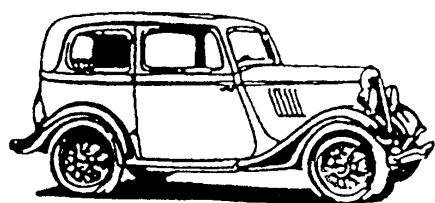
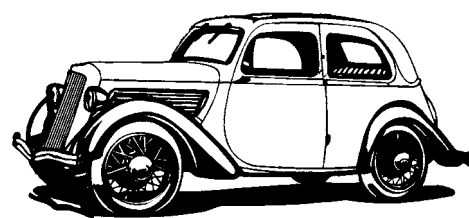


TRANSVERSE TORQUE



Issue 186
September - October 2010



Register Officers

Chairman

Rod Janes, 94 Berkeley Crescent, Dartford, Kent DA1 1NH
Tel: 01322 229656 e.mail: rodjanes.94@tiscali.co.uk

Vice-Chairman

Brian Godfrey, 57 Aldershot Road, FLeet, Hants GU51 3NW
Tel: 01252 616296 e.mail: briangodfrey@ntlworld.com

Secretary

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

Assistant Secretary

Peter Purdy, Manor House Farm, Thoroton, Nottingham NG13 9DS
Tel: 01949 851293 e.mail: allpurdys@hotmail.com

Treasurer

Bruce Allan, 37 Meadow Park, Cabus, Garstang,
Lancs PR3 1TA
e.mail: bruce.allan@yahoo.co.uk

Membership Officer

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

Spares Officer

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

Spares Administrator

Colin Rowe, 4 Croxdale Close, Brampton Park, Northants NN2 8UL
Tel: 07944 825045 e.mail: colinatfordyandc@aol.com

Regalia Officer

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

Editor & Archivist

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

Technical Advisor

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

Website Manager

Roy Hocking - see Regional Contact 08 for details

Co-opted member:

Jim Sharpe, Galleywood, Essex. Tel:01245 351546
e.mail: jajm.sharpe@virgin.net

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Regional Contacts

- | | | | |
|-------|--|---|--|
| 01/02 | Devon/Cornwall
Somerset/Avon/Wilts/Glos
Ivor Bryant
The Cottage, The Street,
Alveston, Bristol BS35 3SX
Tel: 01454 411028
ivor_bryant@msn.com | 14 | N. Wales/Cheshire/Lancs
Merseyside/Manchester
Peter Ketchell
2 Manor Road, Westminster
Park, Chester CH4 7QW
Tel: 01244 676856 |
| 03 | Dorset/Hants/I of W/
Channel Isles
Colin White
49 Grange Road
St. Leonards, Ringwood
Hant BH24 2QE
Tel: 01202 873620 | 15 | Notts/Derby/Lincs/S. Yorks
Ken Sleight
The Forge Cottage
Owston, Askern,
Doncaster DN6 9JF
Tel: 01302 337483
kenneth.sleight@btinternet.com |
| 04 | Surrey/West Sussex
Dave Minnett
20 Princes Ave,
Carshalton Beeches
Surrey SM5 4NZ
Tel: 020 8661 2480
Thev8telegraph@aol.com | 16 | North, West & East Yorks
Barry Diggie
16 Croftlands, Idle
Bradford BD10 8RW
Tel: 01274 614729
barry.diggie@btinternet.com |
| 05 | East Sussex/Kent
John Keenan
41 Ghyllside Ave, Hastings
E.Sussex TN34 2QB
Tel: 01424 424323
elvabeach@btinternet.com | 17 | IoM/Cumbria/Durham/Tyne
& Wear/N'umberlnd/Clvnd
Andrew Black
66 Lindisfarne Lane, Morpeth,
Northumberland NE61 2UL
Tel: 01670 511113
wagtail139@btinternet.com |
| 06 | South Wales/Hereford
Mike Samuel
"The Willows" Stoney Road
Garndiffaith, Pontypool
Gwent NP4 8PY
Tel: 01495 772418 | 18 | Scotland
Drew Barr
30 Weavers Crescent
Kirkcaldy KY2 5LN
Tel: 01592 269266
barr195@btinternet.com |
| 08 | Oxon/Berks/Bucks
Roy Hocking
69 Aylebury Road
Bierton, Aylesbury,
Bucks HP22 5BT
rhock@btinternet.com
Tel: 01296 427706 | 19 | Ireland
John Fitzgerald
Three Rock, Tara Hill
Gorey, Co.Wexford
00 353 53 948 1414
jfitzgeraldfordyc@eircom.net |
| 09 | Beds/Herts
John Argent
35 Brookmans Avenue
Brookmans Park, Hatfield
Herts AL9 7QH
Tel: 01707 662049 | 20 | London/Middx
Jim Miles
11 Gordon Road,
Wanstead, London E11 2RA
Tel: 07901 561866
(afternoons only) |
| 10 | Essex
Dave Gustard
44 Park Dale
Danbury, Chelmsford
Essex CM3 4EH
Tel: 01245 222921 | Overseas | Australia
Bill Ballard
24 Rowan Ave, Boronia
Victoria 3155, Australia
Tel: 00 61 3 9762 9974
sfbill1@bigpond.com |
| 11 | Worcs/Staffs/W. Mids/Warks
Geoff Salminen
2 North Pathway, Carless
Ave. Harborne,
Birmingham B17 9EJ
Tel: 0121 427 2189
e.mail:gsal_minem@talktalk.net | Denmark
Michael Deichmann
By-Lyngen 4
Blistrup, DK-3230 Graested
Denmark
Tel: 00 45 2227 8651
michael@deichmann.org | |
| 12 | Leics/Northants/Cambs
Vacant - can you help? | U.S.A
Robert P (Bob) Anderson
228 West Russell St,
Barrington,
Illinois 60010, USA
Tel: (001) 847 381 0052
Bander8899@aol.com | |
| 13 | Norfolk/Suffolk
Roger Hanslip
165 Hungate Road,
Emmeth
Nr Wisbech, PE14 8EQ
Tel: 01945 430325
jo.hanslip@btopenworld.com | When telephoning UK from overseas
replace first 0 in UK number with +44 | |

Editorial

For someone whose hobby is the Ford Y&C Model Register, the last two weeks, as I write, have been very rewarding. Three new members have joined our ranks, I have been able to help out a couple of members with the history of their cars, I have received some fascinating snippets and stories from you for the magazine and at least three previously unknown cars have come to light – one a ‘barn find’. It is very satisfying to belong to such a vibrant and successful association of enthusiasts.

Once again the weather gods smiled on us at the Old Ford Rally at Gaydon and, once again, due mainly to the hard work put in by Bob Wilkinson prior to the event and the untiring efforts of the marshals and their wives on the day, it was a great success enjoyed by all the classic Ford clubs present. Bob’s write-up on the show appears elsewhere in this issue.

Paula and I had a most enjoyable full-family holiday in Cornwall in Trebetherick, on the cliffs between Rock and Polzeath. On a trip to the bakery in Rock, I espied a large photograph of the family baker’s Model ‘Y’ van on the wall behind the counter, taken, I presume, in the 1930s. Fortunately I had my camera in my pocket so am able to share the photograph with you.

The Model ‘Y’ van belonging to Mr. Barnecutt, the family baker in Rock, north Cornwall. The ACV Cornish registration puts the van’s date of manufacture as 1934. Note that Mr. Barnecutt has removed the spare wheel from the driver’s door so that he could mount and dismount through that door without causing excess wear on the hinges. The two supports for the wheel are visible at the bottom of the door and the boy is holding on to the upper strap support. Note also the lack of ventilation slots in the rear doors, which were not introduced until mid-1936.



Congratulations are in order for Doug Tunstead who bought the Model ‘Y’ Abbey tourer, Y6020, in 2007 as a ‘back of the garage find’. Three years later, on 11 July, he showed off the tremendous progress he has made with its restoration at the Caerwys Show in north Wales. Well done so far Doug.



The dark blue Abbey tourer as bought by Doug in 2007.

We are grateful to Bob Wilkinson, who purchased an early long rad Model ‘Y’ brochure (published in November 1933) at an autojumble and presented it to the library. Donations of publications on our cars are always welcome. I was delighted to see a Model ‘C’ appearing on a birthday card, which was

sent in to me. As this month celebrates the 76th anniversary of its launch, it is appropriate to publish it here!

We were sorry not to see Terry Mortiboy and his Alpine tourer at the Old Ford Rally this year.

The Ford Model Y & C Register

Regrettably, his gut is giving him jip and he is on stand-by for some major surgery at the beginning of September. We wish you all the best for a speedy recovery, Terry. Our best wishes seem to work as we passed them to Frank Johnson last time round. There he was at Gaydon getting round exceptionally well on his stick and, apparently, back in the driving seat.

It is with sadness that I report that Nigel Care passed away in May at his home in Crowborough, Sussex. Nigel joined the Register in 1990 with the family Model ‘Y’, purchased by his father in 1937. Nigel, who ran a garage in Crowborough, restored the car back to its original vineyard green and black specification. Mike Malyon passed on the condolences of all members to his widow, Dorothy. A tribute to Nigel by Owen Baldock is included under ‘Members’ correspondence’.

I have received photographs of two wedding Model ‘Y’s since the last issue. Brian Fleet reported, “With the arrival of the July issue of the magazine, I was reminded to send a photo of ATP374 at my son Martin’s wedding in Perranporth, Cornwall earlier this year. The car was much admired at the wedding. Martin helped a lot with the restoration work and for the time being it’s being used by him at weekends, having had the paintwork improved and the steering box reconditioned before it went back on the road. Whilst its fine for short journeys, engine bearing noises when hot will mean some serious work on the engine next!”

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With the chassis, axles, engine and transmission already completed, Doug has expertly fabricated the woodwork of the body tub on the Abbey. Here seen at the Caerwys Show in July.

To get some idea of how our New Zealand enthusiasts enjoy their small Fords, you can listen to a radio interview with the North Island 8 & 10 h.p. Club, based on Auckland. Those interviewed include Ant Kite, the President of the Club and committee members, Bud Semadeni (Prefect) and Chris Kite (Model "Y" owner). It is interesting to hear their comments, which reflect comments that would be made under similar circumstances over here. You can listen to the programme on <http://www.radionz.co.nz/national/programmes/spectrum>.

A Ford Y&C Model Register Forum has been created on the web. We are keen that you, the members make full use of it by contributing to the discussions and adding your comments and photographs, etc. Details of how to join the Forum and to access it follow this editorial.

I am madly trying to prepare the second edition of my book on the Model "Y", extending it to cover the Models "C"/"CX" and Eifel. Hence I have not been able to give as much time to this issue of 'Transverse Torque' as I would normally like – please excuse me for that. Still, I hope that there is sufficient in this issue to keep you engrossed! Note, in particular, that luggage racks are now available from the spares de-

partment and that John Argent has added blue fleeces and sundry clothing 'bin ends' to the Regalia list (see centrefold). Enjoy the read.

Sam Roberts.

Web forum

At last, we have an active members' forum website onto which you can look at and add messages, photographs, comments, etc. It already has some interesting comments, photographs of cars, brochures, and ideas.

To join, the first thing you must do is to register with Yahoo at <http://uk.yahoo.com/> then "sign up" (Make up your own name & password)

On the home page of the Club website (www.fordyandcmodelregister.co.uk), click



The very tastefully decorated Fordor vineyard green and black Model "Y" of Ken Wilding on wedding duty at Hadleigh, Suffolk in August



Brian Fleet's May 1937 Tudor paying back his son, Martin, for the work he had put into the restoration. A scene at Martin's wedding in Cornwall in February.

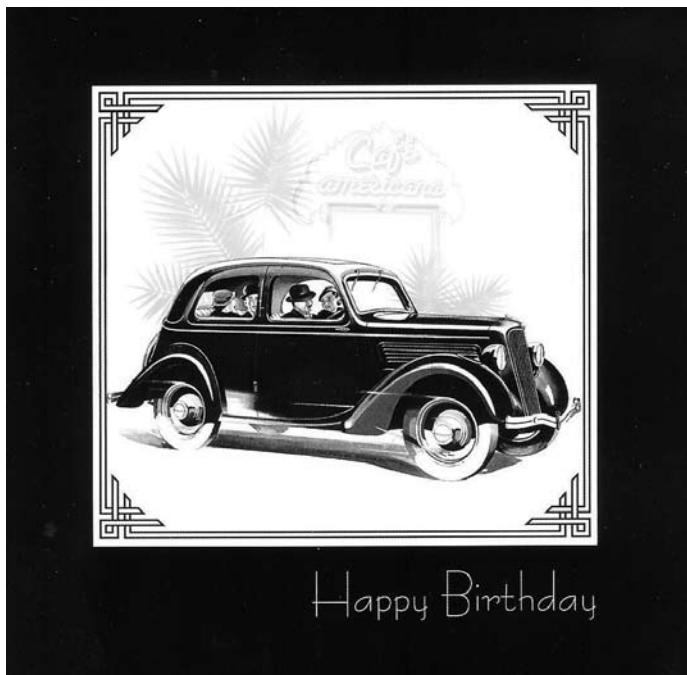
on "FORUM". This takes you to the Yahoo forum home page; then click on "Join this Group" (top right of photo)

If you are logged into Yahoo, you will be added straight away.

Happy blogging! I hope to see some of you in Norfolk at the 1940's weekend later this month.

Sam Roberts

**Deadline for copy
for issue 187
is Friday 29th October**



Happy 76th birthday to the Model "C". I like the art deco surround and background (if it is visible on the reproduction).

