



# E-Ford Lines



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## North American English & European

### Ford Registry

Memberships & Club Business:

P.O. Box 11415

Olympia, Washington, 98508

E-Mail: [IFHP@aol.com](mailto:IFHP@aol.com)

<http://clubs.hemmings.com/NAEFR>

360-754-9585 (8:00 AM - 9:00 PM PT)

### \*\*\*NEW CONTACT INFO \*\*\*

Newsletter Submittals or Comments:

E-Ford Lines

Ed Rossier

6041 Ibbetson Ave

Lakewood, CA 90713

E-Mail: [eds73capri@gmail.com](mailto:eds73capri@gmail.com)

562-867-0016 (please, evenings only)

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Full Membership: US \$18.00 per year

(US \$25 Overseas via air mail)

Checks Payable to IFHP

The International Ford History Project is a  
Washington State non-profit corporation

Editor: Ed Rossier

Proofreader: Gary Kieman

Club Director: Michael MacSems

Club Founder: Bob Pare

Website Gatekeeper: Doug Milota

*Front Cover: In 1972 the Ford Capri finally had the V6 engine. A 2600. A deluxe décor group for the interior*

*Rear Cover: The Ford of Germany introduces the new Taunus 17m Station Wagon.*

*The ad below says mail to Livonia, Mich. Could this be how Jack Roush Racing got started?*

- SAFETY
- LOW COST



#### EASY TO INSTALL

Installation instructions included with every washer. Kit consists of:

- Large capacity plastic bag that mounts on inside engine compartment wall
- Mounting brackets and flexible hoses
- Hood mounted cobra-headed ejector nozzle
- Foot-operated washer pedal

A LITTLE PROMOTION WILL BRING A LOT IN RETURN - INCREASED PROFITS!

MAIL TO: IMPORTED CAR SALES, PARTS & ACCESSORIES P.O. BOX 2037 LIVONIA, MICH.

**\$4 69**

DEALER NET EA. KIT

PART NO	DEALER NET	QUANTITY ORDERED	CHECK APPROPRIATE BOX
MIA 1623	\$4.69 EACH KIT		<input type="checkbox"/> SHIP AT ONCE (PREPAID IF OVER \$100) <input type="checkbox"/> SHIP WITH NEXT PREPAID STOCK ORDER
DEALER NAME _____			
ADDRESS _____		CITY _____ STATE _____	
CODE NO _____		SIGNATURE _____	

## IS IT TIME TO RENEW?

While basic NAEFR membership is free, it does cost money to receive this newsletter and the Member's Guide. To find out if you need to renew, check your mailing label, your renewal date is found in the bottom line (hopefully it has been highlighted). The Application & Renewal form on the back page only needs to accompany your renewal if you have details of a new vehicle to report to the Registry.



## SUBMISSION GUIDELINES

The E-Ford Lines welcomes editorial submissions. Due to space limitations, editorial submissions should come in under 800 words. Please be patient, it may take several months for your submission to be published. Articles sent by e-mail are preferred.

Photographs of your car or events of interest are also welcome. Inevitably, not all photos received will be used and it may take months for a particular photo to appear. If you would like your photos back, please let the editor know, otherwise they will go into the NAEFR photo album. If you send hard copy digital photos, please print them out at 3 inches wide - this saves a copy generation resulting in better quality (please, no distorted images). Photographers, please note that photos with high contrast will look the best in this newsletter.



## Director's Message

I have been looking forward to this issue for a long time and I am delighted that Ed has been able to take on his new role with so much enthusiasm. Please welcome Ed as the new *E-Ford Lines* editor by sending him your greetings, introductions, constructive comments, etc. I can recall that when I took over as the newsletter editor in '98, the introductory notes and well wishing that I received from members was very encouraging. Thank you to all the members who, in the face of the uncertainty of this transition, renewed your membership this time round. Thanks also to those who expressed their appreciation for my past work as the *E-Ford Lines* editor.

We have an additional name to add to the roster of NAEFR Technical Advisors. Pete Snyder of San Mateo, California ([psnyder@pacbell.net](mailto:psnyder@pacbell.net)) has volunteered to be the TA for 105E and 123E Anglias. Pete has been a NAEFR member forever and a story on his forty year involvement with Anglias ran in the Autumn 2004 issue of the Lines.

