



All the news that fits, we print!

North American English Ford Registry (NAEFR) c/o Robert W. Pare' 513 Deubler Road Camp Hill, Pennsylvania 17011-2017 Phone: (717)737-1119

Vol 3, No. 1 Jan/Feb 1994

Membership dues: \$20./year, U.S. funds First-year dues: \$10./year, for new member encouragement

# EDITOR'S CORNER

(Belated) HAPPY NEW YEAR to all of you! If memory serves, this would be MCMXCIV. (When I start something, I never know when to stop....

No more ladder falls since I last wrote. Many of you sent Christmas cards, and get well wishes. Thank you for those! One of our less-well-known members, George Norton, of Reading, PA, wrote to tell me that, while in Florida, he, too, had fallen off a ladder - a forty-foot one! He then went on to say that, lucky for him, he had fallen off the FIRST RUNG.... George was first to pay his renewal dues for 1994. (His wife, Louise, a real saint, says he has always wanted to be FIRST at something - here it is!)

Thirteen billion years ago the universe was formed (the Big Bang); 5 billion years ago came the solar system; then, 3 billion years ago, Earth was formed. Ford of England is 63 years old. The North American English Ford Registry is TWO years old. When you think of it in that context, don't you just know that we've got a LONG way to go????

One of our newest members, Dorian Paul, of N. Hollywood, sent me two photos of his English Ford. Get this: He has a 1969 Ford Cortina, 1600 - automatic - CRAYFORD CONVERSION. (That's the convertible, guys!) What a great-looking car! I've asked him to do an article for us. Hope he will!!

Winter is hard upon us here. Lots of snow, ice, sleet. But we know that Spring cannot be too far behind! I sneak a peek into my storage building once a week or so - it keeps me focused! I had a lot of trouble staying "focused" on this newsletter. I've been playing around with it for over a week now. Got to get it out tomorrow - we're going up to New York State for five days - up near Lake Placid, about 30 miles south of the Canadian border. (Hey, you want SNOW? You want COLD? Well, head up there!) We leave Sunday, return Saturday 1/22.

A lot of you are working on your cars this winter - I know because you call to ask about parts or specs. Always love to hear from you! My wife can't figure out how grown men can talk on the phone for a half hour about some obscure English car. (Sometimes I can't figure it out either!)

Stay well, drive safely - and KEEP TO THE LEFT!!!

Best,

*Bob*

We will be away from 15-22 Jan.



EnFoStuff.com

P.O. Box 117  
Hudson, NC 28638

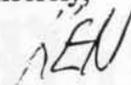
Dear Bob,

Enclosed are a couple of articles that I thought you would be interested in. The book that these come from is called *Economy Car Blitz*; it was written in the late fifties (as you can tell by the cars) and covers other compacts of the era including the Renault Dauphine and even the Skoda. The writer seems to have quite a liking to the Dagenham offerings (a sensible person!). Another book worth mentioning is called *British Family Cars of the Fifties* (ISBN# 0-85429-471-6). It covers all of the Enfos as well as Hillman, Austin, Morris, Vauxhall, Standard and Humber. If you don't have this book already it would seem to be an excellent addition to any Enfo literature.

Also there are a couple of other things worth mentioning. You made a query as to any sitings of some of the other import compacts. I saw a German Lloyd sitting under a tree in Hamlet, N.C. about one year ago; there are also a couple of Morris Minors running about in this area. No Enfos in the area, though. I drove my Zephyr to the British Car Show in Winston-Salem back in June- yes, I was placed in the "What the hell is it" class with a Rover, an MG sedan, and an old Jaguar Mk VII that had been retrofitted with a Chevrolet truck engine. I met up with Jim Palmer, who had driven his Zephyr estate wagon to the show but had not entered it. This car was built in Australia and was built as a wagon from the outset. As you remember, the British-built Zephyr estate wagons looked as if they were built that way as an after-thought. Jim's car is sharp inside and out. It should have represented the Enfos instead of mine which is in desperate need of a paint job.

One last thing. In reply to dealing with suppliers across the pond I have some news. I have had some dealings with Old Ford Spares out of Rugby and they have been very helpful and speedy in their service. Both times that I have ordered parts from them the parts have gotten into my hands within one week. They will accept Visa and MasterCard; if the parts are small enough they will ship them by air mail. One word of caution, however. The parts that these guys get are all obsolete NOS parts so stock is variable (more so than a supplier who sells reproductions). Unless you need a part in a big hurry this will not be a problem, however. Kar and Driver in London seems to keep a good supply of reproduction parts in stock as well but will not accept a credit card; if one doesn't mind the inconvenience of dealing with the exchange rates they will serve quite well also. Well, enough ramblings for now and I hope this Enfo-mation can be useful.

Sincerely,



Ken Edgar

P.S. For anyone that needs it, I have a Consul MkII engine for sale or parts. It's basically a long block (no manifold or carburettor) as well as a Consul heater blower motor (it works). Also, I am trying to hunt down at least a head gasket for my Zephyr; a whole gasket set would be a godsend.

Thanks for the letter, Ken. Hope that  
MKII Zephyr is running OK!

Ed.

# Beaulieu – biggest yet



If you haven't marked Sept 11-12 in your diary yet, do so now: the annual Autojumble at the National Motor Museum, Beaulieu, Hampshire is still Britain's biggest by far and must draw more overseas visitors than any other Classic car event. Set in the beautiful New Forest and the grounds of Palace House, it could hardly have a better location.

Access to the Autojumble became a nightmare in the Eighties but recent changes to routing for visitors have greatly improved matters.

The maximum capacity 2,000 stalls will be occupied again this year, and again the autojumble is heavily over-subscribed. A record number of overseas stallholders has been accommodated. The Automart

### **Don't miss the Beaulieu Autojumble on Sept 11-12**

area of 150 Classic cars for sale will also be full and Christie's is assembling a fine selection of restored and unrestored Classics for its auction at 6pm on Sept 11. *Classic Cars* staff will be there in force as usual and this year's Catalogue will be bigger and better value than ever!

