



Ford Lines



The Newsletter of the North American English & European Ford Registry

Volume 11, Number 1

January / February 2002



Volume 1, Number 1
January 1992

Dear NAEFR Member and/or English Ford Distributor

Last April when I first considered the idea of starting up a club for English Ford enthusiasts like myself, I just knew that, one day in the future, I would have to skip a blank issue of paper late my ancient Olivetti - and produce a newsletter. That day has arrived....

As I sit here to begin this today, it is January 6, 1992, and we have fifty-one dues-paid members as we begin. I'd not more than 51 members in paid up but I present myself not to have any expectations about numbers, as I give 100% and will be glad to have 1000 members in the future. These 51 haven't responded with a leadership application, as I thought I'd give them one last shot to join us right at the start. So - if you are reading this, but you have not paid your ten-dollar dues, please do so right away. If I do not hear from you, I will assume you are not a prospect - and remove your name from my mailing list. I do hope you'll join - we have the better....

My plan for this club was pretty simple. I hope to provide a real service for the members, first of all. I think I can do that by producing a regular newsletter - every two months. Through that newsletter, we can communicate with each other. We can share information, we can swap parts, we can sell to each other those parts we have accumulated but no longer need. Best of all, we can have that this club is for English Ford enthusiasts - all English Ford products, no matter what engine, what body style, what year, or what condition (original, restored, modified or basket case). I encourage you to participate in this organization of you wish. You would write a short article about you (and parts), restoration tips, parts sources, or whatever. You could share information from your own - exchange parts that you have an English Ford of mine and locally, where that do good work on our club for a reasonable price. That's what English Ford is for (British cars in general), information about those clubs or groups that feature English Ford. I have a list of English Ford literature, and I plan to use a lot of that to write for you. Have literature you think would be beneficial and you want to share send it along. I'll copy it and return it to you.

Thank you to the fifty-one who have sent notice of membership with (include names and addresses) or letter to all of them. If it would be great if you bar racing! -and Best Take



Volume 4, Number 1
January/February 1995

North American English Ford Registry
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David O. Wiggins, Editor
Robert W. Park, Founder & Editor Emeritus

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Membership Dues: \$15.00/year payable in U.S. Funds

FIVE from the RHODE "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 "clubbie. My sincerest thanks to Bob Park for entrusting me with the running of the club that he has in December of 1991 and for allowing me to plagiarize his opening remarks from the December 1994 issue as an introduction. And though Bob has retired his old Underwood from duty, his work will still appear in these pages from time-to-time. All of us owe Bob a debt for his foresight and determination in making the Registry a reality. Member Mike Snyder of you summed it up best when he wrote: "Bob, this is a shocker. I never thought you'd let After all, it was your twisted mind that got all of us closest English Ford owners picture should be on a stamp or something to honor you for what you accomplished. of dedication to get us all together. Enjoy your time and most of all, keep to the Snyder" And those same sentiments from the rest of us too Bob. "I am not a -do drive an English Ford you know - but I didn't hesitate to say yes when over the Registry. Preservation of these rare and robust cars is a worthwhile club is making a difference in keeping them on the road. So while you may "when cyclists on your engine or when to find out from someone else for -be so worry about club elections or proper driving etiquette at the club- "you'll see -"

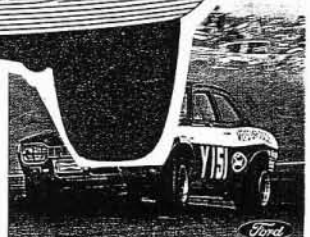
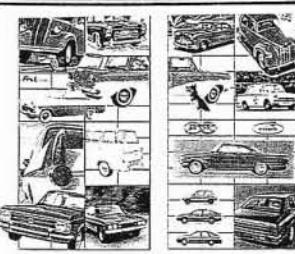


Volume 2, Number 1



Immediate Delivery!

REPAIRS AT FORD SERVICE CENTERS
CHASSIS SUPPLY ON PARTS FROM ALL FORD BRANDS INCLUDING THE 1960



MOTORSPOUT ISSUE

North American English & European
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The *E-Ford Lines* are published six times a year by the North American English & European Ford Registry. Deadlines for submissions are the 1st of January, March, May, July, September, and November. Newsletters are usually sent out on the third Saturday of the month. Submissions, photographs, drawings, etc. are welcome. If your newsletter does not arrive by the 1st, call for another copy.

NAEFR dues are US\$ 18.00 per year.
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The International Ford History Project is a Washington State non-profit corporation

Editor/Manager: Michael MacSems

Founder: Bob Pare

Understanding Wife: Stephanie Kenny

Web Master: Doug Milota

Proofreader: Stephen Beck

Cover: This image needs no explanation. Back Cover: Although English Fords had been available in North America since 1948, November 1958 was the introduction of the "English Ford Line" (see page 8). The Consuls in this ad are 1958 "Highline" models, but the artist chose to draw them with 1959 "Lowline" style chrome headlight and (unknown) taillight rims (which wouldn't be introduced until February 1959). Above: The next generation Fiesta looks like a baby Focus and goes on sale in Europe in March. This is the first all-new Fiesta since 1990. Presumably these cars, like the current model, will be sold in Mexico.

