of the engine, leading folk to refer to it as the "C" unit.

Coupled to that was the fact that, in America, the V8 Model 40 was introduced in early 1933, and was available with the so-called C four cylinder engine. This was the car like a big Model 'Y' and as depicted in the Dutch photograph. In Britain we could only get the American 1932 model "boxy" body if we just wanted four rather than eight cylinders right up to 1936, but from then it was eight cylinders or nothing in the larger Ford private cars until the Consul came along in late 1950.

In America, the four cylinder engine was dropped for private cars in early 1934 but you will see that the Model 40 style was probably sold in mainland Europe with the "C" four cylinder engine. Since the body also had superseded the Model B, it would be understandable for it to be [erroneously] referred to as a "Model C". The contention that this is an error is qualified by there being no-one, for instance, ever having produced any Ford

literature, e.g. parts books, referring to any Model C apart from our "Apple Dumpling". (Sorry about that but the Ford dealer in my home town always called them by that nickname and I'm sure he loved them really!)"

I replied to Nigel saying that I was aware of the C engine and wasn't it fitted into the 7V truck? He replied:-

"Yes, some 7Vs had the "C", really of course B engines, and I understand it became available because of resistance to V8s in commercial vehicles over here. Lovely engineering jobs that both sizes of British-built V8s were, they lacked low speed pulling power or "guts" when worked hard, and that, coupled with thirsty and relatively fiddley servicing requirements, caused sales resistance.

You may know that Dagenham are reckoned to have built the four cylinder "C" unit in diminishing numbers up to c.1947, and the Soviets at their Gorky plant up to c.1952. I once saw a documentary on the telly of the siege of Leningrad and there was a tantalising clip of a column of GAZ AA Two-Tonners delivering food to the besieged inhabitants across the only access, a frozen lake. There was even a sound-track with absolutely authentic exhaust notes! I know, I've got one of those "C" engines in my Model A."

### After the fire

Phil Beckett, a recently joined member from Hull, purchased JF 5360 (Y42869), an October 1933, green and black Tudor Model 'Y' from Jack Smith last February. He writes:-  
"The log book is buff and, as for the history, I think Jack Smith has pretty well filled that in for you. The car itself is very solid and straight, no rot, no filler, well shod, good starter, no smoke and pulls well. When I bought the car Jack took it for an MOT and all he had to put right was an anchor bracket front axle for the shock absorber. The inside is beige-oatmeal with green card door panels, etc.

I shall buy a few bits and pieces, have the bumpers chromed, carpets made and find a proper door handle near side. All in all Jack made a good job of things. I understand Jack bought a write-off and used the interior on JF 6360 after its burn-out."

Jack Smith had bought the car as a burnt-out wreck in 1993 from fellow Grimsby inhabitant Dave Kelly. Whilst with Dave Kelly, the car was kept in a lock-up, but vandals broke in and set fire to it. Jack carried out a fantastic restoration, resulting in a delighted further owner, Phil Beckett from across the Humber in Hull.

*The ferocity of the fire can be gauged by this photograph taken of FJ 5360 taken in 1993.*



*Thirteen years and two owners later, FJ 5360 now looking resplendent after Jack Smith's laborious restoration. Hopefully, Phil Beckett will be driving the car to Stanford Hall in June to help swell the ranks of Model Y's to 75+."*



### Jock-hopping

Having moved to a village near Selkirk, only 25 miles over the Scottish border, a 'born-again' Scotsman, Ian Moodie, reports:-  
"Percy" and I have now moved north to "Gods own Country". Having made the move up to this

great part of the world, I am now semi-retired and ever hopeful of spending more time on the road with "Percy". The roads up here are made for the 'Y' and I did manage to get us both to the Selkirk Rally in September that had over 50 Post-Vintage (up to 1939) cars - loads of Austin's and Morris's but no Fords! I was too late to get an entry, so only made the car park, but will endeavour to show the flag next year. On the programme there was a 1939 Ford 8 Saloon, but no other Fords in the 1931 to 1939 category; something that surprised me.

Every best wish to the Club, keep up the good work and congratulations on the magazine, it gets better each year. Have a Great Christmas and a Healthy New Year."

### Another painting

Mike Samuel, the 2007 Bowls President of Eastern Valley Bowling Association, reports from a bowling alley somewhere in south Wales, where there are apparently lots of Ivors (an in-joke!),  
"I visited a local friend called Ken Jones (no relation to Ivor), where I saw a painting on his front room wall of an early Morris - I think. I asked him where he had acquired it and he told me he had painted it from old photograph. He then asked about DXU 224 and would I like him to paint it. So I gave him a photo taken in October of this year (2006). He gave me the painting in December for my 29th birthday. [+ VAT! - Ed]



Mike Samuel's Model 'Y' on canvas."

## Isambard Kingdom Brunel



*A Model 'Y' is the last vehicle off the Saltash ferry over the River Tamar in June 1955. Brunel's Royal Albert Bridge is in the background. The Devon registration, BUO 18, dates the Model 'Y' to August 1935. Photograph courtesy The Transport Treasury ([www.transporttreasury.co.uk](http://www.transporttreasury.co.uk)).*

I can't let 2006 pass by without a mention of the 200<sup>th</sup> anniversary of Isambard Kingdom Brunel, that great Victorian engineer responsible for so many great feats of engineering – not least of which was the building of the Great Western Railway.

One of the great man's last successes was the Royal Albert (rail) Bridge across the River Tamar, the river which along its length forms the county boundary between Devon and Cornwall. The bridge opened on 4<sup>th</sup> May 1859 – just four and a half months before Brunel's death. It was built almost directly above the course of a 600 years old ferry passage between St. Budeaux and Saltash, resulting in the ferry crossing being relocated a little to the south. The opening of the new Tamar road bridge\* next to the Royal Albert Bridge in 1961, spelt the end of the double-chain ferry, the last crossing being on 23<sup>rd</sup> October of that year. The ferry was latterly operated by Saltash Borough Council, so it had no direct association with any railway company, but its proximity to Brunel's masterpiece is a good enough excuse to mention it and illustrate it here.

The photograph shows a Vauxhall Velox climbing the steep ramp at low tide on the St. Budeaux side of the river, with a Model 'Y' following. The Royal Albert Bridge can be seen in the background. The date of the photograph is 26<sup>th</sup> June 1955, which was before the A38 road bridge was built.

I am grateful to David Gustard for spotting the Brunel article in the July 2006 issue of 'Railway Bylines', published by Irwell Press, and to Martin Smith the Editor for allowing me to take extracts from the article. ([www.irwellpress.co.uk](http://www.irwellpress.co.uk))

\* The Tamar road bridge carried a much realigned A38 trunk road – my favourite road. When you have an idle moment check the route of the A38. Start at Bodmin in Cornwall and day-dream your way through the cities and towns it passes. You'll be surprised where it ends.

## Dagenham's 75<sup>th</sup> anniversary

In the last issue, I mentioned that October 1931, was not only the start of development of the Model 'Y' in Dearborn, U.S.A., but also the start-date of production at the newly built Ford plant at Dagenham. The 75<sup>th</sup> anniversary was celebrated in the October 2006 issue of the Ford (UK) in-house magazine 'FordNews'. I am grateful to Andrew Belford, the Editor, for allowing me to reprint his article, with a selection of his photographs.

**"Seventy five years ago** this month, the first product rolled off the production line at Ford's brand new Dagenham Plant.

At 1.15pm on October 1, 1931, a Model AA Truck was driven off the line, marking the start of the Estate's central role in Ford's UK operations, a role that shows no sign of diminishing three quarters of a century later.

It was back in 1924 that Ford bought up 310 acres of Essex marshland for £167,695, with the idea of creating a plant that could serve European markets while being almost self sufficient. Dagenham's deep water frontage, railway links and labour supply made it ideal.

Built on top of 22,000 concrete piles sunk up to 80 feet into the marshes, the £5 million factory had its own blast furnace, foundry, jetty and power station, while suppliers Briggs – who supplied bodies – and Kelsey-Hayes, who supplied wheels – also had factories on site.

Edsel Ford performed the ceremonial ground-breaking in 1929, the year after his father Henry, making his only visit to Dagenham, had spoken of his hopes for the 'Detroit of Europe'.

Dagenham's first car, the Model Y, went on sale in 1932 and by 1940, the first Prefects and Anglias had hit the streets. With the outbreak of war in 1939, the plant went over to war production, turning out 343,371 vehicles for the war effort.

Peace-time signalled a return to business as usual, and in 1950 the first entirely British designed Fords emerged from Dagenham, the Consul/Zephyr range. These were in turn followed by one of the most famous names in British motoring – the Cortina. Dagenham built 3,185,623 of these legendary cars before it was retired in 1982.

After 10,980,368 vehicles, assembly came to an end in February 2002 when the last Fiesta rolled off the line, but the Dagenham Estate remains a vital part of the Ford machine. Dagenham Diesel Centre is set to produce 1,000,000 engines a year by the end of the decade, while Dagenham Engine Plant already produces more than half a million annually. Stamping Operations turns out 13,500,000 panels and 1,800,000 wheels a year. Dagenham is also a major hub of Ford's European rail, road and sea transport routes."

