English FORD LINES

North American English Ford Registry
12 Biltmore Avenue
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U.S.A.

(401) 521-ENFO

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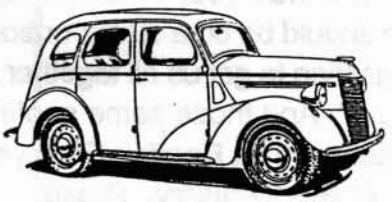
*F*I*V*E* from the R*H*O*D*E

This will be my first issue as Editor of your Newsletter.** I am telling you this in the first sentence because I know that many of you do not read the entire diatribe. My sincerest thanks to Bob Pare for entrusting me with the running of the club that he founded in December of 1991 and for allowing me to plagiarize his opening remarks from the November/December 1994 issue as an icebreaker. And though Bob has retired his old Underwood from active editorial duty, his work will still appear in these pages from time-to-time. All of us owe Bob a debt of gratitude for his foresight and determination in making the Registry a reality. Member Mike Snyder of York, Pennsylvania summed it up best when he wrote: "Bob, this is a shocker. I never thought you'd let go of 'your' club. After all, it was your twisted mind that got all of us closet English Ford owners together...Bob, your picture should be on a stamp or something to honor you for what you accomplished. It took your insight and dedication to get us all together. Enjoy your free time and most of all, keep to the left. Sincerely, Mike Snyder" And those same sentiments from the rest of us too Bob. * I am not a clubby type of person–I do drive an English Ford you know– but I didn't hesitate to say yes when Bob asked me to take over the Registry.** Preservation of these rare and robust cars is a worthwhile and worthy cause, and our club is making a difference in keeping them on the road. So while you may have to worry about the leaky wheel cylinders on your Anglia or where to find dent-free stainless trim for your Zephyr, you won't have to worry about club elections or proper dining etiquette at the club-sponsored holiday gala. *****You'll see some changes in the look of the newsletter.** I had hoped to be able to include all kinds of gee-whiz fancy graphics in this edition, but I am still learning to use all of the features on my computer. Some of the changes are obvious, like the change in address and phone. Please do make note of the new Registry phone number **(401) 521-ENFO.** This is different from the number Bob published in the last newsletter. It was Kathy's idea to get a separate phone number so we could tell when a call for the Registry was coming in. This strategy was developed in part to keep you from having to try to explain to my wife how much difficulty you are having obtaining over-sized muffler bearings and an edible steering column flange for your INSERT THE YEAR AND MODEL OF YOUR

EnFo HERE. Please feel free to call any evening between 5:00 and 9:30 PM EST or after 9:00 AM EST on weekends.

*F*I*V*E* from the R*H*O*D*E (continued)

****In an effort to encourage more participation in the club and make the newsletter a reader's forum, I am trial-ballooning a feature in this issue called *The Shop Floor*.** I want you to consider this your page and welcome your input. I want to know what you are doing with your car, how the work is progressing, what problems you are encountering, any observations, insights or humorous anecdotes you think are worth sharing--and even those that you don't. We'll see how it goes, and I hope you will find it useful and enjoyable. If you don't, it is incumbent on you, the Registry, to let me know. After all, I am only the Editor and what do I know? *****The weather has been warm here this winter and the numerous 50 and 60 degree days have allowed us to drive the Consul quite a lot.** Kathy and I were out last weekend running errands on the hilly, east-side of Providence. About halfway to our initial destination the car starting missing, coughing and generally being cantankerous and well, English Ford-like. As we turned around to head for home up a long, moderate grade the engine spluttered and died and we coasted to the curb. I opened the hood and checked the fuel filter–clear–and the sediment bowl–more clear. Nothing seemed amiss so I started checking wires. Plug wires were good, everything on the distributor looks okay–whoops!. The wire-end on the lead from the distributor to the coil fell off in my hand. Check the trunk–no tools–took them out when we picked up the snow blower. I asked Kathy if she had scissors or a nail file. No. Would a rubber emery board do? Nope. Okay Wiggins, what now? Chew the plastic insulation off the wire, I guess, and be reminded by Kathy that it is easier to walk home than get a dentist appointment on Saturday (What an English Ford owner walk? Never). The good news is that my teeth held out, I wrapped the wire around the terminal, shut the hood and the car fired and ran fine. During the ride home Kathy called me a genius and I reminded her that if this had been a computer controlled new car I never could have fixed it with my teeth. She just smiled and told me to make sure I put the tools back in the trunk. Until next time, I'll see you on the Rhode.