Double congratulations to member Gary Kieman. Gary both won last issues' Trivia Contest by explaining the lineage from Mk II Zodiac to Merkur Scorpio (Mk III & IV Zodiac and Mk I, II and III Granada) and he volunteered to be the next E-Ford Lines proof reader. Thank you Gary!

Work continues at a snails pace on the design and production of a new NAEFR logo and decal. Preliminary research suggests that a two color static cling decal could be produced at a reasonable price. Currently I am working on the design. Hope to have something to share with the membership in time for the summer show season.

Recently I have been getting involved with the independent website [Ford Europe.net](http://FordEurope.net), they have made me moderator for discussions on all of the older model European Fords. I have also been posting book and DVD reviews previously run in this newsletter. The website is run by Dave Mathijs of Belgium and a small but enthusiastic group of international moderators. Please log in and join the on the discussion.

Members may be interested in a new magazine called Hemmings Sports & Exotic Car. The magazine has all kinds of features on imported cars (mostly vintage) from Europe and Japan. I enjoy reading about everything from a guy in NY who imported a Citroen GS to a report on a vintage Japanese car show in Los Angeles.

I was really excited when they published three full features on English Fords. As mentioned last issue, they featured cars owned by Mike Frankovich in their November and December issues and followed up in January with a period photo feature of Lotus Cortinas on American racetracks in the mid- Sixties.

I'm not being paid to say this -- but I think many NAEFR members would enjoy this magazine. Elsewhere in the American magazine publishing universe Collectible Automobile ran a "Cheap Wheels" feature in their April '06 issue on the Merkur Scorpio -- they actually said some nice things about the car. Previous Euro-Ford featured in CA's Cheap Wheels have been the Mk II Cortina GT, Merkur XR4Ti, Mk I Capri and 105E Anglia.

Finally, in the January '06 issue of Automobile, member Jamie Kitman (and six fellow Automobile staffers) had buckets of fun running seven of his vintage British cars (including a Mk II Lotus Cortina) in last summer's 590-mile British Reliability Run through Michigan, Indiana and Ohio. Jamie's cars all proved to be reliable.

*Written by: Michael MacSems – Director*

## Editor's Message

I would like to introduce myself. I'm 62 years old, been married for 32 years, have two kids. My daughter is 29 and is married. My son is 27 and is getting married in Sep.06. The first car I bought after getting out of the Army in 1968 was a new Ford Cortina GT. That was one great little car. After 5 years I sold my Cortina and bought my 1973 Ford Capri V6. As some of you know I still own it. Most of my life my blood has run English/European Ford Blue.

I currently work at Boeing Long Beach on the C-17 Airlifter. I have been there 12 years. My hobbies include photography, especially motorsports. Just ask to see my 1970 TransAm photos or my CanAm photos.

I started getting interested in motorsports when my twin brother and I went to the Santa Barbara SCCA Regional races in 1963. I clearly remember listening to the Indy 500 in 1963. Jimmy Clark should have won but came in second. He won in 1965 in his Lotus-Ford.

With the support of Michael MacSems and others this newsletter will grow.

## WELCOME NEW MEMBERS

Elizabeth Cambell      St Louis, Mo  
1969 Cortina Station Wagon

Durf Hyson      Thompson, CT  
1967 Cortina GT race car  
1970 Cortina GT

Mike Lapwood      Murrieta, CA  
1970 Escort 1300

Mike Pugh      Raleigh, NC  
1959 Thames (300E)

## CALENDAR

April 9, 2006  
FABULOUS FORDS FOREVER  
Knotts Berry Farm, Bunea Park, California  
NAEFR Contact: Ed Rossier:  
[eds73capri@gmail.com](mailto:eds73capri@gmail.com)  
<http://www.fordcarclubs.org>

May 19 thru 21  
Carlisle Import Nationals  
Carlisle, Pennsylvania  
[www.carsatcarlisle.com](http://www.carsatcarlisle.com)

May 20  
Van Dusen Gardens All British Field Meet  
Vancouver, British Columbia  
NAEFR Contact Michael MacSems  
[ifhp@aol.com](mailto:ifhp@aol.com)  
[www.abfm.com](http://www.abfm.com)