## SPECIAL NOTE TO VISITORS

Today, the day you have chosen to visit Beaulieu, happens to be one of the busiest days of the year - as it is the occasion of the annual Beaulieu Autojumble, when up to 40,000 people come to buy and sell parts of cars.

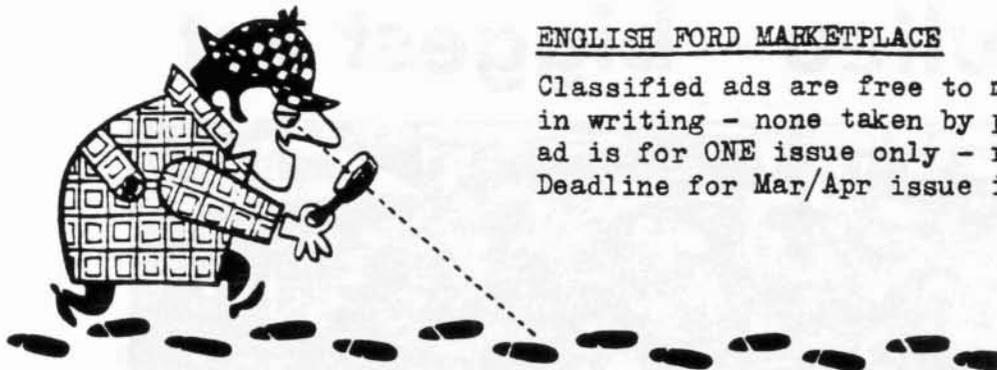
The Autojumble is in a special area alongside the grounds of the National Motor Museum.

All the features and facilities at Beaulieu are available to you today, as on any other day of the year. We regret any inconvenience that may have been caused to you in respect of traffic queues, car parking and delays in paying for admission at peak times, due to the exceptional popularity of the Autojumble event. We hope that you will enjoy your visit to the National Motor Museum, Palace House and Beaulieu Abbey.

( These were handed out on Saturday and Sunday, Sept. 11th and 12th. What they SHOULD have handed out were BOOTS !!! )

ENGLISH FORD MARKETPLACE

Classified ads are free to members. Ads must be in writing - none taken by phone, please. Each ad is for ONE issue only - re-submit to repeat. Deadline for Mar/Apr issue is 28 February 1994.



WANTED: Stainless steel chrome molding over the grille on 1956-62 Consul MKII; also other bits for my 1957 Consul Convertible. What do you have? Ken Doehring, 1402 Cardinal Dr, Bourbonnais, IL 60914. (815)939-0134.

FOR SALE: 1966 MKI Cortina GT, rust-free, for restoration. Runs. \$750. Jody Fonseca, (510)521-8179 (Calif).

FOR SALE: EnFo parts, new and used, for 1954-1970 British Fords. Pete Snyders, (415)578-0304 (Calif).

FOR SALE: Parts Manual, original English Ford issue, for Consul, Zephyr, Zodiac MKII, and Thames 800 Van. Green cover, good shape. Don Prinnell, 310 Bell St, Mt. Vernon, IL 62864-5555. (618)244-3281. \$15. + shipping.

FOR SALE: Very rare 1963 British Capri Consul, 2-door hardtop. Original paint, red, 4-speed, 1600cc engine, lots of chrome, new tires. Everything looks good, car drives well. Must see to appreciate. Will sell or trade for new car. \$8000. or best offer. (415)875-1732, San Francisco area. Leave message, Paula Anderson. (Non-member).

FOR SALE: German Ford Taunus (year not given, but appears to be early to mid sixties model from photo supplied), last run in summer 1992, rear quarters rusty (behind wheels), front bumper is bent. Have good Penna. title. Have lost interest. Asking \$1500. Don Emory, RD 1, Box 98b, Shirleysburg, PA 17260. (814)542-8952. (Non-member).

WANTED: Reliable, mechanically-inclined English Ford owner to drive my MKII Cortina from Fresno, California, area to Anchorage, Alaska, this spring. Will pay gas and return flight. Car is in excellent condition. Paul Blouin, (907)257-4117 (work). (P.S. If this were going to Hawaii instead of to Alaska, I'd probably volunteer to do it myself! Ed.)

WANTED: 1959 Ford Escort 100E needs engine parts (bearings, rings, etc.) Glenn E. Grim, York, PA (717)266-3892 or 266-7226.

FOR SALE: English Ford 100E (1954-1959) windshield rubber, new, from England. Only two left. \$47. + \$7. shipping. Bob Pare, (717)737-1119. Also - most of the stuff I had listed in the classified of the Nov/Dec 1993 is still available. All members-of-record as of 31 Dec got that issue.

LEAD: Carpet supplier for MKII Cortina - full set \$79. Call "Smart Buy," at 1-800-947-7727. Excellent quality, says member Stan Oman, Florida.

**FOR SALE:** Workshop Manual for MKII Cortina. Will trade for my needs or sell outright. Rich Sajkowicz Jr., RFD #3, 9 Patrick Road, Norwich, CT 06360. (203)376-8035.

**FOR SALE:** "Shocking Special !" Just received a special shipment from Koni containing Cortina MKII strut inserts. As far as we know, this is the last batch they will do. Quantities are limited, so act right away! And, just for being a member of NAEFR we will give you a special package deal. Buy TWO Koni strut inserts (Part No. OZ9C9011 @ \$98. each) and we will GIVE you a pair of Koni rear shocks (\$100. value) FREE. How's that for a deal!

Also, so that you MKI Cortina owners don't feel left out, we can do the same deal - the Koni struts we have are for Lotus Cortina (Part No. OZ8C9011 @ \$135. each), so any GT or Deluxe owners will have to make a spacer to put below the insert, as Lotus Cortina housings are 1" shorter - or we can even supply them with the spacer. Buy TWO inserts and receive a pair of rear Koni's FREE! Call Mike at Dave Bean Engineering, (209)754-4650 (Calif).