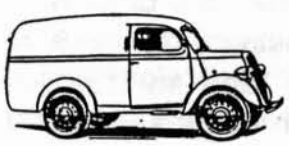
PREFECT
(Model "E93A")
1939/48

The Shop Floor

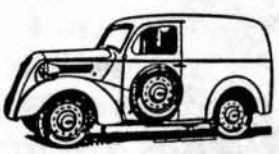
***John Pilgrim** from Oconomwoc, Wisconsin purchased a 1967 Cortina GT which was advertised in a recent club newsletter. He now owns a Mk 1 and Mk 2 Cortina, both GTs and both in need of repair. He hopes to be able to find some parts for his cars in the EnFo Marketplace. *The shop floor at **Ken Doehring**'s house in Bourbonnais, Illinois has recently seen the preliminary fitting of an automatic gearbox into a 1957 Mk 2 Consul convertible. If you recall, neither Mk 1 nor Mk 2 Consuls were built with the autobox. Ken purchased the car over a year ago and decided to restore it with an automatic so it would be easier for his wife to drive. ***Siggy Bayda** sent pictures of his "toys" along with his renewal. The first picture is of a stunning red, open-wheeled 1969 Brabham Formula B car, powered by a Lotus Twin Cam; the second photo shows Siggy's present project, the bodyshell- sans-doors of a 1967 Lotus Cortina– white with the Lotus green slash–just back from the paint shop. Hopefully Siggy will let us know when the Cortina is a runner. ***Tom Lindsay** wrote to offer his congratulations on my being promoted to Editor and wanted to know if I volunteered for the job or if somehow I was blackmailed into accepting.

He also reminded me not to tolerate any more disparaging remarks about Providence or Rhode Island. Tom lived in Rhode Island for several years--first at the Naval Air Station at Quonset Point and then in Warwick. (Warwick is about 15 minutes from Providence, which if you check with Bob Paré is about as far as anything in Rhode Island is from Providence.) * **Doug Thomas** writes that he is surprised at the number of English Ford owners still out there who are unaware of the Registry. Over the Thanksgiving holiday Doug drove from San Bernardino to San Jose to buy a Mk I Cortina he found in the British Car Mailing list on the Information Super Highway. (No one could ever have guessed that English Fords would travel at the speed of light. Now that is one fast Cortina!) ***Gary Kiernan**'s 1952 Consul Mk I flat-dash (one of about 25 extant) is running great thanks to the Mk 3 engine he installed. Unfortunately at the time Gary wrote it wasn't stopping all that well. Subsequent to his letter Gary called to say that he finally got the brakes bled and has a real-live firm brake pedal. Has anyone out there got any good tips for a foolproof brake bleeding method for EnFos? If you do, send it in--this is your page. ***Mike Sims** has added another valuable word to the vocabulary of English Ford owners everywhere. Did you know that the phrase "undergoing a full restoration" is really a code for "my car is completely disassembled?" On the Shop Floor no doubt. Mike, from Oregon City, Oregon owns a 1966 Cortina GT Mk I which sports a 1970 Cortina crossflow 1600 cc engine. He also owns a 1961 Sabra sports car which uses a Consul 204E engine; the Sabra is currently "undergoing a full restoration." Keep us posted Mike.

Have any interesting phrases or other bits of news about current or anticipated projects you'd like to share with your fellow members? If so, drop a card in the mail or call (401) 521-ENFO.

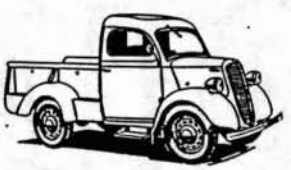


10 CWT. VAN
(Model "E83W")
1938/—



5 CWT. VAN
(Model "E04C")
1940/48
(Model "E494C")
1949/54

PICK-UP
(Model "E83W")
1950/—



How did we get here and where are we going? As a prelude to the following article by Bob Pare about the Ford Pilot, have you ever thought about the cars built by Ford of England in real car terms? To us here, residents across the pond, they are a rarity and a novel but necessary part of our lives. Imagine postwar England when these cars were new--parked in neat sit-up-and-beg rows at the Ford dealer. Think about all those Ford cars, some 20 million of them since production started in Manchester in 1911. How plebeian some of them must have seemed on those lots so many years ago--an accepted part of the landscape. Not so any longer. The next time you drive past the motor mile in your town and look out across the sea of shiny new grilles, think back to when your car was new. Did people look at those cars then with the same adulation that you look at your jewel now? Why or why didn't they? Why do we now? Read on, perhaps Bob can give us a clue.