Chairman's Chatter

I start this Chatter with an apology; I have not been answering too many emails since Gaydon. Family matters and a mysterious bug have kept me away from my PC. By the time that you read this issue, the big Janes' family event of the year will be over; my son will have walked his bride down the aisle. All the women of both families can dry their eyes and stop fluffing around and organising their menfolk, which means that I can get back to caring for my other loved ones - my cars.

The summer has been a great success for many members of the Register. The weather has meant that a great many show around the country have been very well attended. The big one of course was the Old Ford Rally at The Motor Heritage Centre, Gaydon on the 25th July. The turn out of Ford clubs was tremendous and made for a great atmosphere. There were not as many of the public as we would have liked to have seen, but perhaps next year we can spread our net a little wider with our advertising



Rod Janes' October 1934 Fordor Model "Y" in the midst of other classics at the Polhill Garden Centre show near Seveno-

for the event. Full credit must go to Bob Wilkinson for his hard work and to all the members who gave their time and effort on the day. Congratulations to Brian Godfrey with his beautiful short rad Model "Y" Fordor, which won the Bert Thomas award for the best Register car at the show.

Cover photographs

Front cover: Jim Miles, in his red and black 1937 Eifel roadster, approaching the entrance to the Ford Y&C Model Register stand at the 2010 Old Ford Rally at the Heritage Motor Centre at Gaydon in Warwickshire.

Back cover: Colin and Julie White taking part in the Bath to Bournemouth Rally in 2008 in their February 1933Knibbs Parkin Model "Y" tourer.

While I was doing my stint at the charity rides, Sam introduced me to one of the Rotarians on the stand, Colin French, who is a classic car fan and was interested in acquiring a Model "Y". I am pleased to announce that Colin is now the proud owner of my partly restored 1936 Tudor and has now become a new member to the Register. We will be looking forward to seeing him out and about in the not too distant future. Once Colin has collected his purchase, I hope to buy a 1933 short rad from an ex-member in Maidstone. It is in running order, but requires an interior and respray. So watch this space for developments.

On the 5th July, we attended the Polhill Garden Centre, near Sevenoaks, Kent, for an evening Classic Car gathering, and what a gathering it was. At one point, the main road had to be closed because of volume of traffic. This was only the second year that this has been held and looks as if it will become one of the highlights of the Classic Vehicle scene in Kent for many years to come.

I attended the 'Darling Buds of May' show on the 11th July with members of the FSOC in Pluckley, Kent, which is an idyllic part of the English countryside and the setting for the iconic 1990's TV series. Good weather ensured a massive turn out of pre-1980 cars and included Pop Larkin's Yellow Rolls Royce.

Unfortunately due to family commitments I can't make the North Norfolk Railway 1940s Weekend in September, but I will be with you in spirit. I hope that the weather is kind to you and that a great time is had by all.

Bob's proposal to the FBHVC regarding cherished Number Plates is to be congratulated and deserves the support of not only our membership, but all classic car enthusiasts. A quick thank you to Mike Malyon for the list of Kent members; I will be making contact with each of them to try and organise a monthly get together with local FSOC group. Had I lived closer, I would have liked to have joined John Keenan's group, but it's just too far to Hastings for an evening meeting for me.

Finally I hope that you all have a successful conclusion to the show season and make the most of the good weather that some of us have had this year. Let's keep our vehicles out on the road where they belong.

Secretary's ramblings

Living in middle England we have had an excellent and very welcome summer with little or no rain to spoil our events or runs out in the old Ford. **The Old Ford Rally** (see report elsewhere in this issue) had good weather for an excellent turnout of around 360 old Fords. Over 100 of these were pre-1940 making the title "Old Ford Rally" meaningful. Many thanks to all members and families who gave help on the weekend by marshalling and setting out, etc. Next year sees the centenary of Ford of England, so a bigger show is planned, of which more over the next few months as planning takes place.

This summer, more of "our" cars have emerged from hiding or slumbers as restorations come to fruition. This is gratifying to see and is testimony to the support available through parts and technical advice from the Club. As a result, restoration of our cars is probably easier now than it was 10 years ago.

Your club spares group of volunteers met during July to decide on priorities to keep our cars up and running. Pete Ketchell reports on new items in this issue. Most new items in recent times have centred upon mechanical refurbishment with increased safety for our members in mind. Increases in VAT, raw materials and the economics of getting small batches made will inevitably raise the cost of spare parts. We do make every attempt to keep prices as low as possible, but we must maintain funds to ensure that we can replenish stocks. Through good housekeeping we have held the annual subscriptions at the current levels for several years. Our Club's aim is to ensure that we can drive our cars well into the future. Without new parts our cars become dusty museum pieces.

Values of our cars too are holding good levels though restoration remains a labour of love. The cost of restoration will often exceed the end value, particularly if you have to pay for the expensive aspects of your restoration. Maybe this is where Club members can be of reciprocal help, where they have a range of skills. Up-market classics seem to be holding value despite the recession - maybe a sign of investment when returns elsewhere are very low. A visit I made recently to a local trimmer revealed a full order book and a long waiting list to employ his skills.

A reminder that the club can help to register your car with DVLA is printed in this issue. If your car lacks a registration mark or V5C document, we can help. Check out the page on our website www.fordyandcmodelregister.co.uk for background information, then just give me a call.

As I write this we are nearing the events in **Norfolk (1940's weekend) and the Paradise Collection meet**. No doubt the remaining summer weekends will give good opportunity to show off your old Ford. My faithful "CX" tourer is now competing with my recently finished 1929 Model A Phaeton for time to get out and about. They are very

different cars to drive, but each has its special attraction. The "CX" is lively and busy, whereas the Model A, with a big 3 litre engine, is comparatively long-legged and sedate. Perhaps a longer comparison is called for as both were aimed at mass markets.

It was refreshing to read **Lynne and John Delassio's account of their tour to Italy** in the last issue. Coping with the odd mishap miles from home puts much of our efforts in the shade. The car, no doubt, created much wonderment on the journey ...and much pleasure too for all who saw them. I guess that the late owner and old friend, Bryan Dixon, would have hardly believed all this. I can hear him now! Well done Lynne and John for flying the flag for the classic car brigade.

During the autumn your Committee will be meeting. If you have any issues you wish the Committee to discuss ...on any relevant matters, please let me know. This is your club and you should play your part in putting forward your ideas. Give me a call.

Bob Wilkinson.

OLD FORD RALLY - DVD. *A comprehensive DVD of the 2010 Old Ford Rally is now available. If you would like to have a copy please send a cheque for £4.00 to cover cost & P&P (payable to "Ford Y & C Model Register Ltd.") to Secretary, Bob Wilkinson. - address in front of magazine.*

Bob's Joke Corner.

Not a joke as such this time, just a piece of humorous information to dispel a myth.

CANNON BALLS!!! DID YOU KNOW THIS?

It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But, how to prevent them from rolling about the deck was the problem. The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.

Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, Brass Monkeys.

Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.

Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, folks thought that was just a vulgar expression?

You must send this fabulous bit of historical knowledge to your friends.

.....I got that wrong! Please send me your favourite amusing story.

Bob Wilkinson.

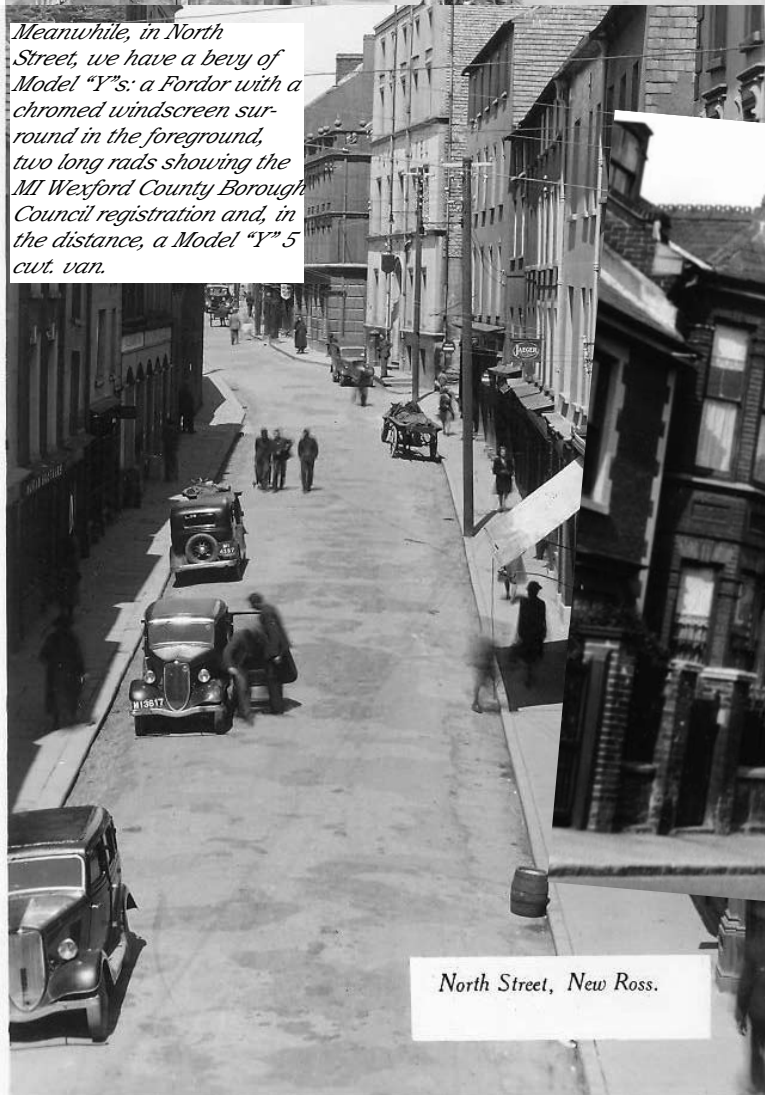
Photographic finds

A Model "Y" Tudor parked in South Street, New Ross in Co. Wexford, sometime in the 1930s. Interestingly, it has a chromed windscreen surround, normally only fitted to De Luxe cars, production of which ceased in October 1934



South Street, New Ross.

Meanwhile, in North Street, we have a bevy of Model "Y"s: a Fordor with a chromed windscreen surround in the foreground, two long rads showing the MI Wexford County Borough Council registration and, in the distance, a Model "Y" 5 cwt. van.



North Street, New Ross.



An early 1937 Bristol registered Tudor "Popular" Model "Y" parked up in Southsea, Hampshire and, yes Nigel, that is a Morris 8 Series I parked ahead of it



"Malcolm Grace sent in this photograph of a rather ornate short rad fishmonger's van based in Cliftonville. With a Canterbury registration, we can assume that this is the Cliftonville in Kent, rather than the one in Norfolk.

tractors of all ages, 400E's, which were very refined for the era, and the everlasting Transit. The handful of heavy commercials had been restored to a magnificent standard.

The "Ride in an Old Ford for Charity" feature was popular with the public, doing just that in a range of vehicles from Model Ts to Capris, with even a 7 ton Thames lorry anda Ford Pilot hearse taking visitors on a return journey! The Banbury branch of Rotary marshalled this feature with enthusiasm and benefited from the donations. The important aspect being to note how many young visitors rode in older Fords...hopefully they will become the next generation of classic car owners.

The trade stands were busy too and site visitors were able to escape the heat of the day browsing the excellent collection of cars in the Heritage Museum.

The overall Car of the Show was a beautifully restored 1936 Model 68 V8 Woody owned by Colin Peck of Wraysbury in Middlesex. Brian Godfrey won the Y&C car of the show with his newly restored 1933 Model "Y" and proudly accepted the Bert Thomas Trophy.

Thanks to all our members who displayed cars and a big thank you to members and wives who gave generously of their time to marshal the show. If you missed it this yearmake sure that does not happen next year!

Bob Wilkinson

The 2010 Old Ford Rally.

The second Old Ford Rally to be held at the Motor Heritage Centre, Gaydon, was enjoyed by entrants and public alike and declared another success. A visitor to the show emailed me with the comment that "it was great to be part of a proper classic Ford show". What he added was that so many shows rarely feature cars from the pre-1940 era and our show was an exception. We had over 350 old Fords on display with almost 100 being pre-1940, with everything from Model T's, Model A's, our Y&C's and early V8's. It is rare to find a pre-1910 cars at showswe had 3 on display. Not just on display but being driven around the parade arena!

Member Barry Nutley, a professional commentator, did a splendid job on the 'mic', interviewing entrants who were often very modest about their restorations, etc. as they took part in arena parades. We had Pilots, the upright Anglias and Populars and the ground breaking 5 Graces – the Prefect, Anglia, Consul, Zephyr and the mouth watering Zodiac we remember from to 1950s. The Lotus Cortina stand had a splendid display of beautifully restored cars, showing Ford's sporting side with the Capri range being the newest eligible cars.

On the commercial side we had



An absolutely original Model T at the rear of the Models S and T stand. A Pilot, a Model 48 and a Model 81A are in the background.



The front rank of the Y&C stand. Over 20 Model "Y"s were present - but where were the Model "C"s and "CX"s?"

Brian Godfrey accepts the Bert Thomas award for the best Model "Y" or "C" on show from Jean Ketchell."



Diane Godfrey chats up the winner of the Car of the Show award, Colin Peck from Wraysbury with his 1936 Model 68 Woody.

Bob Wilkinson fusses round, whilst Barry Nutley interviews the Car of the Show runner-up, Victor Saunders from Enfield, in his colourful Thames delivery truck.