CALENDAR

March 17

ALL BRITISH CAR SHOW

Lake Helen, Florida

Info: 386-789-5749

NAEFR Contact: Hayden Shepley; 386-871-8090

March 24

NORTHERN CALIF CAPRI & CORTINA MEET

Pleasanton, California

Ed Cushing, 510-526-2342, e_cushing@hotmail.com

April 14

FABULOUS FORDS at KNOTT'S BERRY FARM

Knott's Berry Farm, California

<http://www.fordcarclubs.org/>



QUICK NOTES FROM MEMBERS

***** **Tom Todd** (Erie, PA) wrote to say that his 1956 Anglia is running well. The glass restoration is now complete. This year's budget plan calls for new carpet, panel restoration and structural (rust) R & R. 2003 calls for a new paint job. Tom hopes to beef up the EnFo ranks at this year's Import Carlisle. ***** **Ted Szypulski's** (Barkhamsted, CT) website address has changed. Those wishing to see photos of the 2001 Ford Capri "Maine Event" may do so at:

<http://home.earthlink.net/~thspub/Capri/index.html>

Ted's Capri was photographed for a Capri feature in the June 2002 *Collectible Automobile*. ***** **Mike Frankovich** (Glendale, CA) is at it again. He has just imported a 1962 Mk III Zodiac, reputed to be a very early one. The color is the Primrose Yellow with oxblood interior and the car has a four speed with overdrive. "Next I have to look for a Mk I Zodiac and then I'll have at least one of every one of the Z cars". ***** **Bob Woolner's** (Hillsboro, NH) Cortina Land website is back up at: <http://www.lotus-cortina.com>

WELCOME NEW MEMBERS

Daniel Algarin

Hewitt, NJ

1966 Taunus 20M Station Wagon

Paul S. Blouin

Newport, ME

Fiestas

Eric Brunner

Sydenham, ON

1966 Cortina Lotus

1969 Cortina GT

Dave Burroughs

Kenmore, WA

3 Fiestas

Jeff Hammill

Mt. Pleasant, NC

1979 Fiesta

1980 Fiesta

Stephen & Gina Jorden

Tucson, AZ

1965 Taunus Transit Dormobile

James Marks

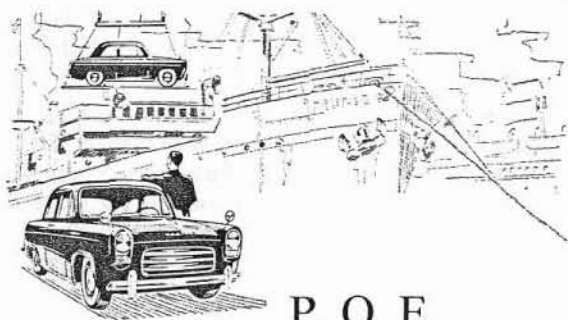
Yakima, WA

1970 Cortina GT

Ed Millman

Seattle, WA

1963 Cortina GT (race car)



P. O. E.

"You need parts for a WHAAAAT???"

"How do you spell that?"

"Oh, I didn't know anybody collected THOSE."

"I've got an Anglia."

"I see. Have you tried taking penicillin for it?"

These were the opening words of the infamous November 1991 letter that Bob Pare sent out to 132 of his best English Ford-owning friends, announcing the formation of the "North American English Ford Registry" and the first newsletter which was to be published in January 1992.

Ten years have elapsed since then and Bob recounts those early days on page 4. Looking back at some of the surviving records of those days I see a lot of familiar names, which means that there are a lot of charter members reading this (see page 5).

Looking back through 10 years of newsletters and rosters, NAEFR's history seems a contrast of continuity and change. The biggest changes have come since 1998 when I opened the club to German (and other European) Fords and changed our name (but not our initials) to the "North American English & European Ford Registry." With this 10th anniversary issue I take those changes a step further by changing the name of this newsletter. *The English Ford Lines & The Taunus Crest* has been simplified to the *E-Ford Lines*. The purpose of this name change is both to simplify and to reflect the evolution of the club. You, the reader get to decide what the "E" stands for; if you're a E493A man, then the "E" certainly means "English," but if you lean towards Fiestas (or Vedettes for that matter) then the "E" stands for "European."

Now, before I run out of room, I have some important personal news to share. Stephanie and I will become parents (for the first time) in June or July. We are both very happy and life around NAEFR HQ is all atwitter. Soon my office, and all my car stuff, will be moved to the basement to make room for a nursery on the main floor. What this will mean for NAEFR, I don't

know. I have to say that running this club and producing the newsletter are some of my great joys, and I have no desire to give this up. So, somehow, I am determined to get through those early sleep-deprived years of parenthood with my core club duties intact.

That said, I will have to cut back some. Doug Milota has volunteered to be our webmaster/Hemmings liaison for the updating of the website. This is a responsibility that I fell down on and I am grateful for the good job that I know Doug will do. I also expect that I'll have to cut back on this year's car shows. The Vancouver ABFM and the Import Ford Meet are safe, but after that who knows....

And finally, while we're still talking about me, sharp-eyed readers may have noticed that I now have three of my five cars up for sale. As for the Zephyr, I have reluctantly concluded that while the total number of these cars in North America may be well under 100, the supply still exceeds the demand. I expect the same is true for my Mk III Cortina. And then there is the 20M RS (I've learned not to call it a Taunus). I feel fortunate to own such a rare and desirable (at least in Europe) beast, but its physical condition is way beyond my skill capabilities or finances. I love the car, but know that it would be far cheaper to ship a decent one over from Europe, and that is what I plan to do once the parenting situation has stabilized (it will stabilize, won't it?). I would love to see this unique car go to someone with the enthusiasm and ability to get it mobile again.

There are some new pictures of members cars on the NAEFR website. These cars belong to Roy Gillings, Leo Jerger, Glenn Holt, Ted Dever, Mike Frankovick, and Gary Renner. There is also a photo of Julia Bass at the Cortina Day 2000. In the Dec/Jan 02 issue of *British Car*, there is a photo of a trio Mk I Cortinas owned by Wally Held, Steve Kory and Jim McVein accompanying a short blurb on the NW Import Ford Meet.

A few publications to look forward to: The February 2002 issue of *Classic & Sportscar* will have a special feature on the 105E Anglia. The June 2002 issue of *Collectible Automobile* will have a feature on the European Capris. Finally, **truck owners take note:** the next issue of the *E-Ford Lines* will focus on light commercials. Thames, Transit, what have you, if you own a light Ford commercial please send photos and words to me by March 1. (Dean K.? Steve H.? are you reading this?).