**LEAD:** 1958 or 1959 English Ford Prefect. Call Charles Ames (203)535-0740 (leave message), 181 Main St., N. Stonington, CT 06359.

**LEAD:** For your 100E (all models) oil filter, get a Wix 51300 from your local auto parts store. These others also work: Fram CH-814-PL; AC #27; Motorcraft FL222. Also, I asked in the last newsletter about cheap tires for the 100E. Jerry Allnoch says that in the May/June 1993 newsletter, I printed a tip from him about this: P155-80-R13 radials fit fine, "General" brand, from Sam's Wholesale Club for less than \$20. each. (Hey, Jerry, I edit and print this stuff - you don't think I READ it too, do you???) Leads from Jerry Allnoch, Statesboro, GA (912)764-5794. (Thanks - again - Jerry!)

**WANTED:** An overhaul gasket set for 100E Squire. Call Jerry Allnoch, above.

**LEAD:** On 100E tires again: Bias-ply or radial tires, Lucas Tires, in Ohio, (513)324-1773. They carry 5.20x13 premium narrow whitewalls at \$48. each, or 5.60x13 Firestone 2 1/4" whitewalls at \$69. each. Lead from Roger Morgan, 2427 Mill Creek Rd, Healdsburg, CA 95448. Roger is working on a '56 Squire (the one with the real wood trim on the sides), and it's going to be a real beauty!!

**FOR SALE:** Cortina T-shirts; "English Ford Line" oval in red, with "Cortina" in red below that. White, light blue or gray "Jerzees" (T.M.) quality tees. Logo will not wash off or fade. \$10. each, shipping included. Medium or Large available. Also: Miscellaneous Cortina parts for sale. Leather key fobs, red center with "Cortina" in script (like on the boot lid), \$6. each, includes shipping. **WANTED** - Cortina literature - what have you? Mike Snyder, 808 Hill St, York, PA 17403. (717)843-2388.

1970

**WANTED:** For/MKII Lotus Cortina GT: throttle pedal arrangement; metric (kilometers) speedometer; 7/8" dia. front anti-sway bar; front suspension arms (i.e. forged, not stamped). For MKI 1966 Lotus Cortina: front quarter window rubbers. Also a 4.4 rear end, preferably with a Salisbury Limited Slip. Eric Brunner, 3099 Hickling Ct, Mississauga, Ontario, Canada, L5N 4X9. (905)824-0959, or (phone & FAX) (905)824-4848. New member.

INFO: The Capri Car Club Ltd sent me a letter in November, inquiring whether we might be interested in being in liaison with them. I have not responded. Here is the "meat" of their letter: "The purpose of this letter is to inquire as to whether you and your club members would be receptive to exchanging parts, literature, photos, etc. which may be of mutual interest. In addition, many of our members also own other European Fords, such as Cortinas, Escorts, Merkurs, Fiestas, Sunbeama, etc. This exchange could accommodate both car clubs, whereby your Capri owners could join our ranks, and vice-versa." If anyone is interested in doing some follow-up, contact Randy Bogdanowicz, 2342 Yorktowne Blvd, Toms River, NJ 08753. (908)255-8744.

FOR SALE: O.E.M. Enfo original fan belts for the E93A (and so identified on the edge of the belt). If you must have the ORIGINAL, this is it - brand new! \$10. each, + shipping. Bob Pare; (717)737-1119. (Two only).

FOR SALE: 1958 Anglia 100E, stored indoors, 100,000+ miles, engine runs, but is noisy. Straight body, no bad rust or cancer. No battery. Black w/red interior. Plenty of good parts here! Asking \$400. Call Ted (413) 245-9862. Non-member, Palmer, Massachusetts. (I have seen the car. Ed.)

WANTED: Brake parts for 1958 Consul 204E MKII convertible. Uses the same parts as the "Thames 800" van. Help! Ken Doehring (815)939-0134, Ill.

FOR SALE: 1960 onward (105E Anglia) and 1965 onward (123E Super Anglia) top tail lamp lenses ("modified triangle"), in red or (European style) amber. \$15. each - most are NEW. 1958-59 Anglia 100E tail lamp lenses. Tops are amber (used) \$15. each. Bottoms are new, red, \$20. each. Also have the rectangular reflector which fits between the two - red, new, \$9. each. Red or amber, used, \$7. each. Limited quantities. Chrome nameplate, factory-fresh new, says "Consul 315." Beautiful! \$30. Anglia 105E and 123E (1960 onward) horn button, 5-star, new in orig. box, \$11., two only. Rear quarter panel badges (or possibly ornaments for front fenders?), brand new, bright red & silver plastic, 2" dia., as follows: "315" w/5 stars in red border; "Consul 315" w/5 stars (two each); "English Ford Line" around the outside, in silver with 5-stars in red center, 1 5/8" dia. All badges \$9. each, one only unless stated otherwise. New Chrome holders for the last badge only, E254 AM 1, four each, new in box, \$5. ea. Clutch cylinder repair kit, E149 Z 1, for Consul 315 and Capri, N.O.S. in orig. boxes, five only, \$7. per kit. Chrome name badge holders for front of hood (bonnet). E123-PD-1 and E228-PD-1 and 71232943 and 71232944, all new, \$8. each. "Anglia" plastic name badge, 6 3/8" wide x 5/8" high, silver w/black lettering "ANGLIA", used, not perfect, but could be restored, I believe. (Have also seen these with red "ANGLIA".) Fits only the E-228-PD-1 holder, above. \$6. (Recommend you send sketch of your badge holder, with accurate measurements, so I can compare with mine). Rear reflectors, round, 1 5/8" dia., for late 1953 thru 1957 Anglia 100E tail lamp assembly, new, \$7. each, three only. Triangular chrome badge, says "SUPER," 2 1/2" all sides, "Super" in chrome on black field, red & chrome alternating stripes down the front, for MKI Cortina Super, one only, very beautiful, \$20. MKI Cortina front turn sig. lenses, clear plastic, new, \$20. pair (two pairs only), + 1 R.H. side only, \$10. All items, please add reasonable postage. Thanks. Bob Pare; (717)737-1119.