Norwegian mail vans

Terje (Terry) Saethre, a member of the Early Ford V8 Club, Norwegian Region 102, sent the interesting photograph of Norwegian mail vans in 1937. The picture was taken at the Norwegian Mail headquarter in Oslo. Terje's grandfather, Erling Gartmann is the third driver from the right. Erling worked in the postal system in Norway for almost 50 years and was in the committee that decided what cars the Norwegian Mail should buy. As Dagenham did not manufacture "CX" vans, I wonder which coachbuilder crafted these, presumably from rolling chassis imported from Dagenham."



These Model "CX" vans were the first vehicles that were used to empty mail boxes around the Oslo area.

For sale

1936 "CX" four door saloon, original registration on up to date paperwork. All complete, new old stock front wing, rewired, stainless steel exhaust, correct headlamp glasses and magniflex bars. Runs, drives, stops, all lights working. I have owned this car for 35 years! Needs work. Offers in region £2,000.

Ivor Bryant. Tel: 01454 411028 (Bristol)

1936 "CX" Tourer. (C44444) Black. Fully restoration 10 years ago including engine, body, upholstery and hood. Registration reclaimed by club from DVLA; therefore non-transferable! In good condition with MoT. Owner reducing collection. £6,000 or offers.

Don King. Tel: 01253 822361 (Blackpool)

8 h.p. and 10 h.p. engines, reconditioned with hardened valve seats to run on unleaded fuel - various prices. New Model "C" windscreen, glass only - £50. Track rod ends (state type required) - £17.50 each. 10 hp starter motor, reconditioned - £85. Clutch disc - £20. Reconditioned fuel pump - £25. Distributor and carburettors - ask for details. 6 volt bulbs 36/36 watt (headlights) - £3.00 each. MRN keys (state MRN number required) - £4.00 each (posted).

Tim Brandon. Tel: 01449 711837 (Stonham Aspal, Suffolk)

10hp starter motor with starter switch and good Bendix gear. Motor only turns slow but brushes appear to be good. Sold as seen. £20 o.n.o. plus postage.

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

Wanted

Model "Y" long rad radiator grille and bonnet.

Adam Mann. Tel: 07946 386815 Email: cluthemoo@hotmail.co.uk

My trouble-free Y&C Rally around Devon!

The Silver Miles rally – 12 – 19 June 2010 by Neil Bray

I first heard of the Devon trip via the magazine which prompted me to consult Graham Miles for some more info. After our conversation I was hooked. There were plans to visit the Eden Project in Cornwall, which I had never been to; there were also people going that were great company and, lastly, my Model "C" had 99580 miles on the clock, so should roll over to all the zero's while on the trip.

Preparation was the order of the day and, as part of this, I decided to carry out a few test runs before the Rally. The first test run was to the Annual General Meeting at Willoughby and, while I was there, John Argent overheard a conversation about the speedometer and that I planned to stop, as it turned over to noughts, to drink a glass of champagne with Julie at the side of the road in celebration. He said that it had to happen whilst on the trip as it was a fantastic excuse for a champagne toast and he was up to supplying another bottle to help the toast along.

My idea sounded better as each minute passed, so the run was on!!!!.

The final shake down was the Enfield Pageant which was two weeks before the trip. I noticed a fair bit of water loss on the way to Enfield, which got ten times worse on the



Parked up at the Eden Project car park. David and Freda Kent lead John and Carol Argent off to the domes, whilst Chrissy adjusts her headgear; Michael Leete having managed his!



Pit stop. Neil's puncture ready for repair; Michael Leete advises Jim Miles on his Eifel's carburettor problem and, at the far end, David Kent feels that there should be something wrong with his Model "Y"

way home, resulting in four stops to top up the cooling system to prevent any other damage. On getting home, I allowed the engine to cool and then removed the head to see if I could find the cause of the problem. There were a few signs of head gasket leakage but nothing positive. I removed the bottom hose with the export water pump and replaced it with a standard one as the pump was obstructing the flow instead of helping it. This necessitated a change of fan belt, which caused more headaches involving engine mountings, but this was overcome with some taps and dies.

I had the head 'licked', (a light skim to all you professionals), covered the gasket both sides with well-seal and bolted it all back together again. I didn't put the dynamo back on straight away, so I could run the engine up to temperature four or five times, tightening the gasket every time.

The rally started on the Saturday

but, due to commitments, we were joining it on Monday at Oakhampton. I left home at 9.30 a.m. Monday. The speedo read 99707 miles. I went to Luton to pick up Julie and, on arrival, it then read 99723. We started our journey to Oakhampton but, at the bottom of Julie's road, disaster struck. No, the engine didn't blow up; no, the back axle didn't seize - the speedo stopped working. No, no, not the speedo!.....We stopped, only to find that the cable had snapped at 99724 miles! It was the end of the world. Well, not really, we would just continue

guessing our speed and not clocking up the all important miles.

The rest of the journey went very smoothly, just with a couple of stops (food and petrol) and, yes, one to top up the water system.

We arrived at Oakhampton at around 4 p.m. to find Jim Miles under the bonnet of his Eiffel with a petrol problem; his motor just wouldn't run right. Graham had tried a couple of carburettor bowls and another venturi, with no cure to the problem. I had to laugh at the can that Jim had fitted to channel the flooding petrol away from the exhaust. I offered my spare carburettor to try and help, but everybody was of the opinion that everything had already been tried before. However, to everyone's surprise, my carburettor sorted the problem.

Looking from our hotel, the restaurant/pub that we were going to that evening, seemed to look as if it was just across the main road, so we considered walking across to it. Luckily, David Kent ordered us a minibus as, whilst on the way there, we realised it was actually quite a journey..

Tuesday

We made the journey to the Eden Project, which was about 60 miles - I say that as an approximation as, remember everybody, I had no working speedo in my vehicle. On our way, we stopped in Bodmin so that Graham could find a post office. I was then chosen to head up the convoy as I was carrying a Tom-Tom on board and was able to lead everybody to the Eden Project. It wasn't long until we were driving up a long hill and I felt the back of my car serve around the corner and, before I could shout "puncture" to Julie, we were already running on ti

Unfortunately, the convoy soon ground to

a halt so that I could pull over into a farm opening to change the deflated tyre. Luckily, there were many hands available, which result in the tyre being changed in record time.

We arrived at the Eden Project and what a place! Walking around the domes and seeing all the different trees, plants, vegetation, etc., I ended up having an amazing time. I would recommend anyone local to it, to go and visit. The journey home was uneventful and, on arrival at the hotel, Julie and I decided to change the tube in the poorly tyre in case it was needed again. We found a razor blade in the tyre some 2 ins long!!! David had arranged another venue for the evening; the minibus arrived to transport us again and we had a fantastic meal.

Wednesday

We left the hotel and proceeded to Great Torrington, where we visited the Dartington Glass factory. There was no official tour, but you were free to wander around and see all the different stages of forming all types of glassware. After this, we proceeded to our next destination - Barnstaple, which was the third stop on the rally.

Thursday - A free day

Julie and I decided to have a trundle to Woolacombe and Ilfracombe, where we started our day by having breakfast. We continued on to Lynton and Lynmouth, where we used the water-powered cliff railway to get between each town. It was here that we decided to try a cream tea in the lovely local café. To our table were brought scones, strawberry jam, traditional Devonshire Clotted Cream and even the tea came with a shot of brandy. We were told that this is a North Devon Custom and we must have them! I wasn't going to argue and really en-

joyed it!! On leaving Lynton, we drove back to the main road, up the steep hill to the much needed petrol station to refill the "C"'s tank. A short while after leaving the station, the roads started to look very familiar and I realised that I was driving along part of the MCC Classic Lands End Trial, which takes place over the Easter Weekend. During this, the trial cars drive the 400 miles over 24 hours, climbing a multiple of different off road sections. Now, knowing where I was and what was near by, I said to Julie, "Lets be dare-devils and find Beggars Roast - an incredibly steep hill, which is sign posted to be unsuitable for road vehicles - and yes, you guess it, I couldn't resist it and decided to drive the "C" up it. Pulling away from the start of the hill with my tyre pressures set at 30psi, I kept the road speed fast enough not to stop, but slow enough to avoid the ruts and limit any damage.... I was so happy when I had cleared the section and continued to the top. After all the excitement, we travelled back to Barnstaple to see where we were eating that night. Mike Leete had already ordered the taxi for us and, again, we had another enjoyable evening.

Friday

Michael and Chrissy had to leave us this morning and head home. The remainder left Barnstaple en route to Glastonbury via Dunster Castle. It was a very hot day and, after driving along a North Devon A road (more like a private lane), I felt my "C" hesitate and then stop. Graham said it could be due to evaporation, but it restarted, so we decided to carry on. Within 2 miles, the car decided that it was going to stop altogether, half way up a hill along a very narrow lane. Jim produced a tow rope and towed me to the top of the hill, where repairs had to be carried out. After a bit of investigation, we found that no fuel was getting through to

News of new members

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

Tony Astle	A1501	Chesterfield, Derbyshire
Richard Atkins	A0402	Leatherhead, Surrey
Neil Bannister	B1201	Braunston, Northamptonshire
Mark & Donna Boothman	B1501	Heanor, Derbyshire
Colin French	F0802	Banbury, Oxfordshire
Adam Mann	M1202	Peterborough, Cambridgeshire
David Mayhew	M0401	Carshalton, Surrey
Simon Short	S1301	Haverhill, Suffolk
George Sutherland	S1804	Edderton, Ross-Shire

Tony Astle - we would like to extend a warm welcome to Tony, who owns a black, 2-door Model "Y", TL 5977 (Y163697). The car was found in a barn, having been there for thirty years. What a lucky find and another one to add to the Club's List of Known Surviving Vehicles. Good luck with the restoration and thanks for joining us.

Richard Atkins has joined the Club having bought another new entry into the survivors' listing; a 1936, green and black, 2door, Model "Y", (Y136965), EPA 414, which is currently under restoration. We hope it won't be too long before you are on the road and enjoying motoring around the roads in Surrey. Thanks for joining and welcome to the Club.

Neil Bannister. We are pleased to welcome Neil to the Club. He has bought a black, 2door, 1936 "Y", (Y123993), VSU 168, from Steve Mimms. We hope you are getting out and about with your pride

and joy and that the weather has been kind to you both. Thanks for joining the Club.

Mark and Donna Boothman are now the proud owners of a 1934 Model "Y" (Y49052), VV 2621, which was first registered on 23 February 1934. The car was owned previously by member, Alan Flintoff. It needs a full restoration, so it looks as though you are going to be very busy. Please, keep us informed of your progress. The Club is here to assist in any way we can. Thanks for joining and welcome to the Club.

Colin French from Oxfordshire has upgraded from a 'Friend of the Register' to full membership on buying a 1936, 2door, black Model "Y", BOD 978 (Y152308), from our Chairman, Rod Janes. The car is currently under restoration. The purchase came about as a result of Colin attending the Old Ford Rally at Gaydon and making the right noises! We hope all goes well with the project and look forward to hearing of your progress. We welcome you to the Club and thanks for joining.

Adam Mann has purchased BNM 367 (Y190601), a 1937 2door, black Model "Y". The car is up and running but incomplete. It has had one previ-

the carburettor. I decided to take off the splash guard so that I could remove the fuel pump for inspection. This was not going to be a five minute job. Once I got to the pump, all seemed to be fine and then the inevitable happened..... a mammoth tractor appeared with a mechanism on the back that needed the full width of the path to pass! I didn't look and continued to lay working under the car, hoping the situation would go away. We found the problem in a blocked fuel filter and a small hole in the pipe caused by rubbing in a locating clamp. I then apologized for the hours delay and we continued to the Castle. This village was stunning, but it was a shame that we didn't have enough time to see the Castle, but we needed to get to Glastonbury. Having been waiting for us for two hours, Sam Roberts had driven out from Dunster to meet up with us. It was great that he was able to join us in the Rally.

On arriving at Glastonbury, John and I went shopping to purchase more champagne. Julie bought a cake and we continued to John's friend's house in Ashcott. He kindly provided us with their house, glasses, plates and matches to light the candles for a champagne party. This party was in aid of the "C" tripping over to 00000! Sadly, as the speedometer was not working, we didn't get to see this, but the party still continued as we knew that it had reached its birthday and we decided to call it, its pre- birthday celebration. The night continued to be really nice and ended next door in the pub for a meal.

Saturday

Today we had to leave the rally early and start our journey home. The others toured Glastonbury and climbed the Tor. On our trip home, we did manage to stop at the



The champagne celebration for the phantom speedometer trip-over, prior to the pub supper in Ashcott. Back row, from left, Sam, Graham, Jim, David, John and Neil. Front row, from left, Julie, Margaret, Carol and Freda. Missing:- Michael Leete and Chrissy.

Tunnel House Inn at Cirencester, where we had lunch, arriving home at 18:30.

I would like to end my diary of events by saying thank you to Graham and Margaret, John and Carol, Jim, Sam, Mike and Crissy, David and Freda and not forgetting Julie, who made this trip a fantastic week away. Also I would like to give a special thank you mention to Graham and John for all their hard work in organising the route and making the rally possible. I look forward to the next event and, before then, I will be fixing the speedo cable, having a chat to Tim Brandon as the "C" still lost water on the trip and I never found out why and, most of all, letting you know when the cable is repaired and reaching the "C"'s official birthday, so that, if you are free, you could join me for another champagne celebration, hic. hic.!!!!!!!

'The One Armed Bandit'
a.k.a. Neil Bray

ous owner since new and is in an original condition. Welcome aboard and thanks for joining the Club.

David Mayhew. We welcome David to the Club. He has bought BTU 607 (Y125919), a black, 2door Model "Y" from member, Pat Jennings. The car is in process of undergoing a restoration. It seems that the car may possibly have been off the road for thirty years. We look forward to hearing of your progress with the car and hope the restoration goes well. Thanks, for joining the Club.