Spotlight On A Rare English Ford

by Robert W. Paré, Editor Emeritus

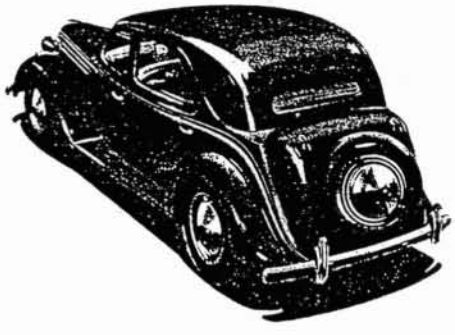
"If you found an antique car, a truly special antique car, one that you just HAD TO HAVE, what kind of

car would that have to be for you to sell your English Fords and buy it?" Keren really asks the tough questions.....

"No car. No way. Never." You answer a question like that with firmness and finality--and you answer it quickly (because those doubts do trouble your mind sometimes).

Keren knows--and I know--that I've had a bad case of the hots for an MG-TD for years and years (to replace the one I SHOULD HAVE brought back from Europe when my tour of duty was over in 1955). I have also had a secret love affair with a 1953 Cadillac convertible since who-knows-when . (That was the one with the lovely tail fins and the somewhat massively chromed front end). But, except for those two, I have kind of stayed away from the fantasy-antique-auto matter, content to enjoy my 1959 Volkswagen Standard Microbus, my 1958 English Ford Consul 204E saloon, my 1959 English Ford Squire, and my 1961 English Ford Popular 100E. I would have to admit I've had better-than-average luck in finding and landing these little jewels. Still, I am left with a gnawing sense that, somewhere--OUT THERE--is yet another prize worth having. A recent magazine article has placed a crystal ball right in front of me.....

"No Substitute for Horsepower," says the title, Classic and Sportscar, December 1994. The page and a half color photo shows two genteel women at a horse barn in England. In the yard sit two English Ford Pilots, one of them a pea-green saloon, the other a lovely maroon "shooting brake," which is a cool designation for a woody station wagon. Both automobiles sport bright wide whitewalls. Of course, they have been fully restored to heavenly



standards. WOW!!!

Honestly, I have never seen a Ford Pilot in the flesh--so my love of this model is in the very finest format...a fantasy. I have read other articles about the Pilot, mostly from the English auto magazines Autocar and The Motor, and I have collected several pieces of Pilot literature during my seven year interest in English Fords. I have even spoken with two Americans who owned Pilots, and who phoned me to find out more information about these cars. Both of them made one call, then dropped out of sight, and unfortunately, I did not record their names or phone numbers. So somewhere there are two Pilots in the U.S. That is as close as I have come to an actual Pilot. During our trip to England in September 1993, we saw no Pilots; in fact, we saw very few English Fords, period...

Why does the Pilot hold such mystique for me? Well, you already know that I lean toward the unusual, the rare, the obscure–otherwise I'd be collecting TR-3s instead of English Fords. But, even among the rare and obscure, the Pilot is rare and obscure! It's a double-whammy! Let me tell you a little about this unique automobile....

First, we have to set the stage. The place is England. The time is postwar--the mid-forties. The country has been battered and torn, but hardly beaten. The rubble of buildings and factories is everywhere. The people are grim and determined, but tired. There are serious shortages or food, fuel oil, clothing, gasoline, and money. Out of this chaos will come the England we know today, but back then it was grim.

Let's cut to the chase. During the war years all production focused on war matériel. The last few cars built in England were 1939 models, and there were only a few of those. Those fortunate enough to have cars at all were driving vintage units from the twenties and thirties--and glad to have them. Finally, in 1946, the heavy industry switched back to the task of civilian production, including a small number of cars. These looked an awful lot like their pre-war predecessors because that's just what they were--re-tooled, recycled 1939 models. Most of the emphasis was on small cars--two or four seaters--with tiny engines. The scarcity of petrol, and its high price, demanded austerity. Onto this grim scene, in 1947, came an enigma--the Ford Pilot.