FOR SALE: 1962 English Ford Zephyr MKIII (yes, MARK THREE!), 4-door, blue, no no rust, straight body, 6-cyl., disc brakes. Needs some engine work. Owner was asking \$1500. recently - price MAY have increased, so tread lightly. Call Bobby, (310)677-1359 (home) or 671-1573 (work. Lead from member Gary Kiernan, (213)653-8347. (NOTE: The MKIIIs were not imported into the US, so this would be a rare car indeed! Ed.)

FOR SALE: 1958 Anglia 100E, purchased April 1988 with 19,000 original miles (now has 22,000). Jet black, new paint looks 2" deep, All body work meticulously done, with paint, in 1992, costing \$3500 - and it looks it! Interior original, excellent++, (red w/off white), custom black carpet, excellent headliner and original vinyl upholstery. Trunk painted and detailed, engine not detailed. All mechanics are original. No no rust! Brand new tail light lenses (blood red) and front turn signal lenses. This is a peppy, tight, gorgeous little car. Sell reluctantly; too many cars, not enough space, etc. Call Bob Pare; (717)737-1119.

WANTED: For E49A Anglia, 1953: Wiper knob and its hook, trafficator lenses, speedo cable, head lamp rim for reflector lamp, Butlers tail lamp lenses, windscreen washer kit, tool kit. Ron Geis, 75940 Smyrna Road, Freeport, OH 43973. (614)658-3876. (new member)

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**SPECIAL THANKS!**

Yes, our sincerest thanks go out this month to member Doug Milota, of Eureka, California. Doug is really "into" all English Fords - even those he does not own or drive. Recently he came upon a MKII Zephyr in a salvage yard - a good candidate for crushing. Doug quickly phoned me to let me know about the car. I notified Gary Kiernan and Jeff Robinson (both of CA). Among the three, they arranged to get the car OUT of the yard and took it to Doug's, (actually DOUG took it to Doug's). He then stripped all the good stuff off the car, then made it available to Gary (who drove 1500-miles, round-trip to get the goodies). Now, that's what I call COMMITMENT. And we owe it all to Doug's eyes (and his can-do attitude). Thanks, Doug - and well done!!

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BRITISH MARQUE Car Club News is still carrying some of our stuff in every issue. Last issue had an article by Jerry Allnoch. As members of NAEFR, a "participating club," we can get their newsletter for only \$5. per year. It has some good stuff, and a lot of sources, too. Order from Hull Assoc., 633 E. Washington St, N. Attleboro, MA 02760. (508)699-7899.

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BONANZA - BONANZA - BONANZA!!! I have just purchased another large lot of English Ford parts; I'll have them by the end of January. About twenty percent are N.O.S. EnFo; the rest are aftermarket parts, mostly of U.S. manufacture. Everything is NEW. Included are parts for ALL English Ford models: Anglia, Consul, Zephyr, Cortina, Capri, Van, etc, from 1949 to the early 1970s. Hoses, brake parts, fuel pumps, cranks, piston sets, cables, engine mounts, gasket kits, lenses, bearings, gears, valves, tie rods, water pumps, etc. Please send your needs, with a long S.A.S.E. I'll make lists as soon as I can. There's a pickup load! Also a 1962 (?) 105E Anglia parts car. What do you need from it?? Bob Pare; (717)737-1119.

3099 Hickling Court  
Mississauga, Ontario  
Canada, L5N 4X9  
Mon 22nd Nov'93

English Ford Registry  
c/o Robert Pare'  
513 Deubler Road  
Camp Hill, PA 17011-2017

Dear Robert

Please find enclosed a money order for \$10.00 (USF) re first-year membership. I was fortunate to meet Jim Osborne at a Flea Market in Toronto and he mentioned your club to me. I have two Cortinas which of course means I'm always interested in other experiences with them and other English cars as well as sources for parts.

1. The first car is a 1966 Mk I Lotus Cortina of which I am the original owner having purchased it June of 1966. It apparently was the last one that Ford of Canada still had. I was really after one of the Shell 4000 Rally Cars that had been run by the Canadian Ford Works Team (Comstock Construction) but they finished in such bad shape even though they had a first place finish as well as the Team Prize, that Ford got a street car for me instead.

This car has been a lot of fun for myself and my wife over the years. I originally club-rallied it in the Kingston, Ontario area (across Lake Ontario from Syracuse) and then we slalomed (or Solo II as it is now called) quite successfully both in Canada and SCCA in the Syracuse Club winning numerous class awards as well my wife, Judy winning Ladies Championship (and more often than not, taking the men's Classes too).

Unfortunately, I was transferred to the Toronto area just after I had stripped it down for a body restoration (had begun showing the ravages of being driven through the first 5 winters as a daily driver --some daily driver!). My finances changed quite appreciably then with house prices double that of Kingston.

The Lotus has for the last few years been at a friend's near Kingston for body work and DuPont Imron repaint. He is a retired Ford Body Shop Foreman and Race Car Builder so he is taking his time. I expect to be putting it back together next Spring.

--contin.