Simon Short. We would like to extend a warm welcome to Simon. He was approached by the previous owner (who had the car since the mid nineteen sixties) to see if he knew anyone who would be interested in buying the car, so Simon did!! The car is in need of a full restoration. It is a 1936, 4door, black Model "Y" (Y147563), EX 4064, which was unknown to the Club. Our archivist, Sam Roberts, is very excited having found yet another Model "Y" for the list of survivors! [That makes three new ones in one two-month period- Sam] We wish you luck with the project and please, keep us informed of your progress.

Thanks for joining the Club.

George Sutherland is the owner of a 1936 2door, black Model "Y" (Y158871), GS 6745. He purchased it from member, Sinclair Wood, from the Orkneys. The car is under restoration and is in a very original condition, which George may leave as it is. We wish you well with the restoration. We welcome you to the Club and thanks, for joining.

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

Mike Malyon, Membership Officer

Archive

As many of you will know, I am slowly building up an archive of the histories of each known surviving vehicle and a photographic record of the cars for posterity. We are only temporary custodians of these old ladies and future owners may well want to know the history of his or her purchase. Of the above cars belonging to new members, I have

photographs of only Adam Mann's car. Current and any historic photographs of the other cars will add to the project. Also, I have not opened history files on TL 5977, EPA 414, EX4064 and GS 6745. Copies of old log books from these vehicles will be appreciated so that previous owners and other details can be recorded. Please add their more recent histories.

Sam Roberts, Archivist.



Adam Mann's Model "Y", which was certainly not 'up and running' when this photograph was taken.

Members' correspondence

Three in a bed

Roger Starmore writes from Radcliffe near Manchester, "For about 40 years I have owned two Model "Y"s, WV 8013 and BWK 659. I also had a 4-door "Y" with a registration number 030 NE, which was chalked in yellow on the body. I think this was the number from a trade number plate. This vehicle was bought for £10.00 by my brother, but subsequently became mine. That vehicle was a rolling chassis and bare body with no doors or engine and no log book. All three vehicles were bought in the early 1970s: BWK 659 on 3/7/71, WV 8013 on 3/3/73. My brother had already bought 030 NE before then.

The details of the three were:- 1. 030 NE, chassis no: Y69681, Briggs no: 166/4297; 2. BWK 659, chassis no: Y140633, Briggs no: 165/41307; 3. WV 8013, chassis no: Y10099, Briggs no: 166/6799

The body on 030 NE was paper thin and the car was slowly dismantled. The quarter rear glass was removed along with the back glass, centre pillars, the wheels and axles. The body was taken off the chassis and lay on the floor more or less collapsed. Apart from the body that has been disposed of, I have saved all the bits.

The original chassis on WV 8013 was very corroded. As I had a good chassis on 030 NE, that was transferred to WV 8013, thereby creating problems with DVLA that I never envisaged 40 years ago. Although it all seems a bit crazy to "someone in the know" about these cars, I was only learning then (and am still learning now!).

The chassis information for my two main cars came from their log books. The chassis number for 030 NE was taken off the chassis when it was removed and fitted to WV 8013. I have the brass identity labels for the Briggs body numbers for the two cars, but not for 030 NE. I seem to remember it would not come off as it was corroded and was disposed with the body. However, I do have a very old piece of paper that I must have pressed onto the label and then rubbed my finger over it to produce a raised impression."

Having checked the chassis and Briggs numbers against dates of first registration and the registration plates, they all tie-up, less Y10099, which would have been a short rad manufactured in January 1933. It would seem that the registration clerk in Trowbridge in June 1961 missed a digit off the end of the chassis number when transferring the information from the original log book for WV 8013 to the continuation one. The number should read Y10099?, giving a date of manufacture of May 1935, which ties in with the date of first registration in the log book; 16th May 1935.

6v v. 12v - the age old chestnut!

Graham Rudd, from Beccles in Suffolk, adds his penny'th to the 'should I, shouldn't I' dilemma over whether to convert to 12 volt. It is interesting to read the last line of his mis-sive.

[My personal; thoughts on the subject are; if you are doing a lot of night-time driving and your reflectors need re-nickel-plating, try Halogen bulbs and save all the hassle of conversion - Ed.]

"Reading the Editorial in Issue 185 July/August 2010 about 12 volt system - In the 1960s when I had my Y for the first time, it had pre-focus headlights fitted which were better than the original ones, but I decided to go better and converted the car to 12v, which gave better night-time vision.

I changed the battery, bulbs, coil, and put a 6v bulb in series with the fuel gauge, dynamo (with bracket to hold in place on head) and regulator. Ammeter was OK and the starter used to whizz round faster! This also eliminated problems I used to have problems with starting when damp.
(The car has since been put back to 6v.)"

Tim's magic

Ron Kendall emailed:- "I thought that I would send you pictures of the crown wheel and



Ron was complaining of a knock in his transmission! The culprits were a couple of sheered teeth off his pinion, which also caused damage to the crown wheel

pinion that Tim Brandon replaced for me. He did a super job. He changed the star wheels, diff carrier and planet wheel as well as re-lining my rear brakes. I took the whole axle to him with the spring attached a week last Thursday and he phoned me a week last Saturday to say that it was ready. I fitted it all in and went to a rally yesterday about 20 mile away and she's as quiet as I've ever known her to be and ran smoothly all the way there and back."

The boy's a master craftsman. Tim's details can be found under Useful Contacts in the centrefold.

Replacement Dynamos

Memo from Graham Miles to Peter Ketchell, 12.08.10

Returning to the subject of a replacement dynamo. Bob reported on the replacement 1950's Lucas type that a member is considering. He has tapped a couple of threads through the casing in order to mount it on our pillar. This of course can be done with care between two field windings. The snags are firstly, the increased weight of the dynamo; for although they are only fractionally longer, they are about 1/2" greater in diameter, 4" as opposed to 3.5". This extra 1/2" will bring them very close to the top water return if the belt is not one that keeps it close to the head. Secondly, increased weight is the other problem; for even the original three brush unit, which we have, had clearly given the Ford Motor Company concern. In about 1939, for about a six months period, as far as I can tell, the 7Y/W was treated to a unique head, (one which I knew I had about my person, and it has taken me several hunts to find). This head has neither the front boss for the peg and neither is it platform in design. It more closely followed the design of the Morris 8, which mounted its dynamo with a three point fixing on a separate plate bolted to the head.

The plate I have yet to find. I have known at least two of the peg castings on the front of our heads to fail, resulting in a dynamo through the radiator and a replacement head needed. Ouch, expensive!

When you think about the casting of the lug it has very little metal keeping it there, and cast iron at that, not even steel. For the two drillings, this means only four not very generous areas in material are all that is left to support the loads. The advantage with the Lucas three point mounting is obvious, over the peg. If we were to go down the 50's Lucas route, a plate could be manufactured to bolt directly onto our peg heads as per Morris.

As for the dynamos themselves they were manufactured in both 6 and 12 volt, but are very rare in 6 volt. In 12 volt they are comparatively easy to find. They have the advantage of a two brush design, which needs a voltage control plus a cut-out and gives considerably better voltage control. Whereas we can convert our 6 volt units to charge on 12 volts, you can't do it the other way round. The increased amperage on 6 volt will burn out a 12 volt originally designed unit.

So there you have something to think about for, like it or not, our present dynamo will give us major replacement problems in the not too distant future. Incidentally, as both units were made by Lucas, the shaft size for the pulley is the same.

A Gizmo that 'does what it says on the packet'.

While taking in the Autojumble at the Enfield Pageant with Sam, we came across a small stand selling the 'Spitfire' Multispark system. I could see from Sam's face that he was somewhat sceptical at the claims be-

ing made about its capabilities, which was exactly my reaction when I first saw them at the Bromley Pageant 4 years ago. But at £20.00 I thought it was worth a try. I fitted it at the show and noticed the difference on the return journey.

The 'Spitfire' consists of an HT lead with a small container halfway down its length (see photo) and simply replaces the original lead between the coil and the distributor. The demonstration on the day showed how it creates several sparks at the plug electrode rather than just the one. The difference it makes to starting and running is immediately obvious. Fuel efficiency is improved. A quick look at my Model "Y" plugs after a couple of months use was sufficient proof to me and I now have them fitted to all my cars.

Sam took my word for it and purchased one which he fitted to his car before driving home that afternoon. After a slight hitch (the car wouldn't start) it was sorted out and I believe that he has seen the benefits of it already.

The unit can be fitted to any car and I believe that the first one has more or less paid for itself. So if you see the 'Spitfire' Multispark stand at any show that you might attend, give it 5 minutes of your time and watch the demo. Believe me it could be worth your while.

Rod Janes.

The late Nigel Care

As reported in the Editorial, sadly, Nigel Care passed away in May. Owen Baldock from Hadlow in Kent, tells the story of his dealings with this gentle and kind man:-

"Chris and I had only just taken on her father's Model "Y", "Fordy", in 1985 and found that we needed the kingpins replacing. At that time, I was not confident of taking on what potentially could be a tricky job. With the car being pre-war, there were not many places that would have known what was required, let alone do a proper job. Chris' father had kept "Fordy" on the road by hook and by crook and bits of "Duckham" oil cans, and had made a few contacts with people like Nigel and Colin Bird in Sevenoaks. So Chris' father suggested Nigel Care at Crowborough, I had no idea he knew Nigel; he said he had a Model "Y" and might be able to help out. A quick call to Nigel proved to be positive and he asked that I take the new Club sourced kingpins and stub axles to his garage and he would do the necessary for me.

When we eventually found Nigel's garage in deepest East Sussex, there was nobody about, but he had said, if no one was there, then just put the items through the hole in the bottom of the garage door! A couple of weeks passed when we had a telephone call from Nigel to say that the axles were ready and the new kingpins fitted. He said the cost would only be a couple of pounds or so and we could come and collect them anytime. They would be placed just inside the garage door, again through the hole! So we collected the newly refurbished parts and placed the payment through the same hole in the door. At no time did we actually meet Nigel. It was only sometime later that we met him at a rally and he came over to speak to us, and recounted the hole in the door saga."

Desmo accessories.

An extract from 'The Motor', dated 22 August 1933, kindly sent in by Harry Edwards, the Editor/Historian of the Morris Register:-

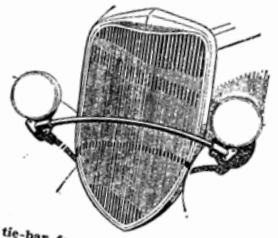
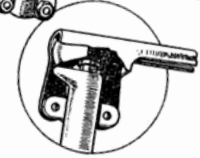
DESMO ACCESSORIES FOR FORD CARS
Useful Equipment which can be Easily Fitted

By fitting the Desmo extension to the brake lever of Ford cars, easy and comfortable control is assured, for the lever. This extension can be fitted within a few minutes and is of robust construction, whilst when once in position, it acts as an integral part of the lever. It has a dull nickel-plated arm and a highly polished handle and lever, the price being 12s. 6d.

A brake-lever extension, available for the Ford, also for Armstrong Siddeley and Vauxhall cars.



A metal spare-wheel clip for the 8 h.p. Ford.



This extension can be supplied also for Armstrong Siddeley models and for Vauxhall Cadet to special order. Another fitment is a tie-bar linking up the headlamps on the 8 h.p. Ford; this is similar to the many other models of this accessory and is supplied in chromium plate at 16s. 6d.; two substantial brackets are utilized for attaching the bar to the existing headlamp brackets.

The third accessory is a metal spare-wheel clamp, which is listed at 10s. 6d. This can be easily fitted to the rear of

Further details of these accessories can be obtained from Desmo, Ltd., Stafford Street, Birmingham 4.



A Multispark HT lead which produces five sparks at the plug instead of the usual one, thus giving a higher efficiency and fuel saving - or so it says on the packet.

20 years ago – issue 66 August/September 1990

Twelve new members had joined during the previous two months, of which two are still with us today; namely Eddie Partington from Cheadle Hume in Cheshire, with his February 1935 Model “C”, and Chris Smallman from West Sussex, with his February 1933 short rad “Y”, which he has recently sold to Kenneth Wright, also in West Sussex. Some new members brought new cars to the register, which were unknown to us previously. The young 13 years old Martin Howard from Blackburn was being helped by his dad to restore MSK 676, now on the road in the ownership of member Graham Styche in Edgbaston. Rodney Booth was hoping to have his 1937 Model ‘Y’ on the road for the following season. He wrote: *“I recently attended a meet at the Bentley Wildfowl Estate (with my A30) and had a great pleasure to meet Owen Baldock and about 12 other members from the region. This was the best and most friendly part of the day. Owen had a club display, including brochures and bulletins. I spent a long while with the group listening to stories of how problems can be overcome. Great bunch of chaps!”*

Rodney obviously failed to learn how to overcome his problems as the car, ABE 463, is still shown as under restoration in the ownership of David Edwards in Camber, East Sussex. How far are we from completion, David?

Des and Ron Stephens (father and son), from Bishop’s Stortford were regular attendees at the annual Enfield Pageant until 2005 with their 1934 maroon and black Fordor ‘Y’. It is now owned by Peter Turnner in Chelmsford. The early short rad, Y39990, seems to have disappeared off the scene. In 1990, it belonged to Jim Fryer of Richmond in Yorkshire, but was sold on to the dealer, Spinning Wheel in Chesterfield in 1994. No doubt it has lost its registration YS 174 by now, more’s the pity. One that has definitely lost its original registration is CUL 844, which was restored from a basket case of bits by Mick Moran and sold on to Mike Walder of Oxford as a smart runner in 1990. The 1936 Tudor now boasts ASJ 566 and belongs to Mary Denton down the road in Abingdon.