The Ford Pilot was an eight cylinder, eighty-five horsepower, thirty-two hundred pound, six-passenger behemoth–truly a Singapore Sling on a beer pocketbook. It was a throwback, a dinosaur, a makeover of the late 1930's Ford that your grandfather drove. Why the V8? Because the English Ford factory at Dagenham was geared up to make them, having turned out 250,000 of them for war use. Why the clone of the 1930's Fords? Same reason--the tooling was in place because Dagenham had produced over 24,000 V8 Fords from 1935 through 1939. The Pilot shares many of the specs of the 1930's V8s: 14.5 feet long overall, 5.5 feet high, 3-speed transmission, hydraulic shocks, welded steel body, and so forth. In fact, if you block out the headlamps, the rear-to-front opening rear door, and the bottom-hinged boot lid, what have you got? A 1938 V8-81 Ford.

The lifespan of the Pilot was 1947 to 1952. It is safe to say that the early years saw few models roll out of Dagenham. By 1949, the petrol shortage had abated somewhat, the job market had improved, and the somewhat conservative English people were looking for a thrill. So, all you needed now was the price of admission. If you wanted to shop for a Pilot, you'd better bring your checkbook. The 1947 Pilot saloon had a price tag of 784 pounds sterling (including purchase tax) at a time when the 1947 Prefect

saloon could be bought for 352 pounds sterling (including purchase tax). Over twice the price! Is it any wonder that most people drove the Prefect, or its cheaper cousin the 2-door Anglia? Should we be surprised that, between 1946 and 1953, 186,545 Prefects and Anglias were sold versus 22,155 Ford Pilots? (Source: Complete Catalogue of Ford Cars in Britain, David Burgess-Wise, 1991). So NOW what do we have? A rare and beautiful, limited-production automobile--and I want ONE!!

Fashion-wise, the Pilot has a lot going for it. The bold, vertical grille is flanked by a pair of oversized chrome headlamps--not so oversized as to be gaudy, but your eyes are drawn to them right away. The Triumph saloons of the '40s had even larger headlamps. In the Pilot, Ford toned them down just enough to be classy, not garish. The lines of the body flow well, but they are certainly not aerodynamic. The bumpers look substantial and in good proportion given the size of this vehicle. The front fenders are graced with small, chrome running lamps. The chromed hood ornament is a graceful, winged figure. All four doors open from front to back--no "suicide" doors here. Runningboards are full size, with stainless steel trim along their length. From the rear the car is extremely sporty-looking. The boot is hinged at the top with two leather straps controlling the width of the opening; trunk size is ample but not too capacious. The high level of loading would be fine for groceries, but not much good for cinder blocks. The spare tire sits snugly in the boot lid, in its own protruding cover much like a Lincoln Continental. Stylized door and boot handles lend an air of quality to this patrician beauty. Twin tail lamps, in chrome, complete the picture of sumptuousness.

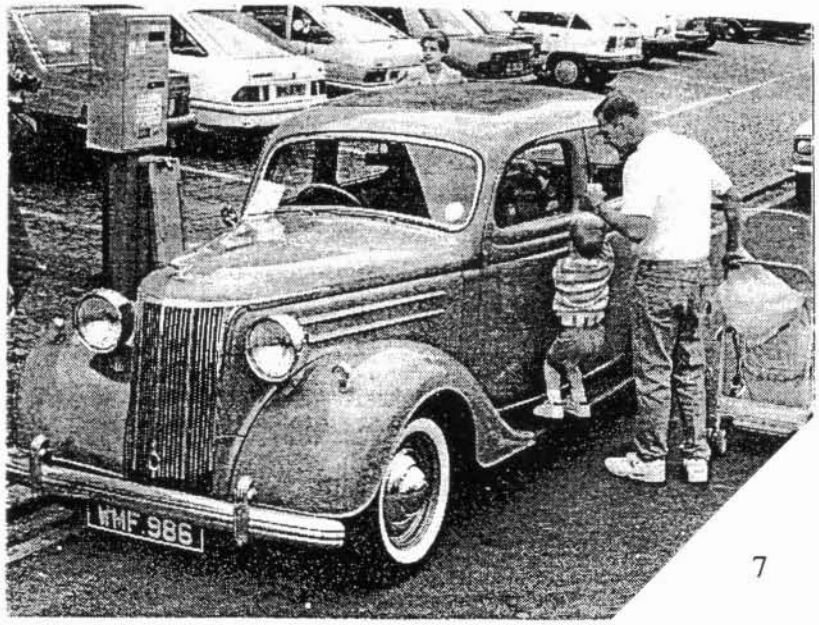
The interior of the Pilot had the air of the drawing room when compared with its little sisters (which had the drafts of the trolley car). The upholstery is done in butter-soft, fluted leather--although you could have saved a few pounds and ordered the standard cloth. Rear seat riders were treated to footrests and a braided car-robe rope stretched the entire width of the front seatback. Adornments were simple and elegant. In the cockpit, driver and passenger enjoyed the luxury of the full-width bench seat; the column-mounted gear change lever was out of the way of the middle passenger. The horizontal instrument cluster is very 1930s, and the big round controls for the radio are pure Art Deco. But, the biggest surprise of all if the dashboard itself--it is made entirely of Bakelite. In fact, it is supposedly the largest one-piece Bakelite moulding in the world. Bully for the domestic market! What a shame the export model came with a special alloy metal dashboard!