Andre Samson won September's photo contest. From 12:00 the cars were: Simca, Toyopet Crown, Zephyr, Rambler American, Opel Rekord, Taunus 17M, Volkswagen, Renault Dauphine, Vauxhall Cresta, Studebaker Lark, Peugeot 403, and Citroen ID/DS. More contests to come.

A WORD (or two) FROM OUR FOUNDER: BOB PARE

They say that "Necessity is the Mother of Invention." So it was with this club. I bought a 1958 Anglia in 1988. It ran very well, but I did want to do some upgrades on certain body panels and components. I found, to my dismay, that there were not many sources of parts, either in the U.S. or England. English Fords were treated as weak sisters to the domestic models; in fact, they were thought of as throw-away cars. Bad news for me.

I got in touch with a couple of clubs, one in Oregon, another in St. Louis. By and large they were unreliable. A third club, "Anglia Obsolete," run by Dean Kirsten, was reliable, but dealt almost exclusively in parts for the "Sit-Up-And-Beg" models, not my 100E Anglia. I began to advertise for Parts-Wanted, and I started going to auto shows wearing a "English Ford Parts Wanted" sign. I made several buys, and one or two were large buys. I then advertised my parts for sale. Over the next couple of years, I had the names and addresses of over one hundred EnFo nuts; they formed the nucleus of the North American English Ford Registry.

In November 1991, I sent a letter to 132 people, announcing the start-up of our club. Of those, 57 paid dues and received the coveted (and incredibly valuable) Volume 1, Number 1, of the *English Ford Lines*. Jim Brandi (Michigan) was member number ONE. I published the newsletter regularly, and stuck with the promised deadline. By March 1992, we had 109 members in the fold. In November 1993, we hit 204 members, a mark only recently surpassed.

In February 1991, I got a lead on an entire pick-up load of EnFo parts in New Jersey. I bought them. It was the single largest cache by far that I found, before or since. Bill, the man who sold me this treasure trove, told me a strange story. In the late 70's, he said, Ford of England wrote to all dealers in the U.S. who

handled English Fords. They wanted a complete inventory of all parts on hand in the U.S., and their wholesale value. The dealers dutifully complied. It was then decided that Ford of England would pay the U.S. dealers for all EnFo parts on hand. Then, the U.S. dealers were instructed to take said parts to the nearest landfill and BURY THEM! Bill worked at a large Ford dealership in New Jersey at the time. He asked the General Manager if he could have the parts. The manager replied, "I don't care what you do, but the parts have to be gone by Monday morning." And they were... I have heard versions of this story from several sources -- but not from Ford.

I made two trips to New Jersey in my VW bus, paid Bill, then began the happy task of inventorying my new treasures. Fortunately, the buy included a pile of parts books, otherwise I'd have been dead in the water. The sale of those parts, even at very reasonable prices, helped me "support my habit" for a long time.

By 1994, I began to get burned out. Between the parts business and running the club, it had become a bit much. Many times Karen and I would go away for a weekend, then return to find 20-30 messages on our machine. Enter Dave Wiggins. Dave had written some articles for the newsletter, and he was good at it. I asked him if he would consider taking over the club, and he agreed. So the years 1995-97 were Dave's. He even got a separate phone number that spelled "ENFO" (now that is sick). Time marched on. Membership fluctuated in the 150 to 175 range.

In 1998, Michael MacSems accepted the challenge to head up the club. He went off in new directions, and really got big improvements in the production of the newsletter, especially with the photographs. He did a lot of promoting of the club on the West Coast, where most of our members live. All of a sudden, we were well established; we lost the new-kid-on-the-block label.

With members scattered throughout North America, meetings of members were rare. Mostly we met by phone, or by participating in the newsletter. I feel I know so many of our members quite well, yet I have perhaps met only five percent of them! People have come and gone, but we seem to have a solid nucleus who stay the course.

Each newsletter brings me new names, new articles, new cars, new discoveries. I thank all of you for your support and your friendship over the years. It has been a rewarding project for me, and now to stand by and watch it continue to grow and flourish. Thanks especially to Dave Wiggins and Michael MacSems for keeping the NAEFR alive and well. I had no real expectations back in November 1991 -- just a dream. I'm really glad that dream still lives. Keep to the left!



Dave Wiggins, Bob Pare & friend, circa 1994.

CHARTER MEMBER

I saw the item in the newsletter about the genesis of the *English Ford Lines* and it inspired me to me to go to my stack of newsletters on a shelf in my garage. There, on the bottom, was Volume 1, Number 1, complete with the same logo you still use.

I forgot if it was in *Cars & Parts* or *Hemmings*, that I first saw the ad for "English Ford parts bought and sold." That is how I met Bob Pare and I have bought a bunch of parts from him over the years. Quite a few times I've gone to Import Carlisle and met with him and other assorted EnFo nuts. I haven't been able to go the last few years though. I have received a lot of help finding parts through the newsletter over the years, including a good transmission and a spare engine for my Mk II Consul.

I haven't had time to do much to my car the last three years, but I hope to get going on it again this winter. The Consul still needs a lot of body work but the interior is mostly done.

Brian Dorothy
Silver Spring, MD

EARLY MEMBERS

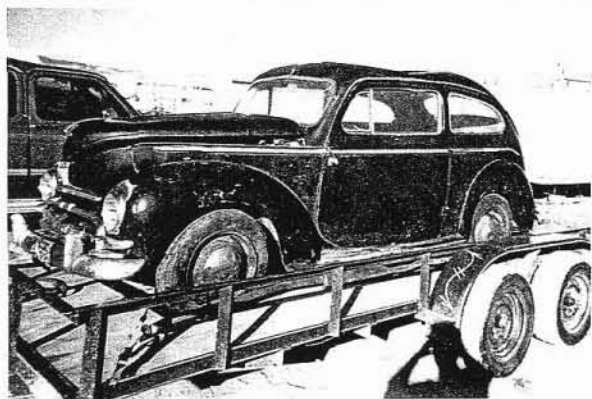
Bob Pare published the first NAEFR Roster in February 1993, when the club was just over a year old. According notes in that Roster, NAEFR had 196 members, but only 68 chose to be listed in the Roster (In 2002, that figure is more like 99%). Of the 68 NAEFR members listed in the 1993 Roster, 24 are still with us! I think that is great and I would like to recognize these charter members now. Listed here are their names and states. Thanks for being the backbone of the club for so long!