*Rowland Smith, Ford's Production Manager, drives the first vehicle, a Model AA truck, off the new production line at Dagenham on 1 October 1931.*



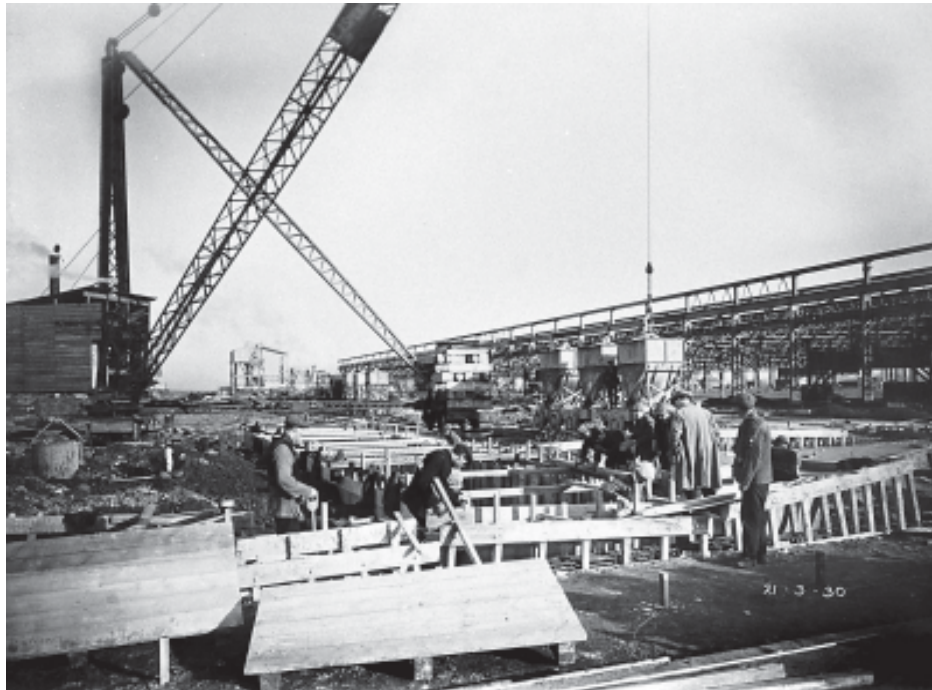
*Edsel Ford cutting the first sod on the Essex marshes at Dagenham in 1929. Note the bent silver spade. It bent at Edsel's first attempt at digging!*

## Dagenham visits

Geoff Dee loaned me an interesting item for the archive. It was a pristine invitation to members of the public to visit the Ford Motor Company at Dagenham, to see 'where your car was made'.

Conducted tours were offered on Mondays, Tuesdays, Wednesdays and Thursdays at 10 a.m. and 2 p.m. The invitation was attached to a post card depicting an aerial view of the plant with a reply proforma on the reverse.

This particular invitation print run was dated February 1937 but another member, Brian Mace I think, says he has an earlier one dated 1936. They were probably available through Ford dealers to new car, truck and tractor owners, as well as to members of the general public.

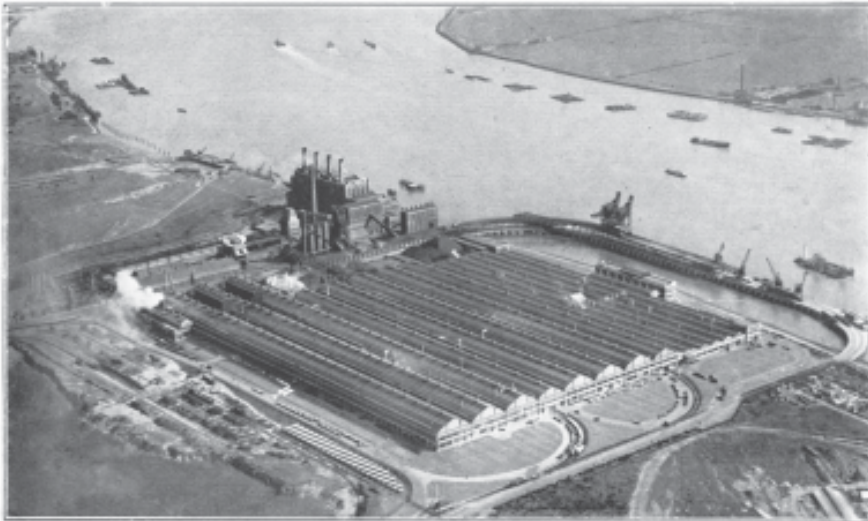


*Laying the concrete foundations of the main shop on top of the 22,000 concrete piles.*



**VISIT THE WORKS WHERE YOUR CAR WAS MADE**

The Ford organisation is such an amazing thing that even the bald truth about it is apt to seem coloured and exaggerated. It is for that reason that Ford Motor Company Limited encourage members of the public to visit Dagenham to see for themselves something of the processes which go to the making of their cars, trucks and tractors. Conducted tours of Ford Works are made on Mondays, Tuesdays, Wednesdays and Thursdays at 10 a.m. and 2 p.m. Those wishing to visit Ford Works should fill in and return the attached postcard.



AERIAL VIEW - FORD MOTOR WORKS - DAGENHAM

**20 years ago -**

**extracts from Issue 45 -  
January/February 1987**

The issue started with a one page ditty, written by the wife of a member, called 'A Wife's Tale'. It chronicles the trials and tribulations of a wife married to a 'nutter' who spends his whole life on his many unreliable cars. A snippet from the 50-line rhyme goes:-

".... Your face and hands as black as night  
and still the car's not running right,  
it's still got holes and rust and dents,  
the engine's shot and the body's bent.  
As each car sits there dripping oil,  
I feel my blood begin to boil ....."

The last few lines read:-

" .... The smell of oil and engine sounds  
stirs in you a love that knows no bounds.  
I've no wish to spoil your dream,  
But you can't own every car there's been.  
In all the world, there cannot be  
A wife that suffers as much as me."

I'm not quite as bad as that, but Paula would find some common ground there! On the next page was a poetic contribution from John Guy, the Editor, who found a variation of the 23<sup>rd</sup> Psalm in an old diary, which goes:-

"The Ford is my car,  
I shall not want another  
It prepareth for me a breakdown in the  
presence of mine enemies.  
The tank runneth over.  
It annointeth my face with oil.  
Yeah, though I run down the valleys,  
I am towed up the hills,  
I feel much evil when it is with me.  
Surely to goodness,  
If this thing is with me for the rest of my life,  
I shall dwell in the house of the insane for  
ever."

As can be gathered, there was not much to write about this time round. What was interesting was a breakdown of the known surviving Model 'Y's, which totalled only 339. Compare that with the current list, on which there are some 1200 vehicles.

Bob Wilkinson never learns! Ever since I have known him, he has been banging on about converting our cars to 12 volt electrics. As far back as 1987, he was told quite firmly by the then greatest living expert to forget the idea. Bert Thomas wrote a letter to the magazine:-

**PRINTED MATTER.**

F9916/237

Halfpenny  
Stamp  
here

(Date) ..... 193 .....

Dear Sirs,

Please forward .....  
passes for visitors as under :-

\*10 a.m. { \*MONDAY ... Date.....  
          { TUESDAY .....  
          { WEDNESDAY .....  
2 p.m. { THURSDAY ..... 193 .....

\*Delete time and day not required.

**FORD MOTOR COMPANY LIMITED**

Visits Department,

DAGENHAM,

ESSEX.

Name & Address.....  
(Block capitals)

NOTE.—Children under 10 years of age are not allowed to visit Ford Works. Visitors are requested to be punctual.

"Dear Sir,

Re Page 17/Issue 43 – with regard to the article on this page, may I suggest that it is not really about "Purists", but more about competence and incompetence.

The first paragraph states that the 6 volt system only turns the engine over slowly from cold. I wonder if Bob Wilkinson realises that the 8 hp engine is almost the smallest one to use 6 volt. On the other hand there were millions of cars, including 6 cylinder and 12 cylinder cars built with 6 volt system. In fact, until the advent of the WOT 2 F in the British Army in 1943, all Fords, most GMC and Chrysler were 6 volt. Can you imagine the 8<sup>th</sup> Army in the Desert with all the Bren Gun Carriers and Armoured Cars (not counting the trucks) with temperatures of 120 in the shade – running around looking for 12 volt batteries and coils to start their vehicles, when chasing and/or being chased by Rommel.

He doesn't make any mention of the starter being checked properly or even reconditioned (reconditioned properly, not just a set of brushes and a paint brush). If everything else is right, then a dud starter will rob the ignition. If the timing is wrong and you get a kick from the starting handle, then your method of hand winding is also wrong.

He says in paragraph 4 that he remembered not to switch the lights or press the brake pedal. What he should have done is disconnect the cut-out on the dynamo before putting 12 volts through the system – as this is the way to burn out the small primary shunt winding on the cut-out.

I won't make him an offer for his 6 volt battery, but I will make an offer to check his starter, which would probably mean skimming the commutator, checking the armature with a "Growler" for shorts to earth, checking field windings for earthing and re-wrapping the field coils with new tape if it has deteriorated (which most of them have in the last 20 or 30 years use). The facilities are here for everybody, you only have to phone or write.