Compared to the tiny four-bangers of its time, the Pilot gave you a pin-'em-against-the-seatbacks ride. Not gaudy, but certainly not Milquetoast either. Top speed was 79 mpg, with 21.3 seconds for the standing quarter mile. Fuel consumption, all important to the British at this time, was 19 mpg for "gentle driving" and 16.3 mpg for "hard driving." Clearly, this was not the car for the economy-minded, but if you needed seating for six in comfort, and power in traffic, you should have had them build one for you. Can you imagine what a head-turner this car was back in the days of the rebuilding of Britain? Awesome!

So, okay, I've got three English Fords and I like them a lot--but not in the same way I love my dog. As I sit here today, I am positive that I will never sell any of them. And I also admit that never is a long time. Loyalty among the automotive marques is a wonderful thing. I respect you even if you like Hudsons or Rileys or Gogomobils. I happen to like English Fords (mostly because the only ones I ever see in the mall parking lot are mine); I see no need to defend this preference. But, and don't quote me on this, if I should ever see a Pilot with a "For Sale" sign on it, well I may just turn into the biggest chameleon you've ever seen. I am not proud of that darker side of myself, but it is there. What kind of a car would

it take for me to sell my English Fords? Don't ask. Just keep to the right.....

Pictured below is the object of Bob's affection. - Ed.



English Ford Lines M A R K E T P L A C E

January / February 1995

Classified ads are **FREE** to members. All ads must be submitted in writing. No ads will be accepted by phone. Ads are for **ONE ISSUE ONLY**; Repeat ads must be re-submitted. Deadline for the March/April issue is February 28, 1995.

Advertisements appear alphabetically under the following headings: **Car** - cars for sale; **Lit** - literature/books/photos for sale; **Pts** - parts for sale; **Wtd** - cars, parts, items wanted for purchase.

CARS FOR SALE

Car For Sale, located in a Pick-A-Part junkyard in Ontario, CA, early Ford Consul sedan. Most body parts there, some interior. Missing top of motor & windshield. Lamp lenses have spider cracks. This is a self-service parts yard so they will not pull parts or mail order. If you are geographically challenged as regards this car but want it or parts from it, please contact member Doug Thomas to work something out. Doug can be reached at 9931 Stafford Street, Rancho Cucamonga, CA 91730 or (909) 989-1481 after 6:00 PM PDT. Internet: Enfrdowner@aol.com

Car For Sale, 1962(?) Cortina 4D station wagon. Rusty and complete except instruments and radio. Two windows missing and windshield cracked. In a West Virginia salvage yard. Contact Vince Davis at (304) 428-7134.

Car For Sale, 1959 Prefect, needs restoration. If you'd like information about this EnFo, contact Pete Groh, 9957 Frederick Road, Ellicott City, MD 21042 or call (410) 750-2352, 7:00 to 9:00 PM EST.

Car For Sale, Thames Freighter, window van. Contact Mike Lapwood, P. O. Box 908, Middleton, ID 83644 or call (208) 585-2172.

Car For Sale, 1969 Cortina, not run for ten years; needs restoration. Some rust and engine frozen. Glass all good. Never been wrecked. $200.00 Contact Cathy Riffle,
P. O. Box 456, Kingston, OH 45644 or call (614) 642-3535.

Car For Sale, 1959 Anglia 100E. New paint, excellent upholstery, runs well. $2,000.00 or best offer. Call Richard Bowshier in Springfield, OH at (213) 323-8977.