--page 2

2. The second one is a 1970 Mk II Cortina GT 2 door. This was a "runner" given to me in Kingston from someone who had blown the 1600 Kent in it after driving it there from the West Coast of British Columbia. The car was very sound since it had not been driven through the Salt of an Ontario Winter. My son and I felt this would be a good car for him and for the last few years we've spent our time fixing this one up for him. He uses it as his student car at guess where? --the University of Queen's in Kingston! The car is quite attractive in it's Dark Metallic Green paint with Shelby (Minilite Copy) Alloy wheels. Steel Lotus Cortina wheels used in the Winter with suitable ice compound tires. Also liberal spraying of special oil each Fall to protect the body. The dash has the wooden panel that normally was used only on the 1600E cars in Europe but for some reason were also installed on GT's to the US and Canada. We presently are changing it over to a Mk II Lotus as we can. The suspension has been lowered approx 1". Since however Twin Cam engines are hard to find, we are planning to use a Toyota Twin Cam with it's 5 Speed Transmission instead. Hopefully that's a project for next summer. Right now my son is enjoying the car as it is (has a Rally Cam for about 10 extra HP). It was somewhat unusual for a MK II to have an Alternator. However, after re-building the Lucas unit for the 3rd time, we substituted a Chevy. Twice the output for 1/2 the price with a lot more durability. By the way, anyone have experience installing a 2T-G Toyota in a Cortina? The trickiest part seems to be making up adapter plates for the engine cross-member as the Toyota's mounts are about 3" forward of the Kent engine.

We are looking for some "stuff" for the GT from a Mk II Lotus Cortina:

Throttle Pedal arrangement

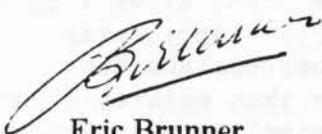
Metric Speedometer (Speeds are kph in Canada)

7/8" dia. front anti-sway bar

Front suspension arms (ie forged not stamped)

For my Mk I L/C I need the front Quarter Window rubbers. Also if anyone has a 4.4 rear end preferably with a Salisbury Limited Slip.

Yours truly,



Eric Brunner

Home Phone: (905) 824-0959

Home Office Phone and Fax: (905) 824-4848

Glad to have you aboard, Eric. You have a couple of very interesting cars! I hope you will get some help from the members of our club! Thank you for the letter! Ed.

It seems like such a long time ago, that trip! I promised you last time that I'd recount some of our adventures - and I shall. I don't know if I'll tell you about the **WHOLE** trip. I guess perhaps I'll just go on until you are **ALMOST** nauseated, then continue for another few pages, then quit (just when we are at the "best part."

Ah, to be in **ENGLAND!**



The hop across the pond was no picnic. You think those 747s are big, don't you? Well, try measuring the seat-and-head room. **TILT!** I did not have enough room for my legs (with feet attached). I hate to say that I was curled up "like a pretzel." It's such a cliché. But - I was curled up like a cliché; that's for sure. We arrived at London't Heathrow Airport at about 9:30AM (having lost five hours to the earth's rotation (which we couldn't help) and another five hours to the cliché. In a word (three words, really), **WE WERE BEAT!** We stood on queue (line) for Customs and Immigration for about 30 minutes - not bad, really. Then it was off to pick up our chariot, a 1993 Ford Escort (right-hand drive, of course). Nice little car! After testing a couple of One-Way streets (to find out if they really were), we were off and running without further incident. Everyone knew where they were going except us. (It must be wonderful to know where you're going!)

Our first stop was Amesbury, in Wiltshire County, southwest of London, and Mandalay Guest House, the nicest Bed & Breakfast of the entire trip! We crashed and burned at 1PM, slept all afternoon (without guilt). When we got up to go out to dinner, we thought we **MIGHT** make it after all. I had my first Beef-and-Kidney-Pie that evening - it was dee-licious. After dinner, we slept through the night as well! Then - on to our next B&B, at Brockenhurst, in the "New Forest" area of Dorset County - and just a few miles west of Beaulieu, the site of the Big Show I had set out to see. We met Terry Hiscock, an English friend we made through this club, and had dinner with him. Would you believe this??? - - It turned out that Terry had apprenticed, many years ago, at the very dealership/garage where my 1961 Ford Popular 100E had been sold (in Rochester, Kent, which we were to visit later in the trip). Incredible! We stayed put for three days while I did the Beaulieu Show (and Keren did some touring by bus). Beaulieu was wonderful - but there were lots of foreign cars there... Anyway, I saw a lot of wonderful British cars, ones that brought back memories, and some that I'd never heard of before. I found **SOME** parts, but not as many as I had fantasized. I did, however, meet some suppliers and I made some good contacts with people who handle English Ford stuff. I followed up on a few of those contacts later on in the trip. The first day at Beaulieu ("Trade Day" = Dealer Day) was just gorgeous and warm. After that, it went downhill fast; Saturday and Sunday were miserable, rainy, muddy, sloppy. (Ah, to be in **ENGLAND!**) Most of the locals wore thigh-high rubber boots - they knew something! I had just a pair of low rubbers - better than nothing - but not the best! Next time I will know! I'm glad I found some parts on Friday. On Saturday and Sunday, many vendors had their stuff covered with plastic. It goes with the territory, I think. Despits all of that, I had a really good time! The museum at Beaulieu is a "must-see" for tourists. What a nice collection of autos, cycles, automobilia, etc. Jolly good!

We puzzled over the rock formations at Stonehenge (don't you wish they had piled them a little bit straighter? But maybe "straighter" was not so urgent in 4000 B.C.? Hey, what do I know??) We headed west along the southern coast of England, staying at Honiton and Exeter - then we headed south in Devon, through the beach community of Torquay (where hurricane "floyd" was beating up the coast pretty badly), on to the city of Dartmouth, a port on the Dart River, the home of the Naval Academy of Great Britain, and the nicest little town you could ever want to see. (We decided that Dartmouth was our favorite place of all on this trip). Our B&B was right on a point of land overlooking the whole harbor, the quay, and the villages on the other side of the river. I took over two rolls of film here - everywhere I looked I "saw another picture," know what I mean? Our hostess, Mrs. Clarke, was sharp-witted and well-informed; we had a very nice time at breakfast with her. Wow, did we ever hate to leave!