Incidentally, 12 volt vehicles with dodgy starters won't start either. What do you do then – borrow a truck 24 volt battery ???

From a confirmed, dyed in the wool Ford "Purist", Bert Thomas."

Those were the days; when Bert's bulging bungalow in Mytchett held every spare you would want and he was at your disposal in his kitchen, full of "Growlers", armature winding machines and the like. May he rest in peace.

There was only one car history in this issue. Frank Brown wrote in saying that he had just purchased a Ford Y, reg. No. WS 7493 reputed to be one owner from new, with a mileage of only 32,658, from relatives of a Mr. Wallace, Main Street, Pathhead, East Lothian. He then goes on to cover its history in outline. The car is now owned by member Jim Forbes in Inverness and appears to have spent its whole life north of the border since being delivered from Edinburgh (WS registration) – probably from one of the two Ford main dealerships run by the Alexander family. We have it on the register as carrying an Army number 157393, which infers that it saw service during WW II. I don't have the history of this car on the Register database, so it would be appreciated if Jim could fill me in on its life post-Frank Brown.

Graham had spent many hours trying to fathom the Model 'C' sliding roof, with little success. I know the feeling. When John Keenan was restoring his car, I took a professional draughtsman down to his house in Hastings, where we spent the whole day taking his old sliding roof apart and sketching it, with measurements. It really

## The Classic Motor Show 2006

The NEC Birmingham, 27 –29 October

As is normal on the day before the show opens, Geoff Salminen, aided by Geoff Dee, had loaded up his ambulance with carpets, tables, chairs and the stand paraphernalia and off-loaded it in Hall 4 of the NEC by midday. As the show is now a three-day affair, the setting up day was Thursday, 26<sup>th</sup> October. By the time I had driven my Model 'Y' Kerry up from Andover, the stand was ready and Neil Bray and Bob Wilkinson had parked their Model 'C' and 'CX' tourer respectively and disappeared. Not long after I had parked up, Ian Hawley arrived in his nice Fordor Model 'Y'. It was planned that the fourth slot was to be taken by Derek Birch's Tudor Model 'Y', but his engine decided to drop a cylinder the day before the show, so Ian was recruited at the last minute to take his place – and he didn't regret it, enjoying each of the three days! Thanks Ian for coming to the rescue at the last minute.



Geoff Salminen and Eileen.

stockings, wig, hat and fur stole, leaning against the door of Bob's tourer. Needless to say, Geoff christened her Eileen (subtle joke – if you don't get it, give me a ring!). Also displayed were Geoff's ukulele, complete with music and stand, a period picnic set and gramophone and a selection of 1930s newspapers and magazines with eye-catching headlines.

The first day was relatively quiet, it being Friday, but there was still quite a bit of interest shown in our stand, which was an island of pre-war classics amongst a sea of post-war tinware. Initially, there seemed to be more interest in Eileen's tights, which were rumpled in Nora Batty style round the ankle of one leg. Geoff was too embarrassed to put his hand up her skirt in public to adjust! We were accompanied throughout the weekend by Geoff Dee's son, Richard, who is pressing his father to follow up a Model 'Y' woody estate

The stand looked as good as usual with the mannequin, suitably attired in 1930s dress,

was the most unnecessarily complex item, when compared to the Model 'Y' sliding roof.

Finally, unwittingly, Graham had included the June 1935, Vol. 4 No.5 "Popular" and "De Luxe" Models Bulletin, which included a short illustrated article on the difference between the Model 'Y' and Model 'C' king pins. You will recall that in Issue 44 in the last magazine, Peter Ketchell had collected some king pins from Manchester and wasn't sure whether they were Model 'Y' or Model 'C' ones. I must say that the difference is pretty minor. The article reads:-

"The spindle bolt and bushing assembly, part numbers C-110982/3 and Y-110082/3, for the "De Luxe" and "Popular" model cars respectively may be recognised by the angular difference in the spindle bolt locking pin recess ground on the shaft. This difference is accentuated by placing a straight edge along the side of the slot running longitudinally with the shaft, and measuring between this line and the recess as shown in Fig.16. For the "De Luxe" model bolt, this distance is approximately 3/32 inch, and for the "Popular" model part, 1/32 inch.

The difference between the front axle spindle assemblies Y-3105/6 and C-3105/6 lies in the hole to take the tapered joint stud at the end of the spindle connecting rod. In the "De Luxe" model parts the greatest diameter of the tapered hole faces downwards when the spindle is assembled, and in the "Popular" model parts the greatest diameter of the taper faces upwards."

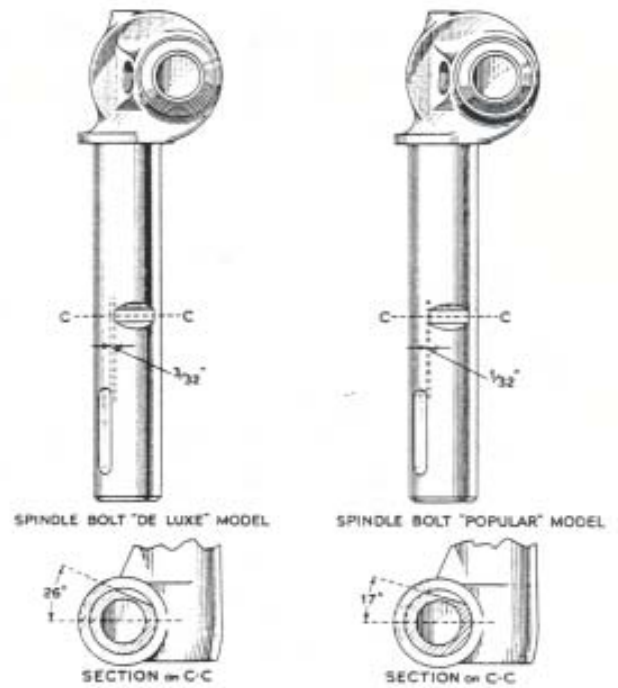


Fig 16

The diagrams from the June 1935 Bulletin illustrating the difference between the Model 'Y' and Model 'C' king pins.

we know of so that he can carry his surf board on the roof and be the envy of the VW camper surfing set on the beaches in Cornwall!

We had a number of members visit us on the Friday. Richard Bingham from Ulster was the first of a stream of Irish visitors to the stand over the weekend. He promised to make a real effort in 2007 to get his 1936 'CX' tourer on the road (where have we heard that before from Richard - Convoy 2002?!). Derek Birch came along to relate the saga of his engine and disappeared to do something about it. He reappeared on the Sunday, having replaced the engine with a working one. The ever-cheerful Doug Hickson appeared, promising to recount an amusing tale of our sidevalve engines in Morgan cars for the magazine - thanks in advance for your contribution, Doug. Gary Crosby, who had his upright Pop parked on the Sidevalve Club stand, called in to tell us the saga of his 1937 Model 'Y' (FMC registration) which he was considering selling. Later in the weekend, he reappeared with his charming wife, who is quite adamant that he should keep the 'Y' - and who are we to disagree with her faultless taste. Finally, our very good friend, Bob Anderson arrived on the stand, having just flown in from Barrington, Illinois. Bob you will remember, bought, what turned out to be a New Zealand Model 'Y' at an auction in Tennessee and is in the process of a pretty major overhaul and restoration. His main delight over the weekend was the receipt, from Geoff Dee, of a small window roller support and bracket, which was missing on his car. Bob is a latter-day Model 'Y' enthusiast and has accepted our invitation to become our Regional Contact in the U.S.A.

Saturday was more lively and the four of us (the two Geoffs, Ian and I) were kept busy talking about our cars to a number of visitors, especially the ex-'Y' (XY) owners. The most enjoyable visitors were new members, Dawson and Nicky Williams from the Forest of Dean, whose enthusiasm for their newly purchased Model 'Y' was refreshing. They have purchased Brian Gallett's roadworthy April 1936 Tudor and are keen to join in Club fun in 2007. I was able to give them a bit of background to the car. [Afternote: After meeting such an enthusiastic couple, who would have added so much to Club events, imagine my grief when they later reported that

they were selling the Model 'Y' and buying a pristine Austin Ten!). Other visiting members included Roger Wright, Martin Harvey and our very own chairman, Peter Ketchell, with his ebullient (Rock 'n Roll) partner, Jean. So ebullient was she that Geoff Salminen was moved to air some George Formby favourites on his ukulele, much to the amusement of the neighbouring stands and passing punters. We were pleased to welcome John Dillon into membership. John has been hiding his 'Y' in Ireland for many a year. He has since sent in the details of his car to include in our register of survivors. Our final visitor of note was Philip Albers, our paint expert, who has purchased a beautiful and rare four cylinder Model 40, which was parked on the Model A stand. As he said, "It is just a big Model 'Y'". We had a good look at it as we made our way to the Classic & Sports Car magazine awards ceremony, which was preceded by a welcome glass or two of plonk and sandwiches. David and Wendy Grace won us a surprise award last year with their cream Model 'Y' Alpine but, as we only had an ivory tourer on the stand this year, we didn't stand much chance (apologies for that in-joke!)