LITERATURE FOR SALE

Lit For Sale, Ford of England original sales brochures showing all models, interiors and features for the year. Great for restorations or gifts! 1949-54, $25.00 each year; 1955-59, $18.00 each year; 1960-70, $15.00 each year; 1971-present, $12.00 each year. Add $3.50 shipping. Specify year and model. Contact Walter Miller, 6710 Brooklawn Parkway, Syracuse, NY 13211 or call (315) 432-8282 or fax (315) 432-8256.

Lit For Sale, Ford Shop Manual for 1970 Mercury Capri, good shape. $15.00 plus shipping. Free, Ford Shop Manual for 1973 Mercury Capri, back cover missing. You pay for shipping. Don Prinnell, 2200 Bridge # 6, Paducah, KY 42003. (502) 443-7241 after 5PM weekdays, anytime weekends.

Lit **For Sale**, Shop Manuals for Consul/Zephyr Mk I, 12/52 exc., $22.00; New Anglia & Prefect 1959-onward, 105E/107#, exc. $28.00; another of same without original cover, exc., $25.00; Consul Cortina Mk I, 7/62 original EnFo binder w/dividers, 1198 & 1498 cc engines, complete, exc., $35.00; another of same without original cover and missing sections on steering gear/suspension, fuel and electrical systems, radio/heater and specifications, exc., $15.00; Consul 315, 109E, 8/61 without original cover but complete and clean, rare, exc., $30.00; Thames 800, 8/57 original cover soiled, inside exc., $25.00; Taunus (German Ford) 17M w/supplement for Taunus 12M Super, 1959, exc., $24.00 for the two. Terms: Cash, personal check, or money order payable to Robert Pare`, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119. Please add suitable postage to your order. Phone first and I will set aside items you want for one week pending receipt of payment. Ten day money back if not satisfied. Quantity discounts.

Lit **For Sale**, Spare Parts Books for Consul/Zephyr/Zodiac Mk I, 1951, no front cover, back cover loose, binding loose, fair, $12.00; Anglia-Prefect-Escort-Squire-Thames 100E, 2/58, cover scuffed, inside exc., $27.00; another same with loose cover, inside good, good, $20.00; another same, later edition includes 1958-59 tail lamp changes, no cover, good, $24.00; Anglia 1960-onward 105E, exc. $24.00; another same with loose and soiled cover, good, $18.00; Consul/Zephyr/Zodiac, 10/12 & 15 cwt Van to end of High Line 1956-onward, exc., $26.00; same with loose cover, exc., $23.00; Consul/Zephyr/Zodiac, 1959, High Line & Low Line, soiled, loose cover, exc., $28.00; Consul Cortina Mk I, 1962-63, 6/62, exc., $23.00; Cortina Model "C", the big, yellow book, Mk 2, 2/73, exc., $29.00; Zephyr/Zodiac Mk 3, 1962-onward, 3/62, exc., $24.00; another of same without original cover, punched for 3-ring binder, all changes posted, very clean, exc., $29.00; EnFo Price List, 2/66, $20.00. Terms: Cash, personal check, or money order payable to Robert Pare`, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

Lit **For Sale**, Owner's Handbooks for Consul Mk I, 2/51, cover loose, fair, $6.00; Consul Mk 2 Highline (?), cover loose, overall fair, $8.00; Anglia 100E, 953-onward, 11/56, show quality, $15.00; another of same with light stains on cover, $12.00; Prefect 100E, 1953-onward, 9/57, show quality, $17.00; Cortina Mk 2, 1/68, like new, $16.00; another of same, 6/68 (w/update on cool air vent system), like new, $16.00; 1970 Cortina Mk 2, 8/69, w/Warranty Facts Booklet, line new, $16.00; Consul 315 Owner's Manual, 109E, 9/61, small tear in cover, exc. and rare, $17.00. Terms: Cash, personal check, or money order payable to Robert Pare`, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