| | |
|--------------------|-------------------------|
| Robert Bailey, NY | Ken Doehring, IL |
| Ken Edgar, NC | John Edwards, CT |
| Paul Hendricks, OH | Ed Ingold, NS |
| Myles Kitchen, CA | Fred Kriszat, PA |
| Tom Lindsay, VA | Pat McCormick, AB |
| Robert McMinn, NY | Doug Milota, CA |
| Allan Morgan, IL | Peter Nielson Jr, MA |
| Bob Pare, PA | Cecil Renner, OH |
| Pete Roberts, OH | Pablo Roig, PR |
| Keith Schmidt, CA | Hayden Shepley, PA & FL |
| Mike Snyder, PA | Doug Thomas, CA |
| Dave Wiggins, MA | Phil Zaker, NE |



FEBRUARY 1993

PHOTOS TOP: Recently while going through a box of miscellaneous stuff from Bob Pare, I found a letter from charter member Pat McCormick (Calgary, AB) to Bob, dated September 1991. Enclosed were photos of Pat's 1951 Prefect. By now Pat has had this car 30 years, and it looks like he is doing well by it. MIDDLE: 1951 Taunus "hunchback" owned by Paul & Diana Schmied (Encampment, WY). Diana found the car under a collapsed building (hence the dented roof). The car had last been licensed in 1961 and should be in running condition soon. Note the non-standard sealed-beam headlights. BOTTOM: Requiem for a rare Canadian spec 1972 Cortina GT, owned by Dave Hamilton (New Westminster, BC). This Mk III attended its first EnFo meet last year in Vancouver. The car was not in original condition, but was well preserved, all the more is the pity that it was stolen and wrecked last summer by joy riders.





COMING TO AMERICA

by Lee Shepard

Imagine a car that was picked by *Road Test* magazine as "Import Car of the Year," beating Porsche, Mercedes, Jaguar, Aston Martin and Ferrari. A car *Motor Trend* said, "BMW's, Fiat 124's, Audis, and even Mustangs become fair game on curvy roads." A car that outsold all imports during the height of its popularity, with the exception of the ubiquitous Volkswagen Bug. Launched in America as "the Sexy European," the Capri was a small, agile, affordable, and above all fun little sports car. Imported for Lincoln Mercury, the US Federal Capris were almost all made in Germany, and carried no Ford (or Mercury) badging like the European models. So how did a British built, right-hand drive Ford Capri end up on this side of the Atlantic?

I have been interested in Capris since 1992 when I bought my first, a white 1980 Mk III 3.0S, my father had two Capris prior to this. Over the years, the 3.0 V6 engine gave way to a 3.5 Rover V8, the interior was upgraded for a half leather one from a later car, and then I sold it. My next Capri was a black 1981 Mk III 2.0S, which got modified with the interior from the one I sold, and some tuning parts to the engine.

I wasn't planning on getting another Capri, but a lady spotted my Capri Club sweatshirt at work one day in October 1997, and said that her grandmother had an "old Capri" she wanted to sell. It turned out to be a 1970 Mk I Capri 1300GT, white with a tan interior, and only 55,000 miles on it, which they had owned from new. For an almost 30-year-old car, it was in remarkable condition with only a little rust, so I bought it for £1,200. I gave it a good cleaning inside and out, and drove the car around like this throughout the show season of the next year. I added a smaller wooden steering wheel, some better condition carpet, wider wheels from a Cortina 1600E, and replaced the door trim panels with some I made myself.

Around the end of 1998, the engine started to feel a little down on power, the low compression on one cylinder pointed towards worn out piston rings. The 1300cc engine was removed, and replaced with a

2100cc OHC "Pinto" engine sourced from a performance engine specialist. I added a big valve cylinder head, a 285 degree camshaft, twin Dellorto carburetors, and a tubular exhaust header. While the old engine was out, I cleaned up the engine bay as best I could, repainting it, cleaning and restoring the wiring loom, and replacing all the brake lines and the master cylinder. A 5-speed gearbox from a Ford Sierra was fitted, which involved me having a new driveshaft made up. Once the car was back on the road, it felt almost as fast as my V8 Capri, the original 4.125:1 ratio rear axle helping acceleration, at the expense of top speed.

Around January 1999, I met the woman who would later become my wife, Toni. Her living in Sicklerville, New Jersey, was obviously going to be a problem with me living in South East London, England. We saw each other a lot over the next year and into the new Millennium, and we started to think about me relocating to America. Thoughts turned of what to do with my Capris if I moved. It is easier bringing cars into the US that are over 25 years old, so I decided on the Mk I, despite my Mk III having since been fitted with a Rover V8 and a black and yellow leather interior.

Having decided on the Mk I, I then had some restoration work done to it. Although in good condition for a 30-year-old car, there were some rust spots coming through the bodywork in places. In addition, it was repainted white over the original silver paintwork, which had a peeling problem from very early on. With these thoughts in mind, I entrusted the work to a local Capri specialists. They repaired the front fenders, windshield surround and rocker panels, and supplied and fitted a good used front panel and two doors. Finally, the car was rubbed back to bare metal and repainted white.

Once the bodywork was finished, the interior of the car started to look a bit sorry for itself. The headlining had been sagging since I bought the car, and the dashboard had been baked in the sun and had cracked, as had the tops of the rear seats. I took the car to a company called Royston Design and Development in Essex, their credentials were sound, having done prototype work for both Ford. I never liked the tan interior much, so I opted to change the color to blue, and had the seats trimmed in leather, with new blue carpet and a suede headlining. Since the seats would be re-trimmed anyway, I sourced a pair of reclining Recaro bucket seats from a later Capri, as these are more comfortable than the stock Mk I front seats.