Next, it was on to the North, through Bristol to Bath, the site of the Roman Baths, built in the First to Fourth centuries! That hot mineral water has been gurgling up at 120°F. for a long, long time! (And STILL there is no ring-around-the-rocks!) We stayed at Bath for two days; there is a lot to see and do there! After a bath at Bath, we pressed onward northerly to Stratford-on-Avon, the home of another writer (like me, only older). We did not attend the Shakespeare Theatre (but we did have a great Greek meal - rack of lamb - right around the corner). We fed the swans and ogled the houseboats on the Avon. Pretty as a tourist city! Next day we visited Warwick Castle, perhaps the finest medieval castle in England. I had seen it previously, but it's always worth a visit. (Besides, I wanted to see if any of the wax figures had moved since last time). The ramparts are high and wonderful, but the climb up a NARROW round stairwell was a bit claustrophobic at times. Then we went on northward, to Derby County, where we had lunch with another English friend, Brian Sreaton, whom I had met through the Volkswagen Club I belong to. He was charming - and very well informed about the area - gave us maps to follow and everything. We followed with a stay at Burton-upon-Trent, where one of the chaps I had met at Beaulieu had a garage full of EnFo parts. We did some horse-trading (for stuff I had brought from the States), and I came away with a large box of treasures (that really maxxed out the suitcase I had brought along to hold my goodies). The stuff I picked up from Paul made the trip worthwhile all by itself.

The next day, Saturday, Sept. 18th, we met Jim and Lillian Norman at a pub called "Saracens Head" in the small town of Stafford just north of Birmingham. Jim Norman is the Chairman of the Ford Sidevalve Owners' Club (FSOC) of England; Lillian is his (sainted) wife. The FSOC has in the neighborhood of 2500 members, most in England - only about 30 reside in North America. I've been a member since I bought my '58 Anglia, my first English Ford, in late 1988. Jim and I have corresponded a few times, in a mutually beneficial way, I hope. Jim is also the Technical Editor of Sidevalve News, the FSOC's bi-monthly club magazine (and a great one it is!) Jim and Lillian came down from the North in their '59 Prefect 107E (it's the same as the 100E Prefects except it has the overhead valve engine - a lot more gutsy. We shared a very nice lunch (by now I was ordering steak-and-kidney-pie routinely). We told the usual lies about our English Ford

automobiles, dazzling the women with how outlandishly we could speak with a straight face. Jim's tall tales were tall tales were taller than mine, only because he has been into English Fords a lot longer.... We took some photos with our cars - and Jim actually let me drive his DFF 823 (that's his license plate, not his I.Q.). I found it unusually peppy?! And why not? He had a 1600cc neatly tucked under the bonnet! Tsk, tsk - and him, the "Chairman", too!! (Some day there's gonna be a revolution in that club). We said "Good-bye" to the Normans, until the next time - and we noted how very easily HE could drive on the left..... Next, we headed South, toward London-town and more high adventure. I KNOW you'll be shattered to learn that the rest of the story won't be told until next time. (Try to be brave). Tune in again in two months for the rest of this swashbuckling, incredible, curl-your-toes adventure. (I can hardly wait! Ed.)

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WHAT'S IN A NAME???, by Ray Denison (via SAAC Region of AACA, Guilford, CT)

BUICK - Blasted Underpowered Internal Combustion Klunker  
 CHEVY - Check Heater, Exhaust Valves Yearly  
 LOTUS - Lots Of Trouble Under Stress  
 DODGE - Does Owner Deserve Garbage Equipment?  
 AUDI - Another Underpowered Deutschland Invention  
 TOYOTA - Tired Of Years Of Terrible Acceleration  
 HONDA - Happy Owners Never Demand Attention  
 GEO - Garbage: Easily Over-rated  
 VOLVO - Vehicle Overheats Leaving Victims Outside  
 JEEP - Junky Engine; Especially Poor  
 SAAB - Sad Automobile - Always Broken  
 BMW - Big Macho Wheels  
 PORSCHE - Poor Owners Report Several Cracked Heat Exchangers  
 TAURUS - The Automobile Uptight Racers Use Sundays  
 FIAT - Fix It Again, Tony

So, how was YOUR day?? Ed.

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LAW AND DISORDER, from the SAAC Region, AACA newsletter, "Rumble Sheet"

Tom's First Law: The least accessible bolt or nut will always be stripped or frozen.  
 Tom's Second Law: When buying a part for a particular vehicle, no matter how common a vehicle it is, that vehicle will either not appear on any parts list, or it will be specifically excluded...  
 Chilton's Auto Repair Law: Assembly is never the reverse of disassembly.  
 Bud's Law: Giving a bolt or nut one last turn to insure tightness will always snap it off. However, failure to do so will cause it to loosen or fall off altogether.  
 Bud's Second Law: Any tool, once laid down, will never be found again...  
 Liquid Law: There will always be more fluid to drain from a car than there are containers to hold it.  
 Elwin's Mechanical Law: Never let a tool know you are in a hurry.  
 Law of Diminishing Space: The number of cars in a collection always expands until there is at least one more than the number of available spaces.  
 Fred's Law: If it ain't broke, don't fix it!

# Review

Yes, it's that time of year to review, once again, what it's all about - and how you can go about getting one. Of course, I'm referring to THE MEMBERSHIP ROSTER THE MEMBERSHIP ROSTER THE MEMBERSHIP ROSTER.....

The latest (1994) Roster will be printed in February. It will contain information on our members (who want to be listed) - and who are dues-paid as of 31 January 1994, which is also the deadline for you to sent it in! The roster is a good way to find out who has which cars, where they live, and what they have to sell or trade. In other words, if you're inclined to be a little bit NOSY, then you want the roster! How can you get it??? Aha!

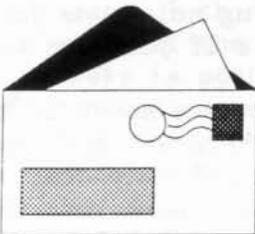
1. If your dues are paid, and you were in the last roster, do nothing (it's a skill we all have); you will be in again.
2. If your dues are paid and you were NOT in the last roster OR you joined the registry since last February, send in the info and you will be in!
3. If you are NOT SURE what category you are in, send the info, just to be sure. A 19¢ USPS post-card is preferred (and they need the business!)