Lit **For Sale**, Repair Operations Handbooks. These books for the do-it-yourself owner are the same size as the Owner's Handbook but are not as extensive as the Shop Manuals. Available for the following: Consul/Zephyr MkI, 4/54, tear to back cover, 119 pages, exc., $12.00; New Anglia & Prefect, 100E, 9/54, slight stain to cover, 120 pages, exc., $12.00; another of same, exc., $12.00; Servicing the Consul 315, 3/61, 28 pages, illustrations, exc., $10.00; Servicing the Consul Cortina, Mk I, 7/62, 40 pages, illustrations, exc., $12.00; Repair Operations Zephyr/Zodiac, Mk 3, 3/62, near new condition, 124 pages, exc., $15.00. Repair Time Schedules. These books suggest the hours to complete various repairs and are boring to read. Available for the following: Anglia & Prefect and Thames, undated but probably prior to 1954, 40 pages, exc., $8.00; Consul/Zephyr Mk I, 8/51, 28 pages with 8 page supplement, exc., $8.00. Terms: Cash, personal check, or money order payable to Robert Pare`, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

Lit **For Sale**, Miscellaneous Books. Hardcover "Ford Anglia, Prefect, Popular 8 and 10 Cars," 1956, 3rd edition, 228 pages, complete service and repair data for EnFo 1932-1967, exc., $20.00; Piet Olyslager, "Motor Manuals" as originally printed in the London Sunday Times, excellent reference books, soft-cover, specifications, repair data, model change characteristics, production figures. These books are new and just a bit shopworn. Exc., $12.00 each for the following models: 100E; Consul/Capri/Classic 315/Capri GT; Consul/Classic 315/Capri 335; Consul/Zephyr/Zodiac Mk I 1951-56; Zephyr/Zodiac Mk 3 from 1962; German Taunus 17M/P2/P3. Terms: Cash, personal check, or money order payable to Robert Pare`, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

Lit **For Sale**, Factory Photos. Black-and-white 8x10 photos promoting English Fords @ $2.50 each. 1966-67 Anglia 105E; 1965-66 Cortina Mk I Deluxe, Super, and GT; 1966-67 Cortina Mk 2 Deluxe, Super, and GT; 1966-67 Mk 4 Zephyr/Zodiac/Executive; 1966-67 Corsair and assorted others. Terms: Cash, personal check, or money order payable to Robert Pare`, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119. Please add suitable postage to your order. Phone first and I will set aside items you want for one week pending receipt of payment. Ten day money back if not satisfied. Quantity discounts.

PARTS FOR SALE

Pts **For Sale**, the following parts offered as a lot for 1933 English Ford Model Y, steering wheel, column, box, and arm; Engine, carburetor, distributor, fuel pump, and manifolds; gearbox; starter; brake shoes (4); dynamos (3); Luvax shocks (2); fan blade; brake drums (2); bronze steering nut; exhaust valves (2); king pin bushes (4); brake wedges (2); wheel bearings (3); copper head gasket. Offers close to $1,300.00 will be considered. Interested parties should contact Bob Satara of Solon, OH at (216) 248-0861.

Pts **For Sale**, used Mk 2 Cortina parts. Most parts still there. Call Stan Oman at (904) 479-0839 or write 3326 Pine Forest Road, Cantonment, FL 32533.

Pts **For Sale**, miscellaneous parts for 1949-53 Prefect E493A. Contact Charles Ames, Jr., 181 Main Street, North Stonington, CT 06359 or call (203) 535-0740.

Pts **For Sale**, Capri, the sexy European! We sell NOS and aftermarket parts for 1970-78 Capris. Also buy NOS, aftermarket, and used Capri parts. Call or write with your needs. Team Blitz, 1723 South Washington Avenue, Columbus, OH 43207. Or call (614) 443-5051 and ask for Norm Murdock.

Pts **For Sale**, one pair Cortina rear splash pans, part # 3014E-7340330-A, NOS, $50.00 each. Call Larry Morse, Cleveland, OH at (216) 474-0703.

Pts **For Sale**, original keys, Wilmont Breeden $12.00 each; also keys cut by code, single sided cut $5.00 each; double sided cut $8.00 each. Requires the three digit number on ignition switch or number on trunk lock stem. For orders or inquiry, please send a S.A.S.E. to Pete Groh, 9957 Frederick Road, Ellicott City, MD 21042 or call (410) 750-2352, 7:00 to 9:00 PM EST.

Pts **For Sale**, Anglia/Prefect 100E shop manuals, $48.00 each. Tail lenses 11/55-10/57 upper (13329-D/A-RI-55), $24.00 each; lower (100E-13450C), $24.00 each. 10/57 - upper (E152-NC-1/A-RI-57), $24.00 each; lower (E150-NC-1/A-RTS-57), $24.00 each. Diffuser (fits behind A-RI-57 & A-RTS-57), $16.00 each. One call does it all. Sales, service, restoration, and parts for British Orphans. Free Catalog. Kip Motor Company, 13325 Denton Drive, Dallas, TX 75234. Call (214) 243-0440.