We had set a date of October 10th for my emigration to the United States, I had to think about selling off what I wasn't taking, and packing up the rest of my things. Having sold my daily driver, I needed

some transport to get to work. I used to run the Kent Capri Club web site, and a guy had his Capri up for sale on it since February, it was now May and it still hadn't sold. Rather than pay 150 pounds for another year's road tax, he said he'd give it away to anyone that was interested, so I got this late 1981 Mk III 2.0S Capri for nothing. Sadly this is the fate suffered by most Capris now in England, either they are given away, scrapped, or broken up for spare parts.

October 2000 arrived, and I took my belongings (including the Capri) along to the shipping company to be loaded into a container. Someone paid the car a nice compliment, saying it was the nicest one there, despite their warehouse being full of Mercedes, BMW and Lexus cars. October 10th came and I was spirited off to Heathrow airport in a Cadillac Limousine, a nice surprise arranged by my mother. After arriving in New Jersey, Toni and I got married on November 4th, the best day of my life. Soon after, we drove with a U-Haul trailer attached to our truck, and a rented van to pick up my things. I was so excited about having my Capri in the US, I went tearing up the road and back in it. As I was driving back, the guy from the warehouse was out standing next to my wife, he came running out after me saying, "Where's he going? He ain't going nowhere 'til I get my money." Sadly, the car had a small dent in the right hand fender, which I still haven't resolved to this day.

We got the car back home safely, but while I was backing it off the trailer, the exhaust pipe caught on something and got pulled off and bent out of shape. Since there was no space in the garage yet, the car sat outside for the night. The following morning, for whatever reason the rear screen had shattered, but fortunately none of the broken glass had fallen into the car, and it was in the garage the next day. A few weeks later, one of the front tires deflated all on its own, so I replaced the Rostyle wheels with some polished alloy wheels I brought with me. I managed to source a rear window from Team Blitz in Ohio. All credit to my wife Toni, she helped me change the window in the bitter New Jersey winter having just undergone knee surgery. The exhaust system would have to wait until later on when the car was insured and registered.

The headlamps were a harder problem to fix. Federal Capris all had twin round headlamps, whereas early British Capris used mostly Lucas rectangular ones. The headlamp fitted to my Capri was slightly smaller than the US 6x8" 6054 rectangular unit, and slightly larger and more rounded than the 4x6" rectangular unit. I thought about going over to a set of Federal twin round headlamps, which would also mean relocating my turn signals from the outside of the headlamps to inside the front grille. Fortunately, soon after I'd got the car, I had replaced the sealed beams

with Lucas units that took a standard H4 twin-filament bulb. I carefully cut some new bulb mounting slots in the headlamp using a Dremel, tilting the bulb so it throws the low beam to the other side of the road, and upon replacing the headlamp it works fine.

Getting the car street legal proved an arduous paper trail involving the Customs Broker and New Jersey Motor Vehicle Services. Motor Vehicles required a Bill of Landing from the Broker, an EPA document, and my British Certificate of Title. A New Jersey title eventually did come, which then meant I could get insurance, and then registration. I opted for Historic registration since these are exempt from Inspection. I decided to get personalized Historic tags, this meant another eight week wait.

My tags arrived early in July, the plan was to go to Meineke to get my exhaust fixed, and then I could drive the car to my local cruise. However, the battery had other plans, and would refuse to hold a charge despite being only two years old. It was a similar case to the headlamps, in that the British Capri battery is a unique part being tall, skinny and long, whereas Federal Capri batteries are squat and square. Regular size US batteries fouled on the K&N air filters, so I thought I would have to get my original one rebuilt. Then I discovered that an Interstate SP-40 lawn tractor battery would work fine.

I had the exhaust system repaired and went to the cruise the following week, where the car caused quite a stir. Despite being surrounded by big V8s on all sides, people still came up and looked at it. One guy said, "you know, you can get tired of looking at Hot Rods, it's nice to see a car like yours." The most often overheard comment was "the steering wheel is on the wrong side." I have since joined the North American English & European Ford Registry, and look forward to future newsletters and possibly meetings.

Lee can be reached at leesonic@snip.net



English Ford Line cars are built to high-quality Ford specifications with American standard-size nuts and bolts. Best of all, English Ford Line cars are backed by a nationwide sales and service organization. The man who sells the English Ford Line has the right car for you.



English Ford Line Operation Ford Motor Company, Dearborn, Michigan

A SHORT HISTORY OF THE ENGLISH FORD LINE EMBLEM

by Michael MacSems

The emblem of the English Ford Line (EFL) now has a bit of cult-like mystique associated with it and in modified form has long been associated with this club. In fact, red-trimmed EFL patches are treasured by Cortina fans around the world. The affection for this oval-shaped logo no doubt is due to the prominent location that Ford gave it on the rear flanks of racing Cortinas during the 1964 and '65 season.

While Ford had franchised the sale of English Fords in the U.S. through selected Ford, Lincoln-Mercury and independent dealers since 1948, it was not until the hot import market of 1958 that Ford got serious about giving the franchise some corporate identity through the use of a logo. The title "English Ford Line" and the oval shaped logo was introduced in the Fall of 1958 with introduction of the 1959 model year. As it turned out, 1959 would be the high-water market for English Ford sales in the U.S., with sales of 42,413. The EFL was heavily advertised in the U.S. for 1959 (after no advertising in 1958). The first magazine ad for the EFL is shown on the back of this newsletter and is well known to American Consul and 100E enthusiasts. It is worth noting that in these early ads the outline of the oval is blue rather than red (that change would occur later).