*Geoff is moved to impress our chairman, Peter Ketchell, but moreso, his charming partner, Jean, with a rendering of some of George Formby's greatest hits.*

Sunday started bright and early with the arrival of Bob Wilkinson to help us out over the day. With only a few lulls, the day was as hectic as the Saturday, with a number of members passing by or popping onto the stand for a chat. John and Jim Murray gave a fleeting hello in passing, as did Nigel Stennett-Cox, Jack Clarke, Barrie Clark and Dave Collins. Another new member was welcomed; Don Brook from Preston, who has nearly completed the restoration of a new Model 'Y' to the Club, BTB 35. Again, we have since received the details of the car to add to the register. We were also pleased to welcome two ex-members, who felt they could not exist without membership. The first, Eddie Parkin, from the Skopos Museum in Batley, West Yorkshire, who converted his Model 'C', which he was unable to sell, into an attractive, very useful pick-up. Hilary Brock, from Buckinghamshire also rejoined with his February 1937 black Tudor Model 'Y'. In the mid-afternoon, we were joined by Neil and Alison Bray who, having dumped the car on the stand on the Thursday, had enjoyed a weekend shopping and sight-seeing in Birmingham. Neil was congratulated on winning the 2006 Classic Touring Car Racing Club's Post Historic Championship in his 3 litre Mark 1 Capri.



As has become a tradition, on the announcement that the show was over at 5.30 on the Sunday, the halls echoed to the sound of car horns. The interminable wait for the authorities to allow engines to be started (to allow the public to clear the roads in the NEC complex), was usefully filled by the stand personnel (less Neil, who had pushed his car to the starting grid just inside the exit doors) piling the stand paraphernalia into Geoff's ambulance, which he had sensibly parked just outside the nearest door.

And so the show was over for another year. We didn't win any awards, but the stand looked good, we had a truly representative selection of our cars on display, we welcomed some new members and we all thoroughly enjoyed ourselves. What more can you ask? Well done to the Geoffs again.

**Sam Roberts.**



*Bob Anderson, all the way from Illinois, U.S.A., thought Christmas had come early when Geoff Dee produced window roller assembly for him the following day.*

*Geoff Dee understands what fiddley bit it is that Bob Anderson is after for his Model 'Y'*





## The Historic Vehicle Movement in UK. FBHVC Survey Report.

The Federation of British Historic Vehicle Clubs (FBHVC) survey undertaken during the past year has produced some interesting findings in terms of size and scope of our hobby. You will recall that one aim of the survey was to be able to use any findings for lobbying purposes to guard against legislation careless of our interests. The key findings are:

### 1. Economic Activity:

Historic vehicle related activity is worth over £3 billion to UK annually. Export trade is worth over £300 million.

### 2. Employment:

Over 27,000 people earn all or part of their income from the movement. 81% of businesses have been established for over 10 years.

### 3. Vehicles:

Over 400,000 historic vehicles are roadworthy and licensed. 65% of historic vehicles travel fewer than 900 miles per year. Our vehicles account for 0.1% of miles covered by all vehicles in UK.

### 4. Cultural & Social Activities:

30% of owners have a household income of less than £20k per annum. 67% of vehicles are valued at less than £10,000.

Comment: This reinforces the views that our hobby contributes significantly to the economy and, on any usage scale, we impact little on the environment. I maintain that our hobby contributes greatly to the history and culture of our country and should not be hindered by unnecessary legislation. Long may our hobby prosper!

### **Bob Wilkinson. (Extracts from Report by permission of FBHVC).**

FBHVC – Other News Items.

Existing members will be aware that the Ford Y&C Model Register is affiliated to the FBHVC and in each issue we include items from the FBHVC Newsletter. The following extracts are from the latest issue.

#### *“Highway Agency Powers Exceeded?*

FBHVC has been told of recent instances where Highway Agency officials have stopped slow moving historic vehicles on the basis that the drivers were causing congestion..... (despite) being driven perfectly legally. We would like to hear of any instances where drivers have been stopped inappropriately.”

Comment: On our tour to Holland member Neil Bray (probably the fastest amongst us) was warned by Dutch police for being BELOW the limit for a particular section of urban freeway.... He still can't believe it !

However the FBHVC is an entirely different scenario. Naturally common sense indicates that we should act responsibly in our slower moving cars and pull in as appropriate (as, occasionally, caravan drivers do) to allow the build up to pass. This reduces the possibility of inappropriate overtaking by a frustrated driver and a possible accident. Pulling over also will breed goodwill for our movement as we are recognised as being responsible and considerate.

“Cherished Transfers.

.....(FBHVC) proposing that DVLA .....introduce a procedure to enable a vehicle owner to be able to apply to have the registration mark recorded as non-transferable..... making it impossible for subsequent owners to separate car and number. It remains to be seen whether DVLA respond favourably”

Comment: This proposal will cause a great deal of debate amongst classic car owners. My personal view is to support the proposal, since many like minded members have sold vehicles in recent years to find subsequently that the main attraction to the buyer was the registration mark .... which was sold almost immediately!

I would welcome your views on this suggestion. Let's open this issue to debate.

### **Bob Wilkinson.**

### **Bob's Joke Corner.**

A letter received from a member by Geoff Dee our Club Technical Adviser:-

*“Dear Geoff,*

*I've never written to you before, but I really need your advice on what could be a crucial decision. I've suspected for some time now that my wife has been cheating on me. The usual signs....the phone rings, but if I answer, the caller hangs up. My wife has been going out with the girls a lot recently, although when I ask their names, she always says, "Just some friends from work. You don't know them."*

*I sometimes stay awake to look out for her cab coming home, but she always comes walking up the drive as I hear the sound of a car leaving around the corner, as if she has got out and walked the rest of the way. Why? Maybe she wasn't in a taxi after all. I once picked up her mobile phone, just to see what time it was. This caused her to go completely berserk. She quickly snatched the phone out of my hand and cursed me hysterically, screaming that I should never touch her personal property. She then accused me of trying to spy on her.*

*Anyway, I have never broached the subject with my wife. I think deep down, I just didn't want to know the truth, but last night she went out again and I decided to really check on her. I decided to park my Model 'Y' in the driveway and then hide behind it so I could get a good view of the street, around the corner, when she came home. It was at that moment crouching by my car that I noticed a small amount of oil leaking from the rear of the sump.*

*My question is this. Can I get away with just replacing the sump gasket or do I need to remove the engine to check the rear oil seal?"*

*Wonderful tale ! ... Please send me your favourite.*

*Bob Wilkinson*

# Members' cars - From rags to a film star!

David Minnett was obviously quite a lad in the early '70s, as can be seen in the photograph on the back cover. He is the one on the right with the sheepskin mittens. I am grateful to him for sending in the fascinating story of his life with DLP 449 a September 1936 standard two-door (Tudor) £100 Ford "Popular", chassis number Y153275. He writes:-

"I was given DLP 449 in about 1970 by a certain Miss Pamela Zarubica, from Cheam in Surrey, who was the girlfriend of my very good friend Mick Donovan. I had previously given her my E93A. At this point anyone who doesn't know what an E93A is may be excused for wondering. Suffice to say that both have remained my lifelong friends!



*DLP 449 being towed behind the Transit on a cold day during the winter of 1972/73. The 'young blade' on the left is Mick Donovan's twin brother, Terence. Note the 'pouffe' as a driving seat.*

Pam had bought DLP 449 for £23.00 in July 1969 through an advert in 'Exchange and Mart'. The car was located in

Bournemouth and I went with her to see it. It was a sad sight with the fabric roof collapsed, water running into the car and she had a fair amount of rust on her. However, she still had a few months left on the MOT and a deal was struck with a J.Gibbs who does not appear in the log book.

Mick's father, John Donovan (of Tiger Moth and Morris Minor, etc. fame) drove DLP 449 back to London, meandering through the New Forest. They had to meander due to the steering, which was totally knackered. DLP 449 also had a raging thirst for oil and drank several pints on route! After a few months, Pam's father wanted his garage back, and as I said, Pam then gave me the car.

I did my courting in 1970, dismantling DLP 449 in a lock up off Sutton Common Road, Surrey. It was after four children and fifteen years later that I was to finish her. When partially dismantled, I moved DLP 449 four miles to a garage nearer my home in Wallington, by towing her behind a Cameron (North Sea Gas Conversions) Ford Transit. I sat unsupported on a 'pouffe', with no windscreen, doors, floor, steering (still knackered) and duff brakes. I remember it was freezing cold and the torque tube kept bouncing up and down when braking. Happy Days!

I then bought a 1941 Mercury Coupe as an everyday car. I decided to restore the Mercury and did so with DLP 449 languishing in various places, but never forgotten.

After fully renovating the house (which now needs doing again!), I 'resurrected the restoration' and finally finished DLP 449. I used a donor Fordor, which was too far gone; the chassis even folded when it was being taken off the trailer

I took the chassis off DLP 449 and had it fine-grain sandblasted before hand brush enamelling it. I also took the shell and panels to my factory and, in a polythene booth, sandblasted every square inch, inside and out. It was worth it because the restoration is now about twenty five years old and no rust has ever developed, just a few paint blisters. DLP 449 was painted in 'Taxi' black cellulose, which is as black as you can get!