Ex-member, Mark slack wrote:-

“My car is a 1937 Model ‘Y’ long rad, which I have owned for a surprising 18 months, doesn’t time fly? I bought the car from Lincolnshire and drove it back home in pouring rain, discovering several leaks on the way. I must admit that never having driven an ‘old’ car before, it was quite a revelation. Thankfully, I’m a lot more competent now. It has provided me with a lot of fun and some problems. Help from Bob Wilkinson and Peter Ketchell enabled me to refit the windscreen after I had taken it out to repair the metal frame and install a new rubber. I have now sworn never to remove it again for many years! FPG 39 has been to a few events, including last year’s Tatton Park and several events at the Crich Tramway Museum in Derbyshire. This is an excellent museum and the driver and one passenger in ‘our’ type of car can get in free if you agree to park in the museum’s main street for a couple of hours.

My car is now fighting fit after new piston rings and windscreen seal, plus improved sealing to the rear windows. I am hoping to remain dry for the rest of the year.”

Regrettably FPG 39 lost its birthright and is now XSL 581 (ugh!) and is owned by recently lapsed member, Karl Green in Broughton Astley, Leicestershire.

Bob Wilkinson wrote up the third Yorkshire ‘Do’ and by all accounts, if you could understand the vernacular, it went well. As he said *“Well I tell’d yer last year to book yersel’ a place cos it wa’ bahn’t to be another reet good do – an it wa!”* It would appear that there were some 8 Model “Y”s, 3 Model “C”s an Austin 7 and a Morris 8 present! Bob had organised a 5 mile treasure hunt and Dave Tebb and Gordon Batchelor laid on a good barbecue (*“at Yorkshire prices”*). We could do with more local events like that.

The feature article in this issue was on the Model “Y” cut-away chassis, which I shall repeat here for the newer members:-

Model Y Cut-away chassis

Over the past two years, much mention has been made in the magazine of the Model Y display chassis owned and superbly restored by Dave Tebb. Many of you will have seen the chassis at any one of numerous shows and noticed that it has a brass plate on the right rear of the middle chassis cross-member, behind the foot pedals. Apart from the Ford motif, there is an identification code engraved on the plate which reads CC/SMD 17. There are two other display chassis owned by members of the Register. Graham Miles has one

coded CC/SMD 32, in pieces, which came from Christ’s Hospital School and Jim Miles has recently acquired CC/SMD 3, again in pieces from Enfield Girls School. *(Tim Brandon now owns and is currently and painstakingly restoring CC/SMD 3).* A further chassis has been restored by the National Motor Museum at Beaulieu, it having been found buried in a sandpit. The Curator tells me that there is no sign of an identification plate on this one, nor any tell-tale holes in the chassis cross-member. *(This chassis is now with a private collector in Newport on the Isle of Wight. I have since learned that cut away chassis that were built solely for Ford display purposes did not carry identification plates).* I have also inspected the chassis in the Wroughton Science Museum, which was presented to the Science Museum in London by the Ford Motor Company. This does not have an identification plate either, but there are holes to indicate that there has been a plate there sometime in the past.

There is no recorded history of these chassis, so to find out more about them, I wrote initially to Mr. Charles Attwood, M.B.E., who joined the Boys’ Trade School at Dagenham in 1934 as a teacher of theoretical subjects. He became the principal of the school and retired to north Wales in 1973. He was able to give me some interesting background to the Trade School and put me in touch with his successor as principal, Mr. Ernie Webb, who was an apprentice when Mr. Attwood joined Ford and who was in charge of the cut-away section of the workshop until all non-essential activities were replaced by war work in 1939.

The following extract from Mr. Webb’s letter tells us much of the history of the display chassis and we are grateful to him for recording it:-

“I have given some thought to answering your questions, which relate to the events occurring more than fifty years ago. I am sure you will appreciate that casting one’s mind back so many years is not easy. However, the following is correct to the best of my knowledge.

The activity of producing cutaways (display chassis) was undertaken by a training section within the school’s workshop. Around 1935/36, a “Works Order” was issued for the production of cutaway chassis (Model ‘Y’) to be loaned to Technical Colleges. The order covered the cost of fifty units, all to be of similar specification i.e. green in colour, fixed handle to turn engine and transmission, demonstrating mechanical features of a car.

The fifty chassis were produced on “production flow” basis, one being commenced, one half built and one nearing completion. One went to a College approximately eve-

ry fortnight. As one went out another was started. The programme took nearly two years.

The object of supplying these was threefold:-

(a) To provide an instructional unit for students undertaking automotive engineering courses.

(b) To publicise the Company's product.

(c) To interest students in a possible career with the Company.

The chassis were not given away but loaned to Colleges for an indefinite period. Officially they remained the property of the Company. Brass identity plates were attached to provide for Company accounting and to assist in keeping a record.

Other chassis were made, fewer in number, and produced solely for exhibition purposes, mainly at motor shows and in dealers' showrooms. These were not numbered being directly controlled by Sales (Exhibitions). These differed in so far as they were of a different colour, with electric drive - the starter motor was stripped and rewound as a 50v D.C. conventional motor. A rotary converter was supplied with these, operating from the mains and capable of variable speed. Hidden lighting was installed to demonstrate the Otto cycle, blue for intake, white for spark and red for exhaust, and the distributor was modified to time this.

Cutaway chassis would not have frame or engine numbers. The materials used would have been supplied either as individual parts i.e. frame, silencer etc. or defective parts i.e. reject engine, reject gearbox, or reject engine block, reject pistons, reject crown wheel and pinion. Reject parts were used as available and as often as possible. Consequently, the chassis were not included in the vehicle recording system.

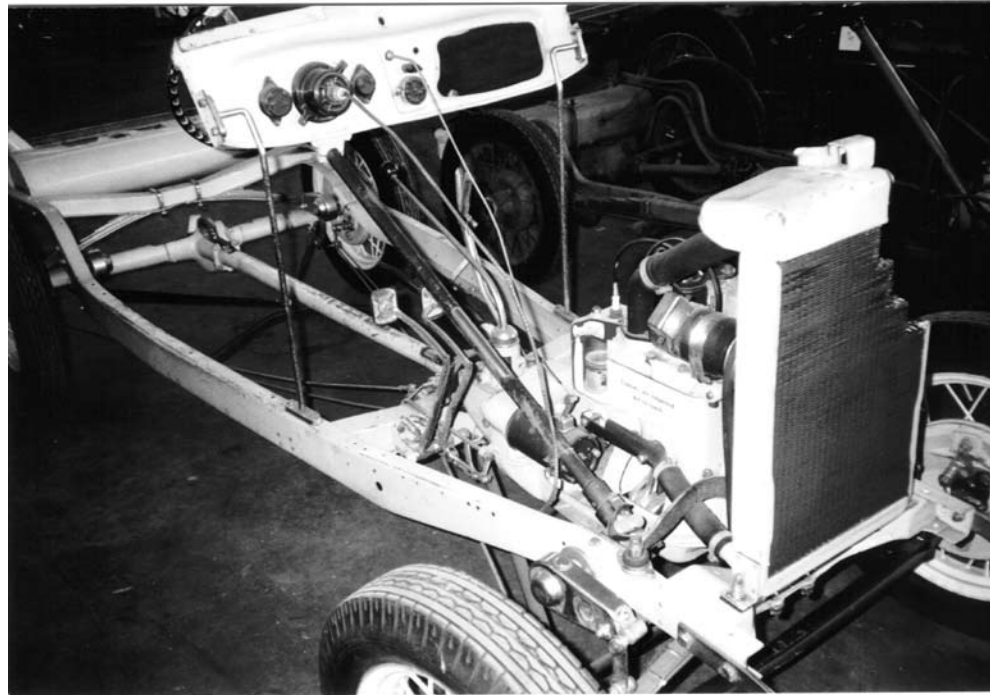
With regard to the building of cutaways as an aid to training, you need to appreciate the system used in the Trade School. Based on its American counterpart, only useful work was used on exercises. Apart from extra time allowance, greater than that estimated for skilled men, the conditions were the same; Works Orders were issued, job cards filled in, time taken and recorded. Cutaways, therefore, were:-

(a) Useful to the Company.

(b) Provided workshop training, i.e. machining, fitting, welding, assembling etc.

(c) Familiarity with automobile parts and their functions.

(d) Familiarity with the product.



It is unlikely that you will be able to find many "Y" cutaways. In many cases they were returned to the Company by Colleges where they were no longer considered to be of value. These were disposed of as obsolete and of little value. The Company made no effort to call them in and, no doubt, some are still around."

The cutaway chassis in the Wroughton Science Museum presented by the Ford Motor Company in January, 1970, after it had been returned from a technical college."

[What wasn't included in the 1990 article was the meaning of the CC/SMD pre-fix to the identification number. The CC stood for 'Cutaway Chassis' and SMD, the 'Sales Merchandising Department', which footed the cost of production.]

A Hendy Centenary.

Last year I visited Brian Hendy, the present Chairman of Hendy Group, at their headquarters in Eastleigh, Hampshire. My visit arose through an introduction to Brian Hendy by fellow ex-Ford Main Dealer and Y&C member, Arthur Redfern. I had been sent a copy of their well-presented 'Hendy History' brochure by Brian's PA, so was able to do my homework before we met.

This year, 2010, the Hendy Group is celebrating 100 years since Percy Hendy Ltd. became the first official Ford Main Dealer in Britain. Ford of Britain has always understood that Hendy's were the first and have acknowledged the fact in the July/August edition of their in-house magazine, 'FordNews', sent to me courtesy of Jim Sharpe.

Frederick Adolphus Hendy started the family business in Whitchurch, Hampshire in 1859, setting up shop selling bicycles and outdoor clothing. Bicycles were the new craze, now having pedals to speed progress. Cycle shops were, to all intents and purposes, cycle manufacturers and F.A. Hendy was no exception, building bespoke bikes from pre-manufactured components. Hendy's speciality was the 'Falcon' bicycle.

In 1865, Hendy & Co. moved from Whitchurch to East Street in Southampton, where the bicycle business incorporated tandems and tricycles. Towards the end of the 19th Century, the company expanded to catering for four wheeled vehicles by linking up with Benz and Bolle and selling Benz cars all over Great Britain. F.A. Hendy was one of the first Britons to own a Benz car, an 1898 horizontally opposed two-cylinder specimen. The car is still in the family's possession and is on permanent display at the Hendy Group headquarters in Eastleigh.

The next significant event in the Hendy Group history occurred in 1910. By then, Frederick Hendy was 76 years of age and much of the running of the business was by his sons and daughters. The youngest son was Percy Frank Hendy, who was 36 years old in 1910. The

two paragraphs in the 'Hendy History' brochure relating to that major event 100 years ago, is recorded as follows:-

"In May 1910, people were celebrating the accession of King George V. Later the same year, Hendy had more cause for celebration – it had just become the first official Ford Main Dealer in Great Britain.

The actual signing of the Dealership Agreement took place on 7th November 1910, just hours after Henry Ford had disembarked at Southampton docks following his transatlantic voyage. The American motor manufacturer had arrived to announce the formation of the Ford Motor Company in Great Britain. This famous meeting between Percy Hendy and Henry Ford was one of the most significant events in the company's history, and set Hendy off on the road to success."

As can be seen from the Ford-News congratulations, the Ford Motor Company also goes along with this story. I don't wish to spoil the party as Hendy Group in all its guises over the years has been a very successful Ford dealership, spreading its branches across the southern counties of England. However, Henry Ford's first visit to England, with his wife, Clara, and 19 years old son, Edsel, was not until 1912, two years after the agreement was signed. England was just one of the European ports of call for the Ford family that year.

So, with whom did Percy Hendy co-sign the Dealership Agreement in November 1910? Obviously, the vital piece of evidence, the signed agreement, no longer exists, otherwise the answer would be straight-forward. I'm sure the gentleman arriving off the boat in Southampton was the young 31 years old Percival Perry, who had travelled to Dearborn in 1909 and obtained Henry Ford's blessing to form the Ford Motor Company (England) Ltd., arriving back in England (Southampton) in September 1909. It is possible that Percy Hendy met Percival Perry off the ship at this point and struck an informal agreement. However, it was not until the following year, in March 1910, that the Ford Motor Company was legally registered and not until November 1910 that dealerships were signed. It is agreed that Percy Hendy Ltd, was the first dealer to sign up with the Ford Motor Company (England) Ltd. on 7th November. Hendy was followed quickly by Central Motors (Leicester), 8th November;



The shop in East street, Southampton, circa 1900, now boasting on its headboard Cycle & Motor engineers.

Alexanders of Edinburgh and J. Blake & Co. Ltd., Liverpool, both on 10th November and Rumsey Ltd., Bristol, on 22nd November. These latter signatories had already been selling Ford cars under concessions from Perry, Thornton and Schreiber Ltd, a partnership which fell apart in early 1910, prompting Perry to travel to Dearborn to negotiate sole rights to sell Ford cars in Great Britain.

In 1923, Frederick Adolphus' older son, Frederick William, became Chairman on his father's death. As with most Ford dealers, as the 1920s progressed, car prices tumbled as the horse-power tax, based on the RAC formula, hit the 2.9 litre Model T hard with its large bore and benefiting the lesser-powered Morris. Hendy's response was to form Percy Hendy Ltd., a company to deal specifically with Ford business. The introduction of the Model A in 1928 did not ease the problem and it was not until 1932, with the introduction of the 8 hp Model "Y", that Ford had the answer to the tax-cheating Austin 7 and Morris 8, especially when, in 1935, it started selling at £100.