Sales of imported cars (Volkswagen excepted) nose-dived in the early 1960's and the EFL logo vanished from advertising and sales literature after the dismal year of 1961 (8,660 units sold). When consulted for this article, member and retired Ford employee Peter Quenet recalled that Ford USA lost interest in the EFL with the advent of the Falcon. Ford of Britain still believed in the American market and set up the English Ford Line Operations (EFLO) in 1961. However, during the dark sales years of 1962 and '63 the EFL logo was rarely seen. Then suddenly, in 1964, the logo returns with a vengeance in all U.S. English Ford sales material. This may have had something to do with the success of the new Consul Cortina on the race track. Peter recalls that the EFL oval was used on the Team Lotus transporter in 1965 (anybody have a picture of that?).

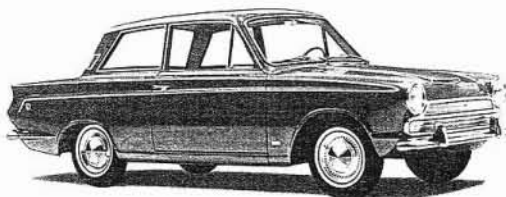


The revival of the EFL logo was short-lived though. While English Fords were sold in the U.S. through 1970, the name "English Ford Line" and the new famous logo were, for unknown reasons, phased out early in 1966.

The story in Canada is a little different. Sales of English Fords also began there in 1948, but they were always referred to as British Fords, rather than English (perhaps to court Scots-Canadians?). The British Ford range seems to have held a higher profile in Canada during the 1950's than it did in the U.S., and the corporate logo for the franchise appeared much earlier. The Canadian "Ford British-Built" shield logo may have been an evolution of the Lion & Shield logo used in the U.S. for the Anglia, Prefect & Thames in 1948. Ford of Canada switched to the oval shape logo for 1959, but inside the oval were the words "British Ford Line." This lasted for only a year before Canada switched back to a revised version of the "Ford British" shield.

Next time you see a English Ford Line patch or the emblem emblazoned on the flanks of a vintage-racing Cortina you can reflect on the uniquely American origins and use of this logo.

Above: The English Ford Line logo displayed at O'Neill Ford of Greenvale, NY, Fall 1961. Below: The last Cortina ad to feature EFL logo, Car Life, February 1966.



keep your eyes on our
CORTINA

It's a name that says "Blue performance." But most of all—what endurance! The Cortina comes in fact because it is built to last. It's the same with all the other cars in our complete line. They're made by a name that takes pride in performance, reliability and durability... they're backed by a nationwide sales and service organization. See and drive them at your English Ford Line dealership.

... one of the favorites in our full line



THE MARKET PLACE

The Largest Market for English Fords in the Western Hemisphere

January/February 2002

Classified ads are FREE. ("For Sale" ads are free to everyone. Non-members may run "Wanted" ads for \$5.) Only ads for European Fords and related items will be accepted. All ads must be submitted in writing (snail or e-mail). No ads will be accepted by phone but may be **renewed by phone**). Ads may run for two issues before they need to be renewed, unless other arrangements have been made. Deadline for the March/April issue is March 1. *Display advertising for businesses now available -- call for details.* Phone Tip: When telephoning other members, be sensitive to TIME ZONES. A 9:00 p.m. call from California to Oregon may be just fine, but a 9:00 p.m. call from California to New Jersey may interrupt someone's peaceful slumber. Be courteous and considerate of others. Make your phone calls on the weekend or the early evening. We have also had a request that members include their fax number if they have one. Thanks.

CARS FOR SALE

1965 Lotus Cortina vintage racer. New Lotus twin-cam, all steel, Quaife ultra close ratio dog engagement trans, Quaife LSD with billet axles, new Panasport wheels with R1s mounted, full cage, dual master brake system, full electrics rev limiter, msd ignition, shift light, fuel pump, alternator and super stater, acussump with cooler and larger pan, new paint in and out, log book and fuel cell. \$29,500. Call Wally at: 650-589-1309 or pheld77@aol.com.

1966 Lotus Cortina. All stock, runs good. Paint is fair, good daily driver. \$14,000 obo. Call Wally at: 650-589-1309 or pheld77@aol.com.

1963 Anglia 105E. 69,000 miles. Kept in running condition. Reupholstered in red and tan leatherette. LHD, seat belts, new brakes \$1,500. Contact Robert Fain at grandbob15@aol.com or call 931-381-3909. Columbia TN.



1968 Mk IV Zodiac (as seen in July '01 newsletter). Price negotiable. Call Ian in ON. 705-924-2829 or e-mail at: ilande@sympatico.ca.

1962 Anglia 105E Estate, RHD, needs paint, good running condition \$500 CDN obo call Norm Scott at 250-642-5259. Sooke, BC.



1968 20M TS, 2.3 V6, never opened w/ 140,000 km. 4-speed standard, custom red & black leather interior, Selling the car for my father who bought it new. Comes with lots of extra parts. \$ 4,000 US. Contact Daniel in MB at: 204-582-1252 or e-mail at: kdrohr@mb.sympatico.ca.



1968 Ford 20M RS: The first "RS" badged Ford product, very low production numbers. Needs total restoration, currently has non-original 2.6 Capri V6 and trans, not running. Own Euro-Ford history for \$500. Also **1972 Cortina 2-dr,** (with GT parts car) runs okay, needs total restoration (and soon). \$1,000 obo. To responsible homes only. Michael in WA 360-7554-9585, IFHP@aol.com.

1974 Capri II Ghia: Euro spec car with 1600 OHC, recently rebuilt w/ C3 auto trans. This is a euro-spec model, registered and inspected in Maine. Two owners, always garaged. Will consider any reasonable offers. For details and photo's please contact Ivo Carver at: ford_capri_74@hotmail.com.

2 Consul Capris, 1962, mostly there, no engine/trans, needs restoration. Originally a 1340 powered car. 1963, mostly there, disassembled for painting, undercoated, some spare parts. Originally a 1500 powered car. No engine /trans. \$1200/both/trade. **1965 Corsair 4-dr.** \$1500/offer. Contact Doug Milota in CA, 707-445-3354, or milota@tidepool.com.

1955 Zephyr Zodiac, no rust, lots of spare parts, needs paint, engine (two included, one with H.C. head) This is a GREAT project car. \$500 CDN obo. Call Steve 250-480-1217 Victoria B.C.