After restoration, DLP 449 won a '2nd in class' at the Enfield Pageant of Motoring. She has also been in films and TV series, including several 'Poirot' episodes. My personal favourite was the film 'Longitude', where DLP

## Events 2007

17/18 February	Bristol Classic Car Show Shepton Mallet. Club stand.	Ivor Bryant 01454 411028
25 February	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
8/9 April	Chatham Historic Dockyard (Tickets go quickly for this event)	John Keenan 01424 424323
22 April	<b>Annual General Meeting</b> Willoughby Village Hall	Bob Wilkinson 01832 734463
22 April	National ' <b>Drive it Day</b> '.	
23/24 June	<b>75th 'Y' anniversary gathering</b> Stanford Hall, Warwickshire	Bob Wilkinson 01832 734463
19 August	Powerscourt Picnic Run, Co. Dublin Irish Veteran & Vintage Car Club	John Fitzgerald e-mail: john.fitzgerald@electrolux.be
4 November	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
Events 2008		
24 February	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
20 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463

449 had a starring/all action role with Jeremy Irons driving her. Mr.Irons did however manage to blow up the crown wheel and pinion for me outside Greenwich Observatory, but the film company fully paid for it (thank goodness, as Belcher Engineering charged me nearly £1,000 for the full rebuild, excluding removal and fitting which I did myself). I watch that film every so often: it was great fun to do. Doing 'car dressing' film work can be very boring and I know that sounds very blasé. The film photos I sent you were taken in 1999 on the Kew Green set whilst filming 'The End of The Affair' by Graham Green and starring Ralph Fiennes and Julianne Moore. I was continually being asked to move DLP 449 around the set, as there wasn't too much room and she was always in the way. Director Neil Jordan didn't really know if he needed DLP 449 at all, and I parked her smack bang in the frame of a set being prepared for night-time filming. Neil came along, looked at the big picture, and said to leave the car right there!



Everything sand-blasted and coming back together again in 1986. The intensity of the 'Taxi' black paint is obvious.

In 1983 I wrote to all the names at the addresses in DLP 449's log book. Her second owner, Mr.James Allen, replied. He said that he had bought her in 1938 from a local dealer, when she was one year old. Whilst he was serving in the army during WWII, she was laid up in his garage and, following the war years, he had a new engine fitted for the sum of £12.10s.0d and the body resprayed. Mr.Allen kept her in 'tip top' condition and in 1961 he entered DLP 449 in a competition held by F. English Ltd., the local Bournemouth Ford dealer. She won a first prize of £25 and entry into the competition final to be held in Yeovil, where she came third and won £100 and a china tea service. Most fitting for a main dealer to pay a £100 Ford owner the sum of £100 don't you think? Mr.Allen sold DLP 449 in about 1964 and she went through five more owners in and around the Poole/ Dorset area, before ending up with my Pammy, who still considers DLP 449 to be her car!



I hope you enjoyed her history and the photos and records. DLP 449 and I have been together a long time now and hopefully for long time to come. We have had some amazing adventures together and I love her to bits. Well, not quite to bits!

David Minnett

*Upper:*  
DLP with make-up! The car had just been driven into a ditch in the film 'Longitude'. Jeremy Irons mounts ready for another take.

*Lower:*  
All kitted out for those intimate in-car shots.



# International correspondence

## Australia, Victoria

A new Ford sidevalve club has been established in Victoria. It goes by the name of the **'Ford Owners, Restorers & Drivers Club of Australia Inc'** (to give it its full title). You will note that this abbreviates, quite conveniently to F.O.R.D. Club of Australia, inc. Apparently, they were forced to adopt the name **F.O.R.D. INC** because all their original choices of name clashed with other Ford clubs' newsletter/magazine names! They were also forced to use the name chosen for the club because the Victorian government department responsible for registering business names refused to allow them to use "Side Valve" in any form in their title! Anyway, it was thought that the chosen title more accurately reflected the new club's aims.

## Australia, Tasmania

Bill Ballard reports:- "Sandra and I have just had a very enjoyable holiday in Tasmania with our hosts, Jenny & John Rimon. We attended two Ford events whilst we were over there and John allowed me to drive his Model 'CX' sedan to both - a very enjoyable experience! There was a "Tassie Sidevalve Meet" on 26th November when sidevalve owners from the north met those from the south at St Peter's Pass, Tunbridge (approximately halfway between Launceston and Hobart). Then there was the 'All Ford Day' at Hobart on 2nd December which had 179 entries (including five sidevalves), which I suppose is good for a country with a population of under 500,000. Whilst our cars were on display, we sneaked



John Rimon's Geelong bodied and assembled navy blue 'CX' Sedan, C55396 – body number 20B S1813, sits with the other sidevalves at the All Ford Day in Hobart in December.

into Hobart city centre to sample the famous Salamanca Market and visit Parliament House, which was celebrating its 150th anniversary. An old (c. 1950) photograph on display in the latter place showed its frontage with a solitary car in the car park - and you could be sure it was an English-bodied Ford Prefect! Thanks to John, I can now boast that I've been

driven to the most southerly point by road in Australia - Cockle Creek. Whilst not at the most southerly tip of Tasmania, the rest of the journey has to be by foot through very difficult terrain by seasoned bushwalkers!"

Bill was also very complimentary about the new look magazine cover. Prior to his trip to Tasmania, he reported:- "I received Issue No.163 on Tuesday last and of course couldn't put it down until I'd read it from cover to cover! I was interested in Yvon Precieux's comments on "close coupled cars" - not that we commonly use such terminology these days! Another fabulous read - well done!

I was also glad to see the colour cover. It was a very nice shot of Bob and his tourer, which he'd sent to me earlier this year. It's so nice to see someone restoring a car you know to be a challenge (because of the poor condition of its chassis when it was in the now demolished Ford Heritage Centre at Dagenham).

Regarding the picture "That accident" on page 8, and bearing in mind the registrations of the cars in the picture, the gradient of the road and the bleakness of the scenery, I wouldn't mind betting that the accident occurred near Devil's Dyke, on the top of the South Downs near Brighton. I wonder if either Chris Jarvis or Julian Janicki would back me up on this?

I have just sold my 1938 7W tourer so when that goes (in about 3 weeks' time), it will leave room in my garage for the donor car for my 'CX' ute project, which will then start to progress in leaps and bounds! In the meantime, I continue to acquire and repair/refurbish parts for the project. It has just cost me \$405 (£162) to acquire and rechrome a front bumper!"

## U.S. A. re. Ford Holland poster

Michael MacSems, based in the U.S.A. and the Editor of 'The Universal Car', the newsletter for International Ford History Enthusiasts, comments on the Ford 'Vier' query in the last issue:-

"The November/December Transverse Torque arrived today and I want to complement you on the colour photo covers – they

look very good." "I was very interested in your comments on the Dutch Ford 'Vier'. I don't know the whole story, but here is what I have been able to piece together (with much help from my friend Frans Vrijaldenhoven, who I am copying this note to)." "The Ford of Holland poster is incorrect in showing a Ford Eifel as a 'Vier'. Like other export countries, the Eifel was sold in Holland as the 'Junior'. The 'Vier' (sometimes referred to as the 'Vier De Luxe') was a Dutch Ford Ten circa 1938/39 but later became a Dutch G93A Taunus. It is possible that the 'C'/'CX' was sold in Holland as the 'Vier' before 1938 — but that is just speculation on my part. After the War, Dutch Ford used the more common Prefect, Anglia and Taunus names." "No doubt the Ford poster also got it wrong with the "C Ford." These posters are very interesting though. While I haven't seen the Dutch version, just today I pinned up in my office the German 1985 version of this poster, which Ford of Germany commissioned for their 60th anniversary. Several updated versions have been issued since.

## Sweden

A very early short rad (Y2730) has come out of the woodwork in Laxå, to the west of Stockholm in Sweden. It would seem that it was exported as a Built-Up car from Dagenham to Stockholm, rather than being assembled in Copenhagen from a Knocked Down crated unit. Olof (Olle) Forslund, the manager of Forslund Trading AB, a modern car dealership, saw the Y&C Register on our website and sent in the details of this Model 'Y', plus a photograph of it in his showroom being driven by Santa no less. Regrettably, he is thinking of selling it after Christmas, but we have asked him to let us know the buyer, so that we don't lose track of the car.



Santa driving an early November 1932 short rad in Laxå, Sweden. Note that it is right hand drive. Sweden drove on the left hand side of the road right up to 3 September 1967.

# NEWS OF NEW MEMBERS

Prepared by Godfrey Dingley-Jones  
14 December 2006.

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Y&C Model Register Ltd., the following 14 new full members including 2 members who have rejoined.