In the meantime the Hendy group of companies was expanding into different locations around Southampton and Bournemouth. Even bicycles were not forgotten and were catered for by a company called Accessories. A servicing and repair building opened in Palmerston Road, Southampton under

the name of Hendy Bros Ltd., namely Percy and Alfred. Show-rooms, lubrication service bays, workshops and offices opened in Vincent's Walk, Southampton and, in 1938, the Hendy tractor and agricultural implement depot at Chandlers Ford was opened.

During the war, as with most engineering companies in the Southampton area, Hendy helped to build Spitfire planes. Then, once again, in the 1950s and 60s, major changes occurred. In 1956 Gordon Motors was established in Cosham. In 1969, Hendy Lennox (Industrial Engines) Ltd. was formed and, in 1971, the entire group acquired the Hendy Lennox name. In the meantime, Arthur Vinton Hendy (Alfred's son) had become Chairman after Percy's death in 1956 and, in 1969, Roy Woolley, the son of the original Secretary, Fred Woolley, became the Managing Director. He was to become the Chairman on Arthur's death in 1977. Roy Woolley retired in 1989, to be succeeded by Norman Vinton Hendy, the father of the present chairman, Brian.

The company continued to expand in operations and locations, taking various names on board; Hendy Power, Hendy Motorsport, Hendy Hire Ltd., Genrac Systems Ltd., Hendy Leisure Ltd., Hendy Van & Truck, etc. Hendy Group now works out of some twenty locations, mainly in the Southampton/Eastleigh area, but also as far west as Roche in Cornwall, Exeter in Devon, Yeovil in Somerset and Bournemouth in Dorset, and as far east as Hastings, Eastbourne and Chichester, all in Sussex.

The Ford Y&C Model Register congratulates the Hendy Group on their centenary of Ford dealership and wish them continued success as one of the few family Ford dealerships remaining; it now employing the sixth generation of Hendy. Starting with a humble bicycle shop in the village of Whitchurch, theirs is a fascinating history and success story, complete with the inevitable myths and legends handed down through the generations.

My thanks to Arthur Redfern, Brian Hendy and his PA, Judith Argent, for their help in compiling this article.

Sam Roberts

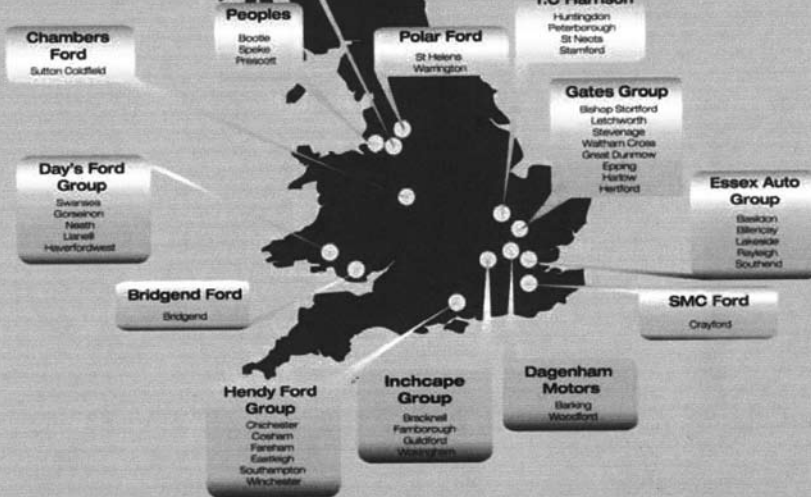


It's Your **Privilege**

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In 1910 Percy Hendy signed a dealership contract with Henry Ford and the Hendy Group became the first Ford Dealer in the UK..... since then many more of us have followed him



Congratulations to the Hendy family from your Ford and Dealer colleagues

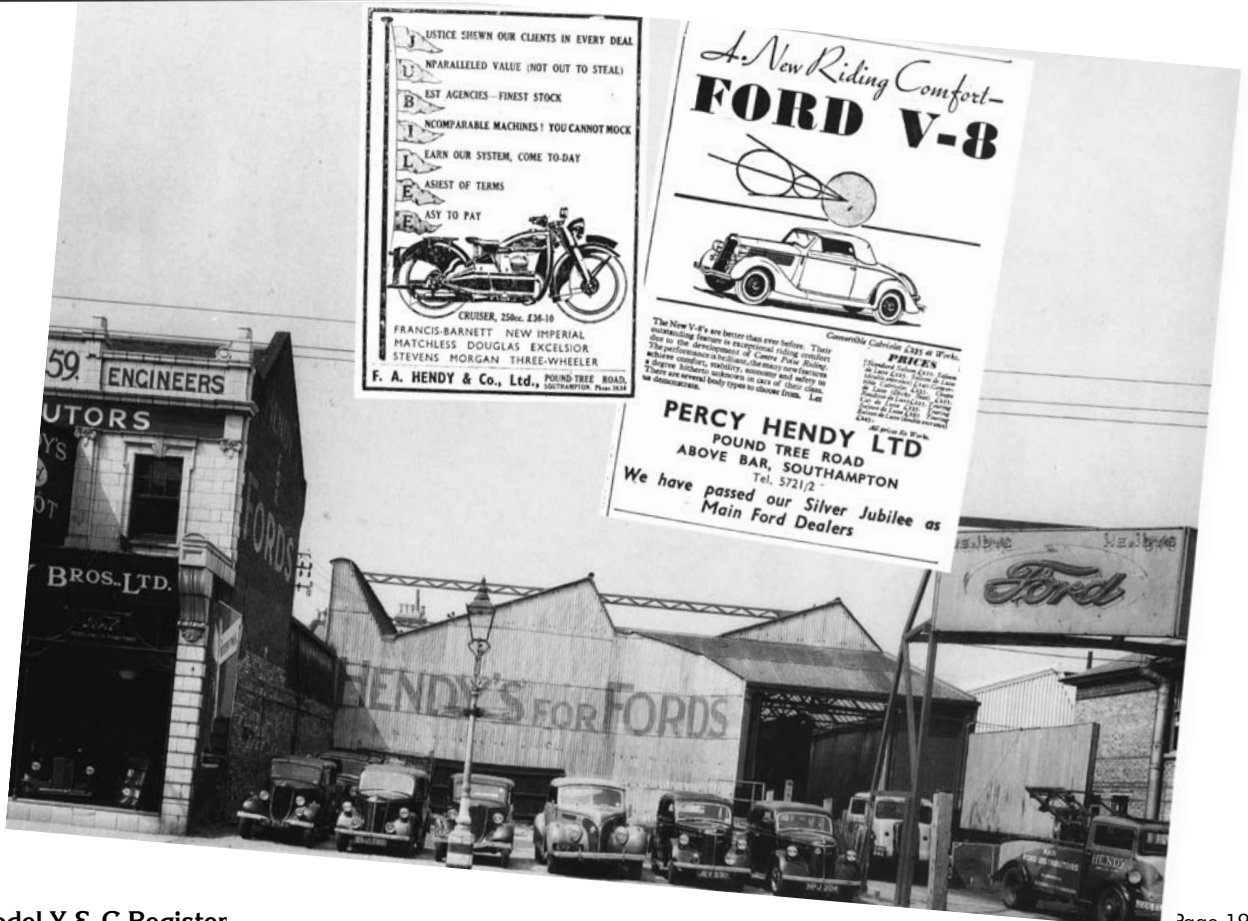
For participating dealers call our hotline on: 08457 100 400 or go to www.fordprivilegeinfo.co.uk

Feel the difference



The acknowledgement by the Ford Motor Company of the Hendy Group centenary in the July/August edition of their in-house magazine FordNews.

The Hendy Bros., Ltd. dealership in Palmerston Road, Boscombe, Bournemouth, probably just after World War II (the lamp-post still has white paint at its base so that it can be seen in the black-out). Two Model "Y"s are on the forecourt, alongside a 1940 registered Prefect.



Parts Report

A question frequently asked is, "Are all the parts listed in the Y & C Register parts for sale list; new?" The answer is mainly, "Yes". The ones that are not completely new are the refurbished wear and tear parts; engine mounts, front brake drums, headlight reflectors, etc. These items are sold on an exchange basis and the returned ones are refurbished for sale.

What's new on the parts list in this edition: - the brake and clutch pedal refurbish kits; selling at £70, oil can brackets at £17, **Y7522 trunnion (clutch pedal to release arm adjuster) at £3.50** and luggage racks at £150, plus carriage, as with the heavy items, postage is not included. Most people prefer to collect the items at a convenient motoring event.

Parts in the pipeline include oil cans, brake cluster refurbish kits and Model "Y" brake rods. As we have run out of good quality spares to refurbish steering boxes, we are looking into liaising with the Ford Sidevalve Owners Club to establish common ground with the upright models, to determine a specification and a refurbishment plan.

At the Old Ford Rally our panel manufacturer, Rick Beasley, had a photographic display of his work, which included front and rear wings, inner wings, rear arches and floor pans and a spare wheel well, the quality of his work is excellent. A recently added item is the spare wheel cover, phone Rick for a quotation.

I also met two other contacts: Rod Viveash, a club member, who is prepared to refurbish dynamos and starter motors, and Tom from Coasting's Ltd., who, amongst other things he does, is badge re-enamelling. Both have been added to the Useful Contacts list in the centrefold.

Graham Miles has managed to find some original parts for Model "Y" side lights and is in the process of assembling them. If anyone is interested in purchasing a set, please let me know. I must warn you to have a fat cheque book available as they will cost more than it cost to buy the car originally.

One of the items we refurbish are headlamp reflectors. Over the years, during the renovation process, some of the exchange items have failed the quality procedure. If any member has spare headlight reflectors and is prepared to donate then to the Register, please send them to me or give them to a committee member.

Peter Ketchell
Spares Officer.

Regional news

Northern Sidelights. Region 16 - Yorkshire

As usual, Newby Hall turned out to be a spectacular event, although Y&C attendance was down to three this year. Unfortunately, Terry Mortiboy was unable to be there because of illness. We hope that you are feeling better now, Terry.

Stalwarts, Ken and Ruth Sleight (Model "CX"), Lynne Stewart, (Model "Y") and yours truly occupied our select little corner on the field, at a discrete distance from the Sidevalve Owners' Club, who managed a few more entrants than ourselves. The autojumble and vast array of exhibits made the day pass very quickly.

An enthusiast's rally organised by enthusiasts would be the best description of the Kirkstall Classic Car Show, now in its second year, and organised by our publisher, Steve Waldenberg. In terms of weather, the day dawned cold and wet, but once on the rally field the sun shone and an excellent day was had by all. Pat Jennings was there with his Model "Y", and member Steve McKenna brought along his Ford Popular 103E. This is a truly amazing car with a full Aquaplane conversion, including cylinder head, twin SU carburettors, water pump, etc. It even had a period radio fitted and a very original paint finish. The sort of car one would wish to take home!

CNN was somewhat put out to be parked next to a superbly restored Austin Big Seven. They are rare enough, but CNN spends all her time sharing garage accommodation with similar and really wanted a change of company on her day out!

What sounded very much like a broken valve spring annoyed me on the return from the Transpennine Run early in August. Consulting all the books, I discovered that a vacuum gauge test would confirm this. I have a vacuum gauge, which I acquired years ago from a scrapyards - I mean *years* ago! Off came the trim above the windscreen, disconnect the pipe leading to the wiper, attach the gauge and start the engine. Perfect! A measurement of between 18 and 21 inches of mercury on fast tick-over indicated that all was well with the engine. Still the squeak and rattle! Hand on the distributor cover and it changed tone. Yes! Lack of lubrication on the distributor drive. A spot of oil and all was well. The handbook does say.....

Barry Diggle
Region 16.

Steve Waldenberg reported on the Kirkstall Show:- *"A great Kirkstall Classic Car rally - 160 cars on show. We took £740 in pre-booked entries, and after totting up what was collected on the day we raised £1160 for St Gemma's Hospice."*



Ken and Ruth Sleight's Tudor Model "CX", Barry Diggle's 1936 Tudor Model "Y" and Lynn Stewart's beautiful orient blue and black, June 1934 Tudor Model "Y" at the Newby Hall show.