1966 Anglia Super 1200: One owner since new. Originally from Victoria, B.C., the car was part of an estate until recently and has low miles. Complete and mechanically sound. New brakes, new exhaust and all original except for almost new Michelin radial tires. Interior is like new. Drives well at today's highway speeds. Car is "Harry Potter blue" with white panels midway along the sides. \$ 2,450. Will deliver within Ontario. Contact J.McLaine at (416) 698-8599 or e-mail jmclaine@powershift.ca.

1960 Escort (wagon), 82,000 miles, 2-owners, decent condition. Trades considered or \$1,800 Call Hank in Newfane, VT 802-365-5059.

1958 Thames 800 Freighter, some dents and rust. Call Mike Vreland in CA at: 562-429-4531.

(e-mail addresses blurred to prevent spam)

(Please note these classifieds are out of date) 9



1967 Anglia: Project car. \$800. Call Mike Vines in WA at: 360-877-8954.

2 1976 Capris, both V6s. Car 1 runs good but has a little bit of lifter chatter & needs a wheel cylinder for the passenger rear and shoes for the same. The body is rough w/ dent in the driver side. The interior is ok. \$300. Car 2 (owned by a friend) looks better then mine inside and out. No clue about engine except for the fact that it needs a new intake. He has a new one to put in it but no interest in fixing the car. \$500. If someone wanted they could build a nice car out of the two of them. Brad Clinkenbeard in WA 360-748-4286, or e-mail at: furysouth@aol.com.



1958 Consul: Arguably the finest LHD (205E) Consul in the world. Known to many NAEFR members, a solid road car. Looks and runs like a teenager. Two owners, 11,700 original miles, repainted original Durham Beige in 1996. Asking \$7,500 (inc some spares). Bob Pare, 717-795-9051 (7 a.m. to 9 p.m. EDT) or rwpare@msn.com.

1953 Ford Consul: All new interior (like original). Excellent body and paint, new chrome, rare LHD, garaged Canadian car. Everything works, including trafficators. All running gear including engine is in excellent shape. Odometer shows less than 50M. A real beauty that runs great. Asking \$5,500. Ph (wkdays) 310-822-2436, FAX#: 310-822-5732 Southern California.

1980 Fiesta Sport: also 23-page list of NOS & used XR2, Rally Sport parts. Mike Schwambach, 352-694-1881, FL.

1973 Capri, V6, sunroof, 5 speed, many extras, 70M, pp (211KBL) \$3500 310-419-2257. So Calif.

1962 Zephyr & 1964 Corsair (RHD), Open to offers. Ron Hill in Alliston, ON. 705-434-2273 or ronhill@scolve.net

1967 Cortina wagon & 1960 Thames: both rusty. Also misc EnFo parts including complete engines. Make offer. Call Kevin Cleary in NY. 518-475-1525. Cars in Scranton PA.

1959 Consul (High-line), good running condition, little rust CDN \$500. Call Norm Scott in BC, 250-642-5259.

HARD TO FIND & HARDER TO SELL

TAUNUS

1959 Taunus 17M 2-dr, Make offer. Call Tom in NY, 716-381-7613; e-mail: Jaztag3@localnet.com.
1960 Taunus 17M 2-dr, Make offer, Call Dave in IA, 319-233-9491.

ZEPHYR

1958 Zephyr, \$500 to a good home. Call J.R. May in NJ at 32-295-8594, or mayassociates@monmouth.com.
1960 Zephyr, \$1,200 obo. Call Michael in WA, 360-754-9585.

JAMES TWOROW'S ORPHANS

1954 Ford Popular: Excellent shape, \$9,500 (US), 716-372-3982, N.Y.
1957 Ford Squire: For restoration, Squire, 603-352-4759, N.H.
1958 Ford Prefect: \$200 (CDN), (519)674-3998, Morpeth, ON
1977 Capri: 2nd owner, fully loaded, 5.0 Liter HO engine, T5 trans, too much to list, less than 100 kms on engine, \$8,000 (CDN) firm, call 905-566-1230 (w) or 905-272-6800, ON.

LEADS

There is a defunct wrecking yard near Clinton, B.C. (about 4 hours from Vancouver). Recent photos of the yard spotted a MkI and a MkII Cortina, a Consul Capri & a 105E Anglia. There could be more. The yard is out of business but the owner is quietly selling off the stock bit by bit. Contact Elaine LaFontaine at 604-582-7188 for details on how to contact owner of yard; serious inquiries only, please!

Please help keep the Registry up to date: When you buy or sell a English or European Ford please drop NAEFR a line so that I can update the Registry. Thanks.

PARTS FOR SALE

1948 Thames E93C van body, set up for drag racing. Call 541-312-4357 in California.

Fiesta parts: 7-8 boxes of misc parts. Make offer. Doug Milota, Eureka, CA. 707-445-3354, milota@tidepool.com.

Consul Capri Parts: I have almost two sets of the strange bits that can't be found like the chrome, instruments, headlight assys, motor and trans bits, air cleaners etc. Contact: Michael Rogers in CA: 805-481-8025 or UrOWncar@cs.com.

Cortina Mk I: windscreen seals \$85 each, rear window seals \$80 each, rear quarter window seals \$175 pair, Cortina Mk II: windscreen seals \$85 each, rear window seals \$85 each, Anglia 105E: windscreen seals \$80 each, rear window seals \$85 each, Good used Cortina Mk I tail lamp lenses: red \$20 each, amber \$25 each, remanufactured Mk I strut tops \$90 each, lots of other Cortina parts available. Contact Simon at 714-751-3778 or schnellbmr@earthlink.net Happy to chat about English Fords.

British parts on-line www.USEDBRITISHPARTS.com Recently we posted 13 British Ford items to the web site. Martin Jeffries, PO Box 51003, 13 Stevens Ln, Parks AZ 86018.