Pts **For Sale**, NOS rear axle bearings Mk 2 Cortina, $15.00 each; cam gear all Kent engines, $4.00; timing chain Kent engines, $4.00; Mk 2 throw out bearing & hub assembly, $15.00. Parking lamp assembly, Cortina 10/68 onwards, $15.00.
(continued from page 3) Brake pads, Mk 2 Cortina deluxe, $5.00 per set. L & R vent window rubbers, 2-door only, part #s 3014E-7021448-A & 3014E-7021449-A (2 right sides and 5 left sides available NOS, $8.00 each. 69BG-13209-AA front turn signal lens, $10.00; 69BG-13444-AA RH tail lens Mk 2, $15.00; 3014E-13504-C Mk 2 tail light bezel, $25.00. Heater valve 3/69 onwards, $20.00. Bottom radiator hose, 1340 Capri, $3.00; top radiator hose, 59-61 Prefect, $3.00; bottom radiator hose, 59-61 prefect, $3.00; top radiator hose, 1197/1300 Escort GT, $3.00. Rear ash tray surround to fit early Consul, used but in good shape, $4.00. Contact Doug Thomas, 9931 Stafford Street, Rancho Cucamonga, CA 91730 or (909) 989-1481 after 6:00 PM PDT. Internet: Enfrdowner@aol.com

For Sale, EnFo Parts, new and used for cars 1954-1970. Call member Pete Snyders at (415) 578-0304.

Pts **For Sale**, Anglia parts for 1960-67 105E & 123E and Anglia Van 307E & 309E. Parts lists sent early December to all known owners. If you did not get this one, let me know. Lots of hard-to-find parts in this lot. Call Bob Pare` at (717) 737-1119.

Pts **For Sale**, Koni struts for 68-70 Cortina Mk 2 GT, front & rear, $150.00; front windshield gasket for 68-70 Cortina Mk 2, $80.00. Contact Mike Lapwood, P. O. Box 908, Middleton, ID 83644 or call (208) 585-2172.

WANTED

Wtd Ring gear and flywheel for 1951 Ford Prefect and the harness which fits around the starter motor to hold it against the flywheel housing. Please contact Bob McElwain, 66 Bolton Road, Harvard, MA 01451.

Wtd 1959-62 Zodiac Mk 2 (Lowline w/manual transmission), any condition. Please contact C. Patrick Wilson, P. O. Box 1907, Deep River, Ontario, Canada K0J 1P0. You can contact Mr. Wilson at (613) 584-2486 or on the Information Superhighway via E-Mail: WILSONC@CRL.AECL.CA.

Wtd Wheel cylinders (ALL) for 1956 Squire 100E Station Wagon. Contact Roger Morgan, 2427 Hill Creek Road, Healdsburg, CA 95448.

Wtd Parts sources and technical information for 1952 Prefect E493A. Please contact Fred Taylor, 2608 Reynolds Road, Winston-Salem, NC 27106 or phone (910) 812-3134 after 6:00 pm.

Wtd 100E Thames body. Does not have to run. Body must be in good shape.
Don Prinnell, 2200 Bridge # 6, Paducah, KY 42003. (502) 443-7241 after 5PM weekdays, anytime weekends.

Wtd Exhaust and intake valves (4 each) for Mk 3 Zephyr. Also 1956-62 Zephyr flywheel and dust cover for automatic gearbox. Contact Ken Doehring, 1402 Cardinal Drive, Bourbonnais, IL 69014 or call (815) 939-0134.

MEMBERSHIP RENEWAL: If your mailing label says 1/95 your membership expires with this newsletter. I hope you will renew your membership right away ans ***STAY IN THE LOOP***. Please make your $15.00 check or money order payable to **David Wiggins, North American English Ford Registry** and mail it to **12 Biltmore Avenue, Providence, RI 02908-3513**. I and all the members of the Registry thank you for your support and look forward to seeing you and your **EnFo** on the Rhode!

north american
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If your mailing label says **1/95** your membership is due for renewal. This is the only notice you will receive. Please see page 11 so you can be sure to **STAY IN THE LOOP**. Thank You.
January/February 1995

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