**Caerwys Show, North Wales,
11 July 2010**
By Clive Harrison

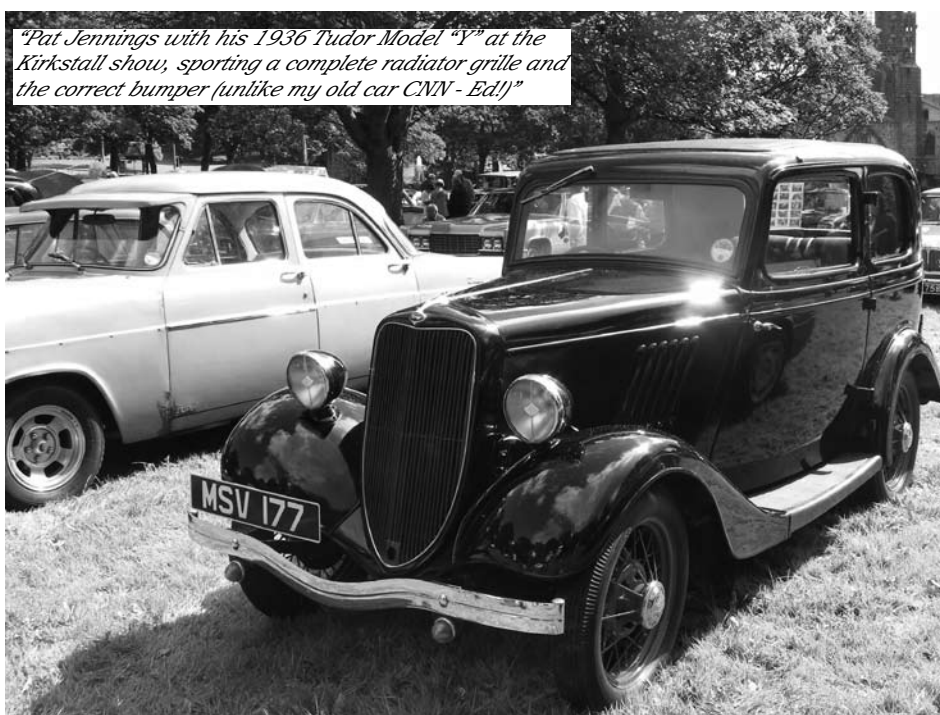
The annual classic car show at Caerwys on the 11th July was once again well attended by the local enthusiasts with over 300 vehicles on show. The Club cars on show this year were Mike Malyon's 1937 2-door, my own 1937 black 2-door and Doug Tunstead's partly restored Model "Y" Abbey Tourer. As you can see from the photographs he is doing a grand job (not bad for a shuttering joiner). This has only been seen by a select few since Doug bought it in 2008. It can be seen on the Club web site as it was before Doug made a start. It was a pity the wood-worm had been given a head start!

The cars attracted a steady flow of attention all day, many asking if the Abbey was going to be complete for the show next year! Well, we will all have to wait and see. Now that we have an established annual north Wales event, we are hoping that next year's show will draw many other local vehicles out of the woodwork that don't see much daylight. We are hoping to have four tourers on show, along with a number of saloon models,

Please let me know if you would like to come along and join in the action.

Would the member who phoned me asking to put his car on the Club stand, please get in touch again as you did not leave your name or number.

Clive Harrison Tel: 07919 030 667.
Email:- cliveandsharon@hotmail.co.uk



"Pat Jennings with his 1936 Tudor Model "Y" at the Kirkstall show, sporting a complete radiator grille and the correct bumper (unlike my old car CNN - Ed!)"

From left: Mike Malyon's black and maroon Tudor "Y", Doug Tunstead's partly-restored Abbey tourer and Clive Harrison's 1937 Tudor form the line-up at the 2010 Caerwys Show in Flintshire, north Wales. A close-up of the Abbey appears in this issue's Editorial.



Events 2010

17 – 20 Sept	North Norfolk Railway 1940s Weekend. (Sunday main day) - see details after 2009 report.	Jo Hanslip 01945 430325
19 September	Turweston Show – Wings & Wheels Turweston Aerodrome, Nr.Silverstone.	Bob Brown 01327 857514
26 Sept	“Fords in Paradise”. Gathering of Sidevalves at private collection (near Reading) Numbers limited.	Apply Mike Cobell 01594 834321 See advertisement.
7 November	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
12 - 14 Nov	International Classic Car show NEC, Birmingham	Geoff Salminen 0121 427 2189

Events 2011

6 February	Y&C Committee meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
25 – 27 March	13 th Ford Sidevalve National Rally Castlemaine, Victoria, Australia	Contact Sam Roberts 01264 365662
10 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463
17 April	National Drive-it Day	
30 Apr – 1 May	32 nd Bristol Classic Car Show Shepton Mallett, Somerset.	Ivor Bryant 01454 411028
11 - 18 June	North Lancashire/Lake district tour (See proposal below)	Bruce Allan bruce.allan@yahoo.co.uk

NORTH NORFOLK RAILWAY

1940'S WEEKEND.

September 17 - 19, 2010.

The Links Country Park Hotel and Golf Club, West Runton, Cromer, Norfolk. NR27 9QH.
Website: www.links-hotel.co.uk Tel: 01263 838383.

There's still time to book - just contact the Hotel and make your own booking and pay your deposit by credit card, etc. **To obtain special rates INFORM THE HOTEL THAT YOU ARE PART OF THE FORD Y & C GROUP** or Mr and Mrs Hanslip's Party)

This weekend was enjoyed by many Members and friends last year. If you missed the reports in 'Transverse Torque', then just email us at (jo.hanslip@btopenworld.com) or telephone 01945 430325 - 07876 472604 and Roger or I will let you know the details. We do hope that you will be able to come along, with your Ford if possible. If not, we would love to see you anyway. It would be great if we could have a photo shoot and give Tim Brandon a challenge to get us all in!

(Don't forget that you can have free travel on the North Norfolk Railway over the weekend providing you either bring a classic car and/or dress in 40's gear)

Can I just ask everyone who has booked, to let me know so that I can order the correct number of travel permits

LANCASHIRE AND LAKES TOUR 2011

Saturday 11th June 2011 and ending on Saturday 18th June 2011.

I am starting to organise a tour for 2011 covering North Lancashire and the English Lake District staying at two hotels over seven nights. We would tour the Arnside and Silverdale Area and the Lake District using small roads and mountain passes. Some of us I know have already been over the Kirkstone Pass in 2000 on our first major tour. There are many places of interest to visit along the way, including motor museums, National Trust, Windermere Boat Trips, etc. This itinerary is very flexible at this stage.

I have made enquiries of two suitable hotels and the price per person for the whole trip would work out at £370 for Bed & Breakfast and Evening Meals; say £740 per couple. There would be a single person supplement, the details of which are yet to be negotiated. Both hotels have good bar and lounge facilities and have ample parking. For those who wish to trailer their cars to the start in Garstang, I will organise suitable parking facilities.

At this stage I am trying to gauge numbers who may be interested, as I need to put provisional bookings on as soon as possible. This very popular area gets fully booked very quickly. You can book a part week if you prefer and there is no need to drive every day. For more information or to indicate your provisional booking without obligation at this stage please contact me at Bruce.allan@yahoo.co.uk

Bruce Allan.

The Ford Model Y & C Register

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Classic Motor Show tickets also allow FREE entry into The Classic Bike Show AND the MPH Show (excludes Top Gear Live Theatre). Offer applies to Sat/Sun 14th November 2010 only. Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. Club Single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £37.00 off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! See website for all information. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

The Ford Model 'Y' (8 HP) in Spain

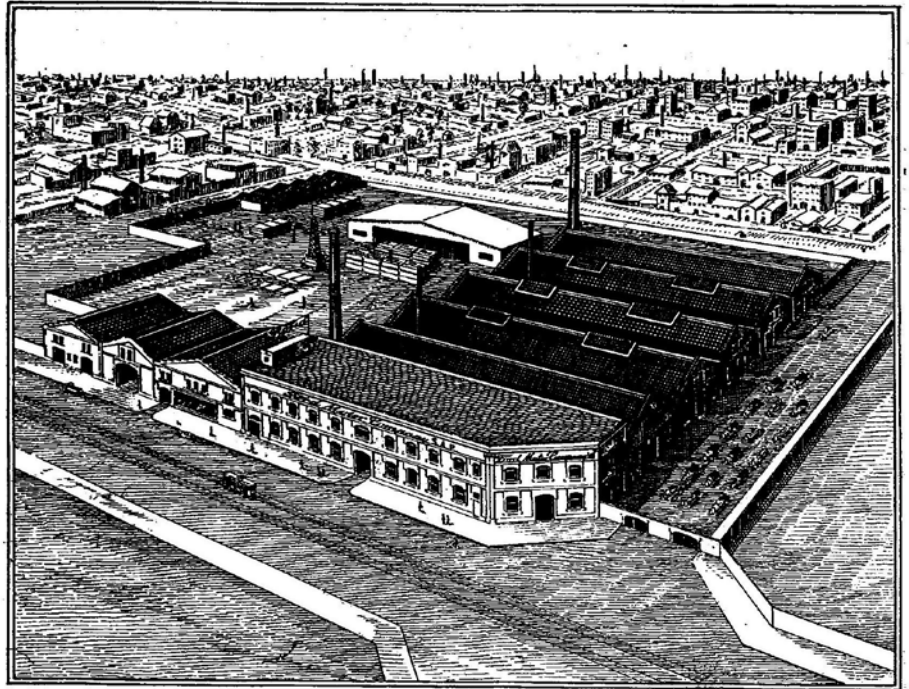
This is a copy of an article written by member, Luis Cascante Gomis, for 'InfoClàssic', the magazine of the largest classic car club in Spain, the Clàssic Motor club del Bages. We are grateful to Luis for not only waving the Model "Y" flag so prominently in Spain, but for also labouriously translating the article from Catalan, the language of Catalonia, into English.

The Ford Motor Ibérica S.A. plant in Barcelona.

VISTA DE PÁJARO
DE LA FÁBRICA

Ford Motor Company
S. A. E.

EN BARCELONA



Ford in Spain.

The Ford Motor Company SAE (Sociedad Anónima Española) was established as a 100% subsidiary of the American company in March 1920. An assembly plant was built in the premises of a former wine cellar in the "Segunda Aguada" in Cádiz (Andalusia) for the assembly of the Model 'T' Ford. Cars were received in parts in crates ('Knocked Down') from the factory in Detroit; the first Spanish assembled unit appearing in April 1920. After some major strikes that affected the port of Cádiz, Ford decided to move the factory to Barcelona in Catalonia. This city already had an important car industry, other car factories such as the famous Hispano-Suiza, Elizalde, España, etc. being located there. All that made it easier to find a skilled labour force. Additionally, Catalonia constituted the most important car market in the country. In March 1923, Ford rented premises from the company Rocamora y Cia in Barcelona's Avinguda Icaria 149. That location was not far from the harbour, and close to the two main railway stations, 'Estación de Francia' and 'Compañía del Norte' (Note 1). With the move, a new Managing Director was appointed; the American, George D. Jenkins, who came from the Ford organization in the Caribbean region.

When production of the Model 'T' was discontinued, the plant began to assemble the Model 'A' car and the 'AA' truck. Barcelona was included in Percival Perry's '1928 Plan' and so, on July 10th of that year, a new company was formed, **Ford Motor Ibérica S.A.** with a capital of 15 million pesetas. The company's official aim was to assemble Ford vehicles to be sold in Spain and Portugal, as well as in their islands, colonies and protectorates. Percival

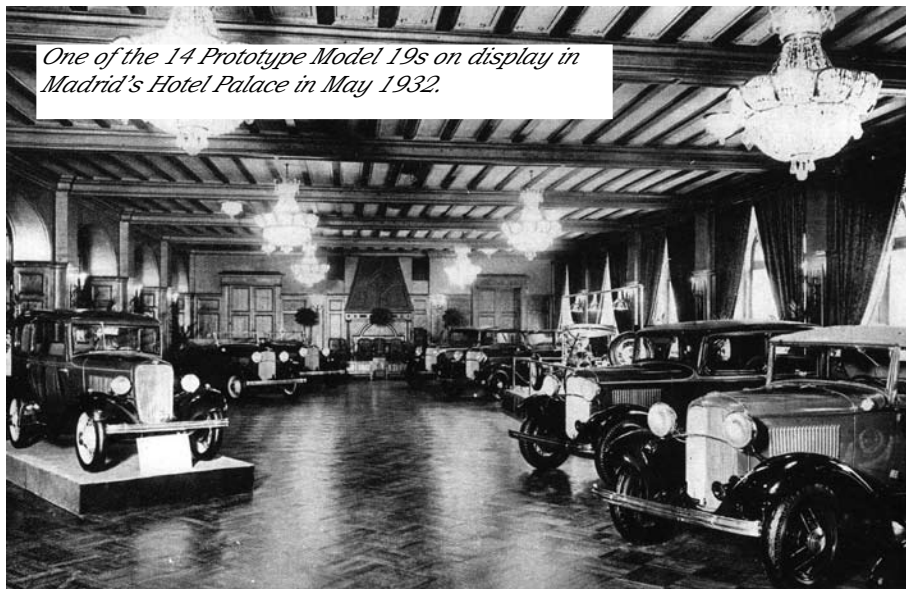
Perry was the Chairman of the Board, with Edsel Ford, the Count of Güell, the Marquis of Hoyos and others being Directors. The Secretary to the Board was Mr. Luis Riera y Soler, Jenkins still being Managing Director. That same year of 1928, the company was listed on Barcelona's Stock Exchange.

In January 1932, a Portuguese company was formed in Lisbon, **Ford Lusitana**, which was 100% owned by Ford Motor Ibérica and was to sell Ford vehicles to Portugal and its colonies. The executives came from the Barcelona establishment and new premises were inaugurated in April of that same year in Lisbon's 149 Rua Castilblanco.

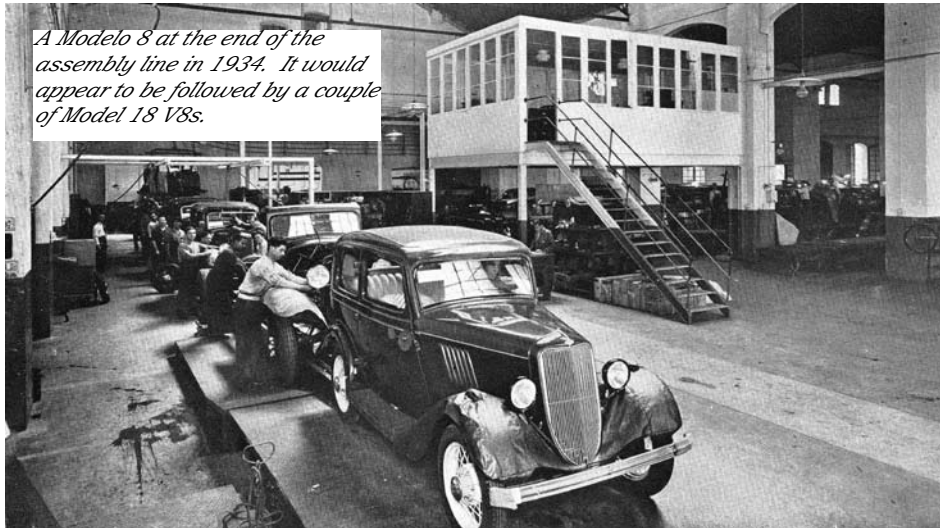
The Model Y arrives in Spain: 'Ford 8 HP'.