(e-mail addresses blurred to prevent spam)

(Please note these classifieds are out of date)

The following items are up for sale. Reasonable offers accepted. Please contact Malcolm Muir evenings Monday to Thursday and Sundays. (604) 467-6560 (Maple Ridge, BC,) malcolmjmuir@hotmail.com.

* 1 (Mk II Cortina ?) auto trans oil cooler, aluminum, 11-1/2" X 5" X 1/2". *Two Unilug slotted aluminum wheels 13" X 5". *Two Unilug slotted aluminum wheels 13" X 6". * Mk II Cortina interior for 1967 and early 1968. Rare vinyl with brocade cloth inserts for four door model (Brown); center console included. * Also many Lotus Elan +2 parts (too many to list).

1954-1970 EnFo Parts. Call Pete 650-578-0304 or send e-mail to psnyders@pacbell.net. http://home.pacbell.net/kstixrud/index.html.

There are 53 Com'l Parts Houses, both here and abroad, that stock parts for European Fords listed in your NAEFR Member's Guide.

Kip Motor Company: EnFo service, restoration & parts. 2127 Crown Road, Dallas, TX 75229. ph: 972-243-0440, Fax: 972-243-2387, e-mail: kipmotor@aol.com, www.kipmotor.com. Free catalogs See complete listing in NAEFR Member's Guide.

Over 700 sq. feet of Anglia/Prefect parts. Terry Olson in WI, 414-546-3427 or e-mail: angliabrokers@hotmail.com. See complete listing in NAEFR Member's Guide.

PARTS WANTED

1965-68 105E Anglia grille. This is one complete unit that has two lights on each end. Call Gregory at 787-896-8521 or e-mail: sexyprince143@aol.com.

Parts & Literature for the Taunus Transit. Simon Horton in CA. schnellbmr@earthlink.net.

105E Anglia: steering column cowl, turn signal switch, nose badge. Simon Horton in CA. schnellbmr@earthlink.net.

Two rear end assemblies complete drum to drum for 105E Anglias, also looking for Lucas distributor for Ford Kent engine, any pre-1967 will do. Call Brett at 604 224 6331 or e-mail brett@radiant.net, Vancouver B.C.

Semi-close ratio gearbox. Call Andre in Seattle. 206-528-8141.

Any 100E/300E parts, whole cars, ph 541- 479 8968 after 5:00 p.m. and before 9:00 pm or on weekends anytime before 9:00 p.m. thanks. Ed McCutchan, or e-mail at: Wldchld993@cs.com.

Can any member help me locate a source for "after market" rims that fit a 123E? John McLaine jmcaine@powershift.ca.

CARS WANTED

1960-68 Anglia 105E estate wagon. Must be in good running cond. & original. Call Gregory at 787-896-8521 or e-mail at: sexyprince143@aol.com.

1958 Anglia. Preferably black with red/white interior, like my late father's, that's why I want one. Must be streetable and available on terms (you keep car until I finish paying for it in 50 payments). But, I'm flexible, if you are. Delivery TBA. Call Fred Langille, Jr (304) 743-5741 M-F 8:30-10:00 EST.

INFO WANTED

I have a 1965 105E Anglia & would like to put disc brakes, on it I have two Cortina struts w/disc brakes but I don't know what year they go to. On the caliper "FOMOCO" is stamped and it says "type 16P" & has a #64326673 on it. On the other unit is says #64326672. What do these numbers mean? What year Cortina are these from? Any help is appreciated. Gregory Acevedo. sexyprince143@aol.com.

LIT FOR SALE

13 copies of original Ford Heritage magazine which changed to Classic Ford. 40 copies of Classic Ford, 1998,99,00 complete (less one) Best offer. M. Drouin 209-333-2008.



Sales literature for Ford of England 1949 and up. Walter Miller, 6710 Brooklawn, Syracuse NY 13211. 315- 432-8282. Fax (315) 432-8256. web: www.autolit.com. See complete listing in NAEFR Annual.

MISCELLANEOUS

British Marque Car Club News. \$9 per year (\$12 Canada). Hull Assoc, 264 Bedford St, Lakeville, MA 02347. See complete listing in the NAEFR Annual.

NAEFR/ENFO REGALIA

Genuine NAEFR decals, face-adhesive, 3.5x6", two for \$3; same size, back-adhesive, four for \$3. Iron-on red-on-white NAEFR jacket patch for cotton and natural fabric, 4x2" oval, \$3 each. NEW ADDITION: Genuine "English Ford Line" jacket patch, 5.5x2", \$2 each, or three for \$5. (We got these as a donation, so all proceeds go into the club coffers). Please add postage in all cases. Bob Pare, 5 Ridgeway Drive, Mechanicsburg, PA 17050-7975. 717-795-9051 (9 to 9 EDT only). E-mail: rwpare@msn.com.



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ENGLISH FORD LINE



\$2373* 6-passenger Consul convertible.
Top may also be put all the way down or up.

THEY'RE IMPORTED, compact and thrifty! English Ford Line cars are a joy to drive, a pleasure to park. They cost hundreds less than most new cars. And you drive them for pennies . . . up to 35 miles per gallon!

THEY'RE FROM FORD, a name you can depend on. Every American knows that *Ford* gives *value* . . . the most car for the money. That's true of the English Ford Line, too. Built in England's largest, most modern auto plant, with Ford mass-production know-how.



\$1661*
4-door Prefect sedan



\$1561*
4-passenger Anglia sedan



\$1651*
Escort station wagon



\$2034*
6-passenger Consul sedan

Locate your nearest dealer now. Call Western Union—then ask for **Operator 25**. She can give you the name of your nearest English Ford Line dealer. For further information, write Imported Car Sales, Ford Motor Company, 34 Exchange Pl., Jersey City 2, N. J.

*Manufacturer's suggested retail price, New York and Gulf P.O.E. Transportation from port of entry; state and local taxes, if any; white sidewall tires, extra. Made in England for Ford Motor Company, Dearborn, Mich. Sold and serviced in the United States by selected dealers.



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