Send: Name, Address, ZIP and Phone (+ FAX, if you have one).  
Send: Car(s) owned, Year, Model, Body style, Engine, Specials, etc.

THEN:: use these codes (any that you wish)::

- P - I have Parts to sell/trade.
- E - I have Expertise to share with members.
- T - Willing to Talk by Telephone with other members.
- G - Interested in possible Get-togethers.
- S - I have Sources of parts to share with members.



## Mail In

Easy, eh what? Remember, if in doubt, send it in! After the Roster is printed, it's printed; there will be no "updates" until the next Roster in 1995. Only

those who APPEAR in the roster will RECEIVE the roster. It's only fair, don't you think? AND - Psssst - Hey, buddy! Would you believe that some of the people who DID NOT APPEAR last year, then PHONED TO GRIPE ABOUT IT later on, have NOT, as of this date (Jan. 7th) SENT IN THE INFO for the next exciting ROSTER. Hard to figure, isn't it? When they call to gripe the next time, Tuppence will take the call. (She's our Airedale). Last time around, we had 182 members, and only 68 were in the Roster. Who knows what will happen THIS time? Stay tuned!

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DUES TIME? If your mailing label says 1-94, it means that the Jan. 1994 (Jan/Feb 1994, actually) issue of the "English Ford Lines" is the last you will receive, having now received at least six issues since you last renewed.

To stay "in the loop" you must renew soon. Please send a check for \$20. (or cash, or money order) payable to Robert Pare: US funds, please. We already surpass all other magazines in the total of classified ads we print. Let's keep our membership growing as well! Thank you! (Whoops - I mean ENGLISH FORD ads, of course....)



## HOW BRITISH FORDS HAVE CHANGED MY LIFE

The first British Ford came into my life when I was 10, it was a new 1956 Popular, my dad's first new car, it came fully loaded, for the Popular that meant, two windscreen wipers, a heater (fitted by the dealer as an extra as it included a water pump) and semaphore indicators with a big switch that lit up when they were out. As my dad kept car for a long time I was able to take my first driving lesson in it, but as I was in the RAF at the time I took my test in a driving school car.

Though my first two cars were not Fords the third was, a 1949 Prefect (in two years I had had as many cars as my Dad had in 23 years), it's heater was an air duct from the top of the radiator with a door you could close in the car to stop the heat (?) from coming in. It also had a valve (tube) radio that came on about 2 minutes after starting the car. I bought the car when I was in the north of Scotland and drove it from there to the far south west of England, fully loaded (overloaded). on the trip the engine came loose, the starter quit (it had a starting handle) and we had to backup out of a cafe parking lot as it was too steep to go forwards. I kept the car for another 6 months, it would have been longer but I lent it to a friend, who was going to take his girl friend home, he had just past his driving test in a Morris Minor. The car was parked in back of the parking lot that over looked the beach, my friend decided to show his girl friend just how fast he could get her home, the only problem was that when he let out the clutch with the engine at high revs instead of the fast get away the car disappeared through the hedge and landed on the beach that was about five feet below, were 1st gear is on the Morris , the Ford has reverse. As the car was at the end of its useful life anyway my friend paid for the car to be removed from the beach and take to the local dump.

My next Ford was a third share in a 1956 Consul with a gear change that was so bad, that changing from second to top either meant you actual got top and hoped that you did not have to change down again or you heard a loud grinding noise, as you were trying to go into 1st gear, something that would only be desirable if you were going down a hill as the brakes were just about as bad.

I then spent a year in the middle east, this enabled me to save money as the cars I owned while I was there were of the old American kind and as there was nowhere to go they did not get used much. When I returned to the U.K. I bought a 1 year old, lagoon blue Ford Anglia 105E Deluxe with 21000 miles on it, a real heater and a knob that was very confusing, it said HOOD and when you pulled it the bonnet opened. I loved that car and as any 21 year old would I set about making it even better. I had some work done on the engine to make it go faster. To make it stop better I fitter front brakes off an Anglia Estate 1200 with special linings, had the back lowered 1/2 inch (all the books of that period said it was a good idea) and a second anti-roll bar (anti-sway) fitted to the front. Having made it go faster and stop better I tinted the windows to match the blue paint.

This is the car that introduced me to the love of my life, my wife. She was visiting the Royal Air Force base I was on when she saw this beautiful blue Anglia going the wrong way down a one-way street, she jumped up and down pointing at the sign but I did not bother, I had seen it before and as every local used the street in this fashion there was no point in stopping. Later, my wife to be saw the car outside the base club, she thought she had found the driver who had ignored her signals (with the tinted windows she could not see in) but I had lent it to a friend (this one knew where 1st gear was) so he got the lecture. I met her later in the week and must of swept her off her feet (I expect she really thought I needed looking after) as that was 25 years ago and she is still putting up with me.

Unfortunately that car was no more, when early one morning after just passing Mildenhall Air Force base I hit some black ice and a tree stopped the car going into a ditch, the tree did OK but the car was totaled.

I replaced it with another lagoon blue Anglia but that one stayed standard, ( I can not remember the insurance company's exact words when I asked how much it would be if I changed this car but I think that it meant you could not afford it on your salary). It did get painted aquatic jade before I hit another car with it and it went to the same junk yard as the first Anglia.