From 21 May to 4 June 1932, two 'Ford Exhibitions' were organized, one in Madrid's, Hotel Palace and another in 'Light's Avenue', under Barcelona's Plaza Catalunya. All the new 1932 Models were on show: the 'B' (4 cylinder), the V8 (Model 18) and the Model 19 (this was actually one of the non-functional prototype cars). The attendance was enormous and, according to Ford's own records - perhaps a bit exaggerated, some 10,000 people visited the exhibitions daily.

On 31 October 1932, the first batch of 15 Right Hand Drive (RHD) complete Model "Y"s arrived in Barcelona aboard the ship S.S. Ponzano. Some of them, 5 perhaps, were sent to Lisbon. One or two of the remaining cars were used in promotional jobs. These first units were the only RHD Model "Y"s sold in Spain by Ford Ibérica.



was 8 h.p., the same as in England. In fact, from the Spanish formula for fiscal power, the result was 8.4 h.p. but, as fractions were not used, the fiscal rating was 8 h.p. As a result, the Model Y was officially named 'Ford 8 HP' in Spain. The name 'Model Y' was never used for commercial purposes in our country, only appearing in Ford's own communications. Initial selling price for the 'Tudor' (two-door) was 8550 pesetas, one of the lowest in its category. Spanish custom duties on the Model "Y" gave it a much higher price in Spain than in England. In 1932 the British Model "Y" was selling for £120, i.e. at the exchange rate, 43.7 pts/£, was equivalent to 5244 pesetas. So, in Spain, the same car was 62% more expensive than in Britain.



A Modelo 8 at the end of the assembly line in 1934. It would appear to be followed by a couple of Model 18 V8s.

Between 5th and 10th December 1932, Ford organised a phenomenal publicity campaign called 'Ford Week' that was explained in an *Infoclassic* issue of 2003. During the Ford Week, three 'caravan tours' were launched, leaving the Barcelona factory on different routes with destination to some of the biggest cities of the country. Arrangements were made to drive through the towns during their rush hours in order to gain maximum attention. A total of 100 cars, Ford V8s and 'Modelo 8 HP', travelled some 8000 km. The caravan also became an unintended 'Road Test' that showed up failures on some components. In addition, there were advertising campaigns in the main newspapers and, finally, a large contest with a Model "Y" as a prize. More on that contest will be explained later in this article.

The main teething problem that plagued the 8 HP was the rear axle fault. It occurred more frequently in Spain due to the precarious state of Spanish roads. It appeared when changing down from top to second gear at some 50 kph or more without 'double declutching' – an operation allowed by the synchromesh. The result was damaged pinion and ring gears. Until June 1933, Ford agencies had to cope

with many claims and dealers had to solve them as best as they could. Replacement parts arrived slowly until an improved axle was available in Dagenham. Furthermore, the worldwide success of the Model "Y" caused a shortage of cars arriving to Barcelona, despite continuous complaints to Dagenham by Ford Motor Ibérica managers. The consequent loss of sales benefitted Ford's competitors.

price was reduced to 7950 pesetas.

In February 1934, the Model "Y" was improved and, in Spain, was named 'Modelo 8 HP, 1934', (later known in Britain as the 'Long Radiator' model). With this enhanced model, began the assembly of the '8 HP' in Avenida Icaria factory. Most parts arrived from Dagenham and, according to Ford Ibérica's statements, a 22% of the weight of the car was manufactured locally (3). This allowed a 30% reduction in import duties such that the Tudor 8 HP's price could be lowered to 7350 pts. The reduction increased significantly the Company's sales and profits, and George Jenkins was congratulated by Edsel Ford.

In October 1935 Ford Ibérica implemented the 'Sistema de Reposición de Motores Reconstruidos en Fábrica', similar to the British Engine Exchange Scheme. In six hours, every Ford agency was able to replace the engine with a factory reconditioned unit for 660 pesetas. The guarantee was for one month or 6,000 km, whichever happened first. It must be noted that, in England, the estimated time of the exchange was 4 hours, the warranty 6 months and the cost nearly a half of that amount. In 1935 the last reduction in price

In 1933 the complete range of Ford vehicles was on display in the '6^a Exposición Internacional de Automóviles de Barcelona'. According to the official exhibition's catalogue, all Ford stands were hired by Amado Casajuana, the Ford main agent of Barcelona and Spain's oldest Ford dealer, he having been closely linked to Ford since 1908. At the exhibition, Stands 233 and 234 showed



One of the three promotional caravans driving through Barcelona during a December 1932 the rush-hour.

three *Modelo 8 HP* in 'roadster' guise, similar to the British special-bodied tourers (2). A fourth tourer was displayed on the adjacent stand (232), booked by a small coach-builder from Artesa de Segre named Ramon Pla. No other Spanish Model "Y" tourers are known. That same year, 1933, the Tudor's

took place: the Tudor was lowered to 6650.- pesetas. The difference in price of the Model "Y" between Spain and Great Britain continued to be the same as in 1932 at 62%. The British Ford "Popular", with a simplified body design that sold for £100 pounds, was never assembled in Spain.



The Amado Casajuana stand at the 1933 Barcelona International Automobile Exhibition displaying the only known Spanish Model "Y" tourers.

At the start of Spanish Civil War in July 1936, the Avenida Icaria plant was occupied by the 'Pueblo Nuevo' Defence Committee, formed from people belonging to the left wing unions, together with uncontrolled anarchists. The managing director, Mr. Jenkins, managed to escape to England in a British ship. Juan Ubach, the assistant manager, was asked by the plant's Committee of Workers to act as the operations manager of the factory. Ubach accepted and an agreement was signed. The factory was put under the Aviation Corps of the Republican Army and later qualified as a 'war industry' in order to protect it from the action of the uncontrolled patrols. Not being able to import components from abroad, vehicle production was nearly stopped once the stock of parts was consumed. 214 units were delivered and confiscated by the Republican Army (Department of War) in 1937.

After the war, vehicle production was not resumed. In the 1940s, Ford Motor Ibérica only assembled some 1000 Ford trucks and produced spare parts for all Ford Spanish-assembled vehicles. In 1954, a new society was formed, Motor Ibérica S.A. Ford Motor Company – who had owned the majority of shares since 1949 – sold its shares in Ford Motor Ibérica to the new company. In exchange, it received the Portuguese Ford Lusitana, which had been 100 % owned by the Spanish Ford branch. A few months later, Motor Ibérica bought the Barcelona factory and neighbouring lands and signed agreements with Ford Motor Company Ltd. for the production of 'Thames' lorries and tractors in Spain, which were built under the name 'Ebro'.

Differences between the Spanish and British Model "Y".

In Spain, the Model "Y" was sold by Ford Motor Ibérica with the three types of body: two door, four-door and delivery van, the short radiator units arriving nearly complete. With the Long Radiator, 1934 version, the assembly line for the *Modelo 8 HP* was in operation, and locally produced components were introduced.

- The upholstery, locally made, was only available in cloth, instead of the synthetic 'Rexine'.
- The range of Spanish body colours was shorter. Most were black with red, cream or light green wheels and radiator grille.
- Some optional extras were not available in Spain such as leather upholstery and sliding roofs.
- A metallic boot with lid and lock was a standard accessory that could be fitted at the factory.
- Finally, the Model "Y" with a simplified body design that sold for 100 pounds in Britain, was never available in Spain. Dagenham gave permission for the assembly of two types of Model "Y" van with bodies manufactured in Barcelona by a local coachbuilder, *Mateu y Marrugat*. The first was identical to the original British van. A second one, longer and of larger capacity, was specifically Spanish.

Spanish publications and advertising on the *Modelo 8 HP*

The first commercial brochure on the *Modelo 8 HP* appeared in Spain at the same time as the car was introduced. It was the

outstanding first English booklet translated into Spanish and printed in Barcelona. Ford Motor Ibérica also produced other commercial literature, much simpler, designed and printed in Barcelona. Some of these leaflets included the famous design of the important French publicist Draeger. His brochure, which was published when the '6 CV' Ford was launched in France, was duly adapted (8 HP instead of 6 CV) and translated. Other pamphlets showed handsome 'Art Deco' style drawings from Spanish artists, such as Paco Ribera. Economy, capacity and performance of the car were always emphasized in those publications. Further commercial documents were issued, advertising original replacement parts, the Engine Exchange Scheme or the official repair rates. Ford also published the handbooks delivered with new cars (5).

In the exceptional high quality bi-monthly magazine published by '*Revista Ford*', Ford (the Spanish equivalent to *The Ford Times* in Britain) several articles appeared on the *Modelo 8 HP* and *Modelo 8 HP 1934*. Many advertisements were published in the press, as for the contest in December 1932, or on the introduction of the *Modelo 8 HP 1934*.

Since the Model T years, Ford Motor Ibérica regularly sent '*Boletines de Servicio*' to dealers, giving repair instructions and informing on the improvements introduced in cars and lorries. From October 1932, when the Model "Y" was launched, specific bulletins on that car were sent, identical to the British 'Service Bulletins', translated into Spanish. The bulletins ceased in the summer of 1936 when production was stopped.

*A publicity advertisement for the long rad.
Note the straight short rad front bumper.
These were exported with the long rad cars
until stocks were exhausted in Dagenham -
approximately March 1934.*



'Y & C Model Register', some 30 in Spain. This club caters exclusively for Ford Model "Y" (8HP) and Model "C" (10HP) (known in Spain as *Modelo 10*); membership stands at 400. The main aim of the club is to encourage the restoration and preservation of these little Fords by maintaining a register of all known surviving Model "Y" and "C"/"CX" cars, holding a good stock of spare parts and the re-manufacture of other difficult-to-find spares. It organizes gatherings and publishes a bimonthly magazine, 'Transverse Torque', of an uncommon quality.

Acknowledgement.

'Ford Model Y Henry's Car for Europe', the reference book on the Model "Y", has been an important tool for this article. It was written by Sam Roberts, the archivist of the *Ford Y & C Model Register* and editor of *Transverse Torque*. Sam is undeniably the world's leading authority on the Ford Model "Y" and is a personal friend of the author.

Luis Cascante. (Henry)

*¿Qué cree Ud. que cuesta
mes. tener un Nuevo FORD 8 HP. 1934?
PREGUNTE AL CONCESIONARIO Ford.*

Several publicity campaigns to attract press interest, similar to the British Ford events and influenced by American advertising methods, were organized in Spain, such as the previously mentioned 'Semana Ford' of 1932:

- Within the 'Semana Ford', a contest was organised and advertised in all major Spanish newspapers beforehand. The exact number of Ford Model B, V8 and 8HP cars (separately) registered in December 1932 had to be guessed by the contenders. The winner would be awarded with a **Ford 8HP**. A Mr. Francis Mollá, employee of Valencia's Banco Hispano-Americano, won the contest. The awarding ceremony took place at the Eslava theatre of that town.
- Barcelona's main dealer, Amado Casajuana drove around Barcelona for a number of weeks in an all-cream Ford 8 HP with the car's new 1934 price painted on the body,
- Miss Spain 1932 took part in some photography promotional sessions with a Model "Y".

Survivors.

Taken from the archives of The Henry Ford Museum and Greenfield Village in Detroit, it is recorded that, between November 1932 and July 1936, a total of 4431 *Ford Modelo 8 HP* were sold in Spain. World-wide, some 175000 were manufactured. Of these, nearly 1300 are known to still exist and are listed by the British 'Ford



The beautiful stylised 'art deco' brochure for the Ford 8hp' by the famous Spanish artist, Paco Ribera.



A young Luis Cascante in 1966 attending to 'Forito' (literally meaning 'Little Ford') in the town square in Brull.

Notes.

1.- Henry Ford wanted his biggest factories, in the United States or abroad, to be located beside a river with its own jetty and railway branch line. If that was not possible, a railway station and a harbour had to be in the proximity.

2 - In the early design stage of Project 19, a 'roadster' body was also considered, but never reached production. It was rejected as it was thought that the chassis was not stiff enough without a roof and would cause unacceptable flexing. Open bodies were very popular among British sportsmen and in the temperate British colonies. For that reason, some Ford agents ordered special tourers – with sports bodywork – from local coachbuilders. Many competitors, Morris, Austin, Standard, Singer, etc. listed sporty open cars in the small car range. At least thirty coachbuilders made tourers on reinforced Model "Y" chassis. Some of them, such as the 'Cairn', the 'Kerry', the 'Alpine', the 'Mistral' and others had specific given names.

3.- It's not known which components were of local origin. Surely, the upholstery, carpets, windscreen, window glasses and tyres were not imported, but these parts could hardly weigh 22% of the vehicle. It would seem that some easily manufactured steel parts, such as gears or rear half-axes, were contracted out to local suppliers.

4.- In the same year 1954 Ford sold its French subsidiary, Ford S.A.F., to SIMCA.

5.- New cars were delivered with a coloured paper-bag containing the owner's manual, parts list, price of parts and warranty sheet. Specific instructions for starting the engine in cold weather and level oil control were provided too.