Glen P Anderson	A0503	Canterbury, Kent
Norton Brock	B0804	Emberton, Bucks
Donald Brook	B1405	Preston, Lancs
John Dillon	D1904	Co. Louth, Eire
John Gingell Littlejohn	O-G103	Swieqi, Malta
Richard Hosner	O-H103	Michigan, USA
Chris Kealy	K1907	Co. Carlow, Eire
Jonathan Keer	K1604	Birstall, West Yorkshire
James A Kennedy	K1901	Co. Antrim, Northern Ireland
Brian Lake	L1106	Wolverhampton, West Mids
William G Meaden	M0303	Poole, Dorset
Eddie Parkin	P1606	Batley, West Yorks
Richard A Smith	S1104	Oldbury, West Midlands
Dawson Williams	W0205	Yorkley Slade, Glos

We are delighted to welcome these new members. Brief details of their vehicles are as follows:-

**Glen P Anderson.** We extend a warm welcome to Glen from Canterbury to the Club. Glen has an interesting Model 'Y' which is dated somewhere between 1935 and 1937. The car appears to be a 'cut and shut' job with no chassis number, but the V5 document shows a Chassis number of Y164907. If this information is correct the car should be a Fordor model, with a Briggs body number of 164/907. However, the car is actually a Tudor model. Unfortunately the chassis has been repaired at the exact point where the chassis number should be found. Glen is sending some photographs of his car for the archives. Thanks for joining, Glen and good luck with the car.

**Norton Brock** from Emberton has re-joined the Club. Norton has an April 1937 Model



John Dillon's short rad when photographed by Sam in November 1995, shortly after it was imported to UK from Belgium.

'Y' Tudor, chassis number Y175393, with a Briggs body number 165/60867. The car is on the road. Thanks for re-joining the Club, Norton and we hope all goes well with the car.

**Donald Brook.** We would like to welcome Donald from Preston to the Club. Donald has a car which is new to the Club. Donald has a Model 'Y' on which the restoration is almost complete. The car has the Lancashire registration BTB 35 and help is needed from the Club to retain the registration number. We shall be pleased if Donald can keep us up to date with developments. Thanks for joining Donald.

**John Dillon** from Co. Louth has joined the Club. John is the proud owner of the early short rad Model 'Y', Y4343. Sam reports seeing this car at Pioneer Automobiles shortly after it was imported from Belgium in 1995. It was sold on from there to Ireland. Welcome to the Club, John.

**John Gingell Littlejohn** from Malta has joined the Club. John's car was imported to Malta in 1936 and was purchased by John's late father in 1944. The car, which is new to the Club, is a Model 'Y' Fordor with a Briggs body number 164/5377 and was

first registered on 31 October 1936. John is at present carrying out an extensive restoration programme. We wish you well with your restoration and thank you for joining the Club.



John's early long rad, which has spent all its life in Malta and been in John's family since 1944

**Richard Hosner.** We would like to welcome Richard from Sterling Heights in Michigan, USA to the Club. Richard has a 1934 Model 'Y' Pick-up with a chassis number Y45075. I am sure that our Editor, Sam Roberts, will be pleased to learn any of the vehicle history of which Richard may be aware. He did feature this pick-up in the Editorial of the last publication of Transverse Torque.

**Chris Kealy** from Crettyard, Co. Carlow has joined the Club. Chris has a 1936 Model 'Y' Tudor in black with a chassis number Y149522 a Briggs body number of 165/45808 and the registration EMK 180. The car was formerly owned by ex-Member John Gumble. Thanks for joining, Chris and we hope you enjoy many happy years with your Model 'Y'.

**Jonathan Keer** We would like to welcome Jonathan from Birstall, West Yorkshire to the Club. Jonathan is the proud owner of a black short rad 1933 Model 'Y' Tudor first registered on 23 August 1933. It has a chassis number Y33351 and a Briggs body number 135/20450. The car used to belong to ex-Member Mick Ellis. Thanks for joining the Club and we wish you well with the car.

**James A Kennedy** from Ballymena, Co. Antrim has joined the Club and is the proud owner of two 'CX' four door saloons. The first was registered on 4 February 1936. It has a chassis number C30523 with a Briggs body number 464/

1146 and registration EG 2544. The car is magenta over black with dark red upholstery, which is original. The car is in 'on the road' condition and happily James advises that there is no remedial work to be done. James bought the car in Northern Ireland in the mid-1980's.

The second car, which is undergoing restoration, was registered in January 1937 and is new to the Club. It has a chassis number C58277, engine number C58277 (i.e. its original engine) and a Briggs body number 464/3915. The registration DZ 3915, although there is no documentation with the car. James bought the car in the early 1970's and, whilst the engine has not been running for some 25 years, he hopes to have it running before the end of 2006. The car was originally black but James has had it re-sprayed in what he describes as a slightly darker shade of Vineyard Green. The interior has been refurbished in green leather, which is a slightly lighter colour than the original leather. Thanks for joining the Club James and we hope the restoration goes according to plan and that you have many years of good motoring with your 'CX's.

**Brian Lake** from Wolverhampton has joined the Club. Brian is the proud owner of a maroon over black Model 'Y' Tudor, first registered on 10 July 1936. It has a chassis number Y152141 and registration XAS 851. Brian advises that the car is being restored and is 95% finished. We hope that the remaining restoration goes well and we wish Brian many happy years of Model 'Y' motoring.

**William (Bill) Meaden** We would like to welcome Bill from Poole in Dorset to the Club. Bill has a Model 'Y' Tudor first registered on 30 March 1937. The car is cream over black with a chassis number of Y119069, a Briggs body number 165/29183 and the registration number is AAJ 132. The car, which is in 'on the road' condition was purchased from ex-Member Terry McCarthy. Thanks for joining the Club, Bill, and we wish you well with the car.

**Eddie Parkin** from Batley, West Yorkshire has re-joined the Club. Eddie has a maroon over black Pick-up, first registered on 3 May 1935, which he converted from a saloon. It has a chassis number C14848, a Briggs body number 364/3138 and is registered CLG 693. The

pick-up is now very much in use at the Skopos Museum in Batley. Thanks for re-joining Eddie.

*Eddie Parkin's converted saloon, which has made a lovely looking pick-up. It is now 'a very useful engine' working in the Skopos Motor Museum in Batley, West Yorkshire.*



**Richard A Smith** A welcome is extended to Richard from Tividale, Oldbury who has joined the Club. Richard owns a green 'CX' 2 door saloon, first registered on 30 September 1936. It has a chassis number C52405 and a Briggs body number 465/8405. Good luck with the car Richard and thanks for joining.

**Dawson Williams** from Yorkley Slade, Gloucestershire has joined the Club. Dawson has a vineyard green over black 1936 Model 'Y' Tudor, Registration Number OW 8897 with a Chassis Number of Y132212. The car, whilst on the road, is the subject on an ongoing restoration and it is hoped that in early 2007 it will have a full body overhaul and re-spray; the wheels refurbished and the bumpers re-chromed. We wish Dawson well with the restoration would ask that he keeps us up to date with his progress.

This edition shows a bumper number of new and re-joining members and I hope you will find this contribution to 'Transverse Torque' informative. The Club, as always, extends a warm welcome to them all. The Editor will be pleased to receive any news and photographs of your vehicles.

## SUBSCRIPTIONS

Perhaps you think I am always moaning or 'going on' about something. Sometimes I am sure my wife, Pat, thinks so. However, I am moaning now as I am VERY disappointed to report that I have NOT been inundated with requests for Standing Order forms having received No requests at all!

If you would like to pay by Standing Order, and I hope you will, please let me know and I will send you a form. You will find all my details on the inside cover of 'Transverse Torque'.

**Godfrey Dingley-Jones**  
Membership Officer

# Spares report

## Changes to the Parts for Sale List

You will notice there are some changes in the Parts for Sale list in this Issue. We are out of stock of drive-shaft front bearings and seals. Although we are looking for more stock, they may be difficult to source, but we'll try. Headlamp reflectors are now listed as exchange items, more detail below, plus a new item - headlamp adjustment spring.

## Exhaust Systems

At long last we have a stainless steel exhaust system for the 'Y' as an alternative to the heavy duty steel one we already have. This new exhaust is a top quality three piece system (much easier to handle and fit than the two piece unit) that should be available by the time you read this. Price is still to be decided, but if you are interested, call Colin Rowe and he will put your name on the list for delivery from the end of January.

In addition to the 'Y' we are developing a similar stainless steel system for the 'C'/'CX'. As we are likely to be using the same supplier, assuming our checks of 'C'/'CX' samples pass the quality test, parts should be available from around April. There will be a progress report in the next Issue.

## Headlamps

We are introducing an exchange programme for headlamp reflectors. They are refurbished with chromed plating instead of the original "silvering". Both early and late types are available. If you are unsure of the difference, the early headlamp just had the single headlamp bulb, sidelights were separate on the front wings. The later type had both headlight and sidelight bulbs in the reflector, within the headlamp body. With limited supplies available, the exchange will work on a "like for like" basis only, we will not provide early for late or visa versa.

After fitting a new pair of reflectors night driving may become even more of a pleasure. There will be no need to go to 12 volts and upset Sam. Not only will you be able to see more clearly where you are going, if you fit two of our new adjustment springs you can aim the light in the right direction. £2 a pair is a small price to pay for being able to throw away your old springs and replace them with something decent.

More good news; we have found a supplier who will produce the headlamp rims for late LR 'Y's and 'C'/'CX' so we should be able to delete another "Out of Stock" from the list.