I then got married, "our" first car was not a Ford but the second one was, another 105E Anglia. That was replaced (I actual sold it) with a 1969 Escort, nothing much happened with that or our next Ford, a Cortina 1600XL (a Ford Falcon before it grow up), our next Ford a Capri 2000GT XLR had its share of excitement. The first was when Carol (my lovely wife) was driving it home through the London rush hour, unknown to her (who looks at gauges anyway) a heater hose had split and the engine ran out of water. When the car stalled some nice people who were being held up by the motionless car (half of London), push started it and it ran for another 10 or so miles until it got so hot when the noise of the engine stopped the radio from being a useful feature so she pulled into a service station. The engine would refused to stop, in the end the service mechanic stuffed a rag into the air cleaner, he the told her that the engine was dead and she could arrange the service of it. As I was out of the country, a friend arranged to have it taken back to his house, he put new plugs, leads and hoses on it and tried to start it, it ran and nothing seemed wrong, well that was until I came home for a long weekend to see Carol, while traveling up the A1 (a sort of freeway)(Bob, that's a turnpike you don't pay to go on) at about 90 m.p.h. a tapping came from the engine followed, a few seconds later by a loud knocking along with a lose of oil pressure. I pulled off to the side of the road and stopped. I had oil and the water temperature was not high so as we only had about 50 miles to go we went on slowly. When I got home I called another friend who owned a garage, he said bring it over and if I did the work he would help, so early Saturday I arrived, we took the engine out of the car, removed the crankshaft to find all the main bearings had gone. He had a new crankshaft but we had to go down town for the bearings. That night I borrowed his wife's car (yes I knew where 1st gear was) so I could go home. Sunday we put the engine back together and put it back into the car and by lunch time it was running, just in time to go home get changed so Carol could drive me back to the airport to fly out for another 2 months so what should have been a romantic weekend ended in a engine rebuild.

The next incident with the Capri was when Carol was 9 and a bit months pregnant with our first child, I tried to overtake a cement truck, which when we were half way by turned right, I think it knocked some dust off the truck's bumper but it took the left rear side off the car, our son (as he was later to be) still did not arrive for another 3 weeks (a patten that he still uses, at 18 he likes to sleep until noon).

After our son was born and the Capri was repaired it had to be sold as it had been fine when there was just Carol and me but with our son taking up the back seat with his carry cot and the boot with all his other stuff, there was no room for our clothes. So it was replaced reluctantly (Carols words) with a 1973 Consul 2500L with 21,000 miles on it, a really nice car with alot of room and nearly as fast as the Capri. Nothing much happened with that car, but not long after getting it, I left the RAF and I got a job that gave me a company car (of cause a Ford) so the Consul was only used by Carol when I was at work or if we needed a large car, When it was sold in 1979 to move to the 'States it had only done 34,000.

My next real Ford (I did buy a US Escort for my son but it got demolish by a lady who thought turn signals should be turned on to look pretty not because you are turning. Unfortunately my son did not know that, he does now) is the Cortina SW that is parked at my friends house awaiting my attention (the same friend who put the plugs and hoses on the Capri in England, but as he likes M.G.s we don't mention him in public), I will get to it latter this year when it cools a bit, It may even turn into a tow car for a Formula Ford but that another story.

Regards,

Les Brand

3925 E. Desert Flower Ln.

Phoenix, AZ 85044

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Thanks for an interesting, entertaining letter, Les. In his cover letter Les says he's "always working on the wrong car" because of having two teenagers and a wife. Guess most of us know about that - the poor old EnFo gets last priority. But we do "keep on keeping on." Maybe Les will get to work on his MKII Cortina Estate soon! Ed.



EnFoStuff.com

RR 2, Box 2048  
Moscow, PA 18444-9635

Dear Bob:

I received my "renewal check-mark" with this month's issue of the newsletter. I thought I'd answer for courtesy's sake.

The reason for my dropping out of the NAEFR was that I am a street roddin' drag racer (or a drag racin' street rodder). I was and still am an avid fan of the 60's Gasser and Altered class in NHRA Drag Racing. My first love went to a '33 Willys, and being as they were extremely rare, my second love was the Anglia, of which I am the proud owner of one. It was an NHRA World Record holder for H/GAS in 1969, and, of course, it's ALL STEEL. I am a member of Pocono Mtn. Street Rod Ass'n. While I was a member of your club, I saw very little '48 Anglia "stuff" for sale. Keep in mind, my tone of voice is in a normal state, my hands are now waving in the air like some lunatic. I mean NO disrespect or insult to those restoring a '59 Cortina 4-door sedan, or any other "classic" English Ford. My assessment of the club is that it is primarily an antique type, and again, I mean NO disrespect, discourtesy or insult in any way to those who restore any classic or antique, whether it be in your club or any other. I think all cars which have potential should be restored to original or "custom," like the "lead-sleds" of the fifties, of which now are coming back bigger and better than ever. This paragraph was just me talking, not my car club. These are my personal feelings about my Anglia and other '48 and older street rods. I have great respect for ALL cars, both foreign and domestic, and, by all means, their owners.

My '48 Anglia will probably take at least another two years to be complete and on the road. When I ran my ad wanting to hear from other Anglia owners, I never heard a word. That doesn't mean that those who read my ad weren't nice guys; it's just that I thought Anglia owners had something in common, and for me, that's drag racing.

I thank you for taking the time to invite me back "into the loop." If, in the future, you want to send me a comp copy of the newsletter, and I see "Anglia" stuff in there, I just might get back "in the loop." Again, I say "thank you" and "all the best" to the club and its members. I did not forget who gave me my first lead on finding Anglia stuff. Happy Holidays, and all the best for a growing New Year. For those Anglia owners looking for help, I've enclosed two sources.

Sincerely,

Paul Mizerak

Sources included:

Anglia Obsolete  
1311 York Drive  
Vista, Ca 92084  
(619)630-3136  
(Original parts, rubber molding,  
and trim, etc)

Profile Racing, Inc.  
5290 95th St. N.  
St Petersburg, FL 33708  
(813)392-8307  
(813)398-2153 FAX  
(Specialty racing components, custom  
sheet metal crafting, specialty  
aluminum billet parts)

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Thanks for the letter, Paul. I'm glad to know that you, at least, gave us a try. I agree we are not THE source of help for rods & customs; it just worked out that most of our members are into "originality." I love to look at rods & customs - they're beautiful! But - different strokes for different strokes, right? We wish you well! Ed.

# THE FORD POPULAR

HEY, That looks like MY car !!  
(1960 Popular 100E)



EnFOStuff.com

The Lowest Priced Orthodox Small Saloon



Don't you wish!  
(MKI Lotus Cortina)