## Over to You

As a parts committee, we try to provide the items we think you want for our cars. Rather than second guess your thoughts, it would be good to have some fresh ideas and feedback on what you would like us to stock.

If you have any ideas please share them with us. Call me, Colin Rowe or, if you are feeling adventurous, Bob Wilkinson, but be warned, if you do that you may finish up with a job.

We look forward to hearing from you and seeing you with your car during 2007.

**Jim Sharpe - Spares Secretary**

## New tyres offer

Graham Miles has offered to bring pre-ordered tyres to the A.G.M. at Willoughby on Sunday 22<sup>nd</sup> April, thus saving you the normal delivery charges.

Prices including VAT are:- Per tyre £61.50, per inner tube £10.50, per rim tape £3.50

Please send your orders at least two weeks before the A.G.M. to Tony Etheridge, 118 Oaklands Avenue, Oxhey Hall, Watford, Hertfordshire, WD19 4LW, or tel: 01923 231699. If ordering tubes, state whether valves are central or off-set. Let Tony know that you would like them delivered at the A.G.M. via Graham.



## Radiator repairs

Stuart Spencer needed to have his radiator repaired and reports the following:- "I made contact with Ken Arthur in Westbury and he suggested Arrow Radiators in Melksham. I found their number and, after confirming that they could do it, I took it down to them. They quoted me £160 plus VAT if it needed a new core, which it did. I went to collect it yesterday and found that they had not put a proper tap on the bottom so, after complaining, they agreed to deliver it today to our home. The total cost was £206 including VAT.

This info may help other members so their full details are as follows:

Arrow Radiators Ltd., Unit 6, Hercules Way, Bowerhill, Melksham, Wiltshire SN12 6TS  
Tel: 01225 704767  
Fax: 01225704767

## Another Model 'Y' tourer - the Eagle

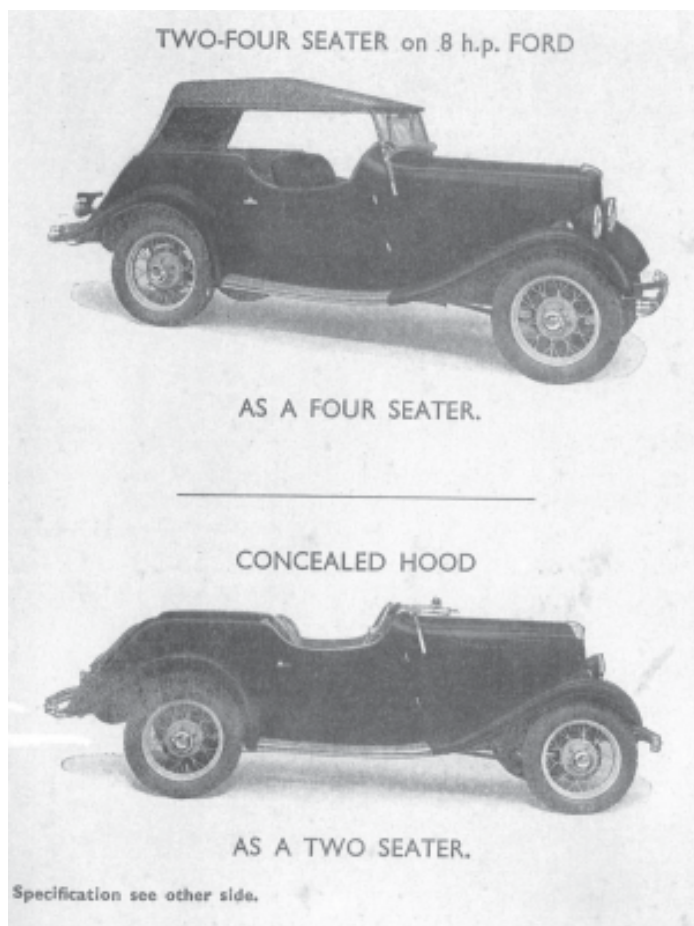
Jim Miles found the illustrated promotional card at an autojumble and sent it in to be scanned into the archive. Great excitement! Having discovered some 30 or so special bodies on the Model 'Y' chassis when writing my book, it is comforting to know that it has taken six years for a hitherto unknown one to surface. To remind you of the background to these special bodied Model 'Y's; Sir Percival Perry decided that, as the ladder chassis of the Model 'Y' was prone to twisting, only a totally enclosed vehicle would be sufficiently rigid for the doors to stay closed in transit. Hence no Model 'Y' tourer or sports car was manufactured by the Ford Motor Company. This did not please the Ford dealers, who were struggling to sell the saloon cars against stiff opposition from other manufacturers in the depth of the Great Depression in 1932/33. To attract the punters into their showrooms, the larger dealerships commissioned local coachbuilders to design and produce attractive sports/tourer bodies on the Model 'Y' rolling chassis, which they obtained direct from Dagenham.

The Eagle tourer body was built by E.J. Newns. From 'Nick Walker's A-Z of British Coachbuilders 1919 - 1960' we learn that the company had been in existence in the Surbiton area of Surrey since 1924, and probably earlier - originally at Long Ditton and then, from 1926 at Thames Ditton. It bodied ACs during the '20s and was bodying fabric saloons of unknown make, probably under contract, in 1928. However, its best known days were in the years 1934 - 36, when it exhibited its wares at Olympia each year - often using the brand name 'Eagle'. During that period the firm seems to have been working primarily for British Salmson, producing drophead coupé, four door saloon and two-seater sports versions. In 1934 it also bodied some 11 Lagonda Rapiers, in both pillarless and two-seater sports designs (the latter sold through dealers Warwick Wright) as well as a Brooklands racing car. In 1935 an association with Railton began, which continued until the apparent demise of Newns on the outbreak of WW II.

Nick was not aware of the sports body illustrated on the brochure which, although shown on a short rad Model 'Y' chassis (dating it at 1933) selling at £160, states that the body was available on other chassis from £60. The body is advertised as 'the most convenient small body yet designed - ample room for 4 persons, and can be converted into a SPORTS TWO SEATER in a matter of seconds'. Apparently, all you had to do to convert it from a four to two-seater was to fold down the back seat squab onto the back seat cushions - a very sophisticated conversion!

The abridged specification reads:- 'Best Leather upholstery, Screen folds flat on scuttle, Two Front Seats of Bucket type, Adjustable Leverroll Fittings. Two cut away Doors. Mirror. Ashby Steering Wheel. Screen wiper. Sunken Spare Wheel in shaped back panel. Cellulosed Colour to choice of six colours.'

Can anyone tell me what 'Adjustable Leverroll Fittings' were?



This seems to have been a private venture by Newns without a commission from a dealer; probably because 1932/3 was in the depth of the Great Depression, when both dealers and coachbuilders were desperate to attract customers. This was Newn's attempt to take the initiative perhaps.

**THE EAGLE 2-4 SEATER**

Complete Body as Illustrated 8 h.p. Ford **£160**      Body only on other Chassis from **£60**

**NEWNS**

TERMS ON APPLICATION.

The most convenient small Body yet designed - ample room for 4 Persons, and can be converted into a **SPORTS TWO SEATER** in a matter of seconds. It has a concealed Hood and Side Curtains, no Hood Bag or Tonneau Cover to get untidy. The Back squab folds over the back cushion when used as a Two Seater. Suitable for the **FAMILY MAN - SPORTSMAN - or COMMERCIAL TRAVELLER.**

**ABRIDGED SPECIFICATION.**

Best Leather Upholstery. Screen folds flat on scuttle. Two Front Seats of Bucket type. Adjustable Leverroll Fittings.	Two cut away Doors. Mirror. Ashby Steering Wheel. Screen Wiper.	Sunken Spare Wheel in shaped back panel. Cellulosed Colour to choice of six colours.
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**PORTSMOUTH ROAD, THAMES DITTON.**      Embrook 142.

254430.



## News from around the regions

### The Restoration Show, Shepton Mallett: 11<sup>th</sup> and 12<sup>th</sup> November 2006

Ivor Bryant reports from Regions 1 & 2 (The West Country)

As in previous years we exhibited at this show, which ran for two days. It was much smaller than the New Year show, comprising auto jumble stalls and club restoration exhibits.

The stand was made up of Alan Garrett's 100E Prefect and Jason Taylor's space framed Model 'Y' special. We were fairly busy with a number of old faces dropping in to say hello, new members introducing themselves and others showing interest in our exhibits and clubs; the stand being on behalf of both the Sidevalve Owners' Club and the Y and C Model Register.

Enquiries included new rear light lenses for a 100E, which the brave owner is combining with an XR4i to produce a 4 wheel drive 100E! A Mercury factory truck owner, pleased that we knew of his vehicle, expressed interest in joining the Sidevalve Club.

Two Model 'Y' owners met and deals were done on a number of parts. The Model 'Y' special was up for sale to any brave enthusiast. It was rolling with engine, gearbox and axles in position, but not with a number of vital connections yet to be made, prop shaft, brakes, A-frames and so on.

*Jason Taylor's Model 'Y' special built round a space frame rather than a chassis. It is for sale.*

I had my doubts before the show if it would be worth the effort and am pleased to say it was. Thanks to Peter Williams and the others who helped, and to Alan and Jason for providing the cars.

The stand at the Bristol Classic Car Show in February will show 7 vehicles, all sidevalve based, not some with 6 cylinder overhead valve engines..... Offers of assistance in manning the stand, providing exhibits and other display material would be greatly appreciated. Please see the inside of the front cover (Regions 1 and 2) for my contact details.

### Region 5, East Sussex & Kent

Our Christmas dinner was a great success, good food and pleasant company. The first show up for the New Year is at the Chatham Historic Dockyard on Easter Sunday and Monday. We go on the Sunday and meet in main car park at 09-30 hrs just in front of the entrance. I can supply entry forms, but as this is a very popular show, it does get booked out early; so if you want to come, let me know a.s.p. It is an excellent venue with hard standing, good facilities and plenty to see in the Dock Yard. We look forward to seeing you all there and hope you have an enjoyable New Year with your old cars. All the best, Mary and John Keenan.

### Region 17. New Regional Contact

Isle of Man, Cumbria, Durham, Tyne & Wear, Northumberland, Cleveland.

We welcome Andrew Black as the new Regional Contact for the northern regions of England. Andrew joined the Y&C Model Register in 2004 on buying a 1934 Model 'Y' converted to a "woodie" estate car. The restoration of this much neglected vehicle is slow since it is garaged some 8 miles away from his home. Hence, Andrew is looking for



suitable premises nearer home in Morpeth. Let's hope he manages that soon as we are all keen to see work progressing and the car finished."

A big thanks goes to ex-Regional Contact, Trevor Walker, who is continuing in membership (about 20 years or so now I think) but taking a back seat for a while.

Meanwhile Andrew's details are on the inside front page of the magazine and he will be pleased to hear from existing local members and new ones as they join.

### U.S.A.

Over the years, we have had a number of enthusiastic members 'over the pond' in North America and it has always irked that they have not had an equally enthusiastic Regional Contact to act as a focus for their queries and local advice. One such has volunteered to fill the appointment and we welcome him just as enthusiastically. He is Bob Anderson, from Barrington, Illinois. Out of the blue, Bob bid for a Model 'Y', unseen, at an auction in Tennessee "because he liked the look of the shape." After a good deal of research and international correspondence, we discover that Bob is the owner of a March 1936 Tudor Model 'Y' that was exported in 'Knocked Down' state from Dagenham to New Zealand; spent most of its life on a sheep farm near Timaru, on South Island, before being shipped to the States, we know not when. Bob is now refurbishing the car with gusto.

Bob's details are also on the inside of the front cover. Members in the U.S.A. are asked to contact him to make themselves known.

### Denmark

Michael Deichman has stepped forward to act as the Regional Contact for Denmark, where we know there are a number of our cars, whose presence is currently unknown to the Register. Michael's Ford Junior De Luxe cabrio-limousine was the subject of Members' Cars in the last issue. Ford's operation in Copenhagen was one of the Company's major European assembly plants, shipping both Dagenham and Köln manufactured 'Y's, 'C's and Eifels (generically known in Scandinavia as Ford Juniors) to Danzig (the Free City of Danzig was established by the Treaty of Versailles in 1919 and survived until it was overrun by the Third Reich in

September 1939), Faroe Islands, Iceland, Latvia, Lithuania, Norway and Poland. In his Christmas greeting, Michael said, "Season's greetings from the Danish Model Y and C Register under the "Historical Motor Vehicle Club of Denmark" (Dansk Veteran Klub). I would not be surprised if your club gets more members from Denmark and Scandinavia in 2007 - at least now I will start registering the survivors in Denmark." Michael works for IBM in Copenhagen, so has no problems with communications!"

# Overhauling the rear axle



The range of special tools necessary for a correct complete strip and assembly (less spring spreader). Tools include, from top left to right:- Pinion bearing and spacer removal tool, hub extractor, differential bearing removal tool. Then from top to bottom:- 1 1/2 inch AF spanner, pinion bearing pre-load gauge, inner half-shaft oil seal replacer and differential bearing cup replacer.

This is not a job to be taken on lightly. To remove the rear spring, extract and pre-load the bearings and insert the oil seals safely and correctly, special tools are required.

## Remove rear axle

First drain off the oil in the differential, which is best done after a good run, when the oil is warm and fluid. Check oil for any errant bits of metal. Loosen off the rear wheel nuts, jack up the rear end so that the wheels are about one foot off the ground and place jack stands under the chassis, forward of the rear axle. Remove rear wheels.

Remove split pins, hub nuts and washers. Slacken off the rear brake adjusters to ease the removal of brake drums. Use hub puller to remove drums. Put Woodruff keys from axle in safe place. Remove brake springs and shoes. Note any excessive wear in brake drums and brake shoes. Remove shock absorber link lower bolts and raise bottom link out of the way of the axle. Remove the four bolts which connect the rear of prop shaft to the differential case. Remove radius arm to torque tube bolt. Remove brake rods' split pins and cotter pins.

Slacken off screws holding speedometer gear case to front of torque tube, sufficient to disengage gears (last few threads on 7/16 inch bolts): this is awkward. Remove shackles and, with trolley jack under differential casing, lower axle; at the same time pulling rearwards to extract prop shaft from torque tube.

Remove split pins from castle nuts at rear of each spring shackle and undo nuts. Carefully locate spring spreader between spring eyes and spread spring sufficient to remove spring from inner shackles. Store spring with spreader still attached. Remove shackles and clean in paraffin.

## Strip rear axle

Place axle on axle stands to ease working. Remove pin from propshaft and draw the propshaft off the spline. Undo eight nuts holding nearside differential casing to differential and remove casing. Withdraw nearside half-shaft, differential and offside half-shaft as an entity.

Place the casing with the pinion in a vice, pinion upwards, and check pinion and propshaft splines for wear and slack when twisting shaft. If the pin is sheered, it is more than likely that there is excessive wear in the splines. If wear is excessive on the pinion splines, a new matching crown wheel and pinion set needs to be fitted.

*The pinion spline showing hole for slack securing pin.*

Any more in depth dismantling will require special tools. Undo large casing nuts and remove pinion through differential casing. A special extractor tool is required to withdraw the two bearings and spacer. Note, if the crown wheel

and pinion is replaced, so should be the pinion, differential bearings and the oil seals in the axle casings. To strip differential, cut the locking wire holding the six securing bolts and undo bolts. Withdraw the crown wheel with half-shaft and bearing. The half-shaft can now be withdrawn through the crown wheel and bearing. The differential bearing is then pulled off the crown wheel shaft with a bearing puller. Next, knock out the planet wheel shaft locating pin by tapping the planet wheel casing on the bench. Withdraw the shaft and remove its casing and the planet wheels. A bearing puller is required to remove the other differential bearing.

## Assembly

After cleaning everything thoroughly, assemble the pinion assembly as follows; place the rear bearing cup and bearing on the pinion shaft, then the spacer and the forward bearing cup and bearing. Put washer and one large pinion nut over the spline and tighten until the nut is finger tight. Heat up the nose of the differential casing so that it expands sufficient for the pinion assembly to drop into the casing (to prevent heat damage to new pinion and bearings, it is suggested that you use the old pinion and bearings for this operation). Undo the pinion nut and withdraw the pinion and bearings. Allow the casing to cool and trap the cups and spacer in place. After cooling,





*The complete differential and half-shafts."*

place the new pinion and bearings in differential casing and tighten up one large nut. Place tab washer on shaft, but do not bend tabs until pre-loading is complete. Using a thin 1½ inch AF spanner, tighten up second large nut. Using correct pre-loading tool on the spline, set the load on the bearings to between 6 and 8 foot/pounds, adjusting tightness of nuts accordingly. The second nut must be tightened hard against the first nut. After final tightening, re-check pre-load in case of final movement. Lock nuts with tabs on tab washer. Reassemble the planet casing, crown wheel, bearings and half-shaft assembly, renewing the locking wire. If the axle casing seals are to be replaced, they should be replaced at this stage, using the special tool for the job. Replace the assembly in the differential casing, ensuring that the mark on the one pinion tooth lines up with the one mark on the matched crown wheel.



*The rear axle split down to its component parts.*

To preload the differential bearings, replace the nearside axle casing and tighten up the eight securing bolts equally until the pinion shaft turns with only a little resistance. Measure the gap between the axle casing and the differential casing with a feeler gauge and make up a gasket of that thickness. Insert gasket and re-tighten bolts. Re-check the pinion for ease of turning.

Assembly thereafter is the reverse of the dismantling process, ensuring that the new propshaft pin is not peened too tightly onto the shaft and that you put fresh EP 140 oil into the differential after assembly.

Note: You can take this opportunity to overcome the ovality in your hub casings, and to improve your ride and braking, by replacing your wheel bearings with the Club sleeved bearing kits.

***Finally, we wish you success with the road test.***



*The pinion assembly ready to drop into the heated differential casing."*

*The special tool for pre-loading the pinion bearing. The arm of the tool should fall slowly at a setting of 6 to 8 ft/lbs. The tightness of the large inner nut dictates the loading.*