June 2 thru 4  
Carlisle All-Ford Nationals  
Carlisle, Pennsylvania  
[www.carsatcarlisle.com](http://www.carsatcarlisle.com)

June 3  
Pacific Northwest Import Ford Meet  
Hillsboro, OR  
NAEFR Contact: Michael MacSems  
[IFHP@aol.com](mailto:IFHP@aol.com)  
<http://clubs.hemmings.com/NAEFR>

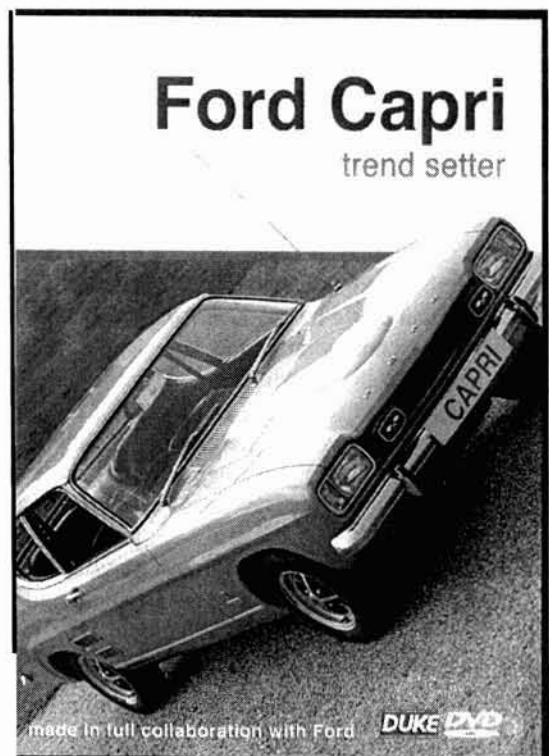
July 9  
British Car Day  
Fairfield, Ohio  
<http://hometown.aol.com/ovaustinhealey/>  
*WANTED: Short reports and photographs from these and other events with an English and/or European Ford presence. See submission guidelines on page 2.*

## 'SORTA' SHOP TIPS -

There wasn't anyone who had any shop talk this month. Please feel free to send in your shop talk/tip. You'll be published.

Instead this issue you'll deal with my tips. First, how many of you see all those Duke videos and then find out that they are in PAL format? PAL is for Europe not us. Well, thanks to my son I have found a solution. He recently purchased a Philips DVD player, model DVP642. Its cost at B&H Camera ([www.bhphotovideo.com](http://www.bhphotovideo.com)) in New York City is \$58.95. It plays everything, including NTSC/PAL. Now the Ford Cortina, or the Ford Capri, and any other PAL DVD is open to you.

Second, I recently found out about a product that is really amazing stuff. It is a waterproof adhesive. It's called Marine-tex. It truly is waterproof. I found out about this through a friend who had some jerks pop all his freeze-plugs on his 351 V8. The next morning he put Marine-tex ([www.marinetex.com](http://www.marinetex.com)) over the holes and drove home. That was over 100,000 miles ago and they are still there.





# FORD VS VOLKSWAGEN

by Michael MacSems

Whether it is Ford vs Chevy, Vauxhall, Opel or Holden, where ever we live the Ford -- General Motors rivalry is the stuff of legends. But the world is changing, soon Toyota will snatch the crown from GM as the world's largest motor vehicle manufacturer and in Europe Volkswagen is now Ford's true rival.

In this country evidence of vintage VW enthusiasm can be seen almost anywhere, while vintage Euro-Ford enthusiasm is something that needs to be sought out.

In thinking about this state of affairs it occurred to me that as different as old Euro-Fords and VWs might be, there may be more similarities that most would expect. I submit the following for your consideration.

## # 1: Ford vs Volkswagen Type 1

Ford never built an air cooled or a rear engine car, but in the late '30s when the Type 1 VW was being introduced Ford of Germany and of England each had successful cars that held the place in the market that VW would eventually aim for.

No other car in the world can meet the Type 1's production life of 65 years (21.5 million cars between 1938 and 2003), but beginning with the Ford 10 in 1937 and ending with the last 103E Popular in 1959 Ford's English designed uprights had a good run at immortality. What do these cars have in common? Well, they were small, slow, rugged and so ugly that they were cute. While the Popular wasn't quite the global success of the Type 1 VW (or another near immortal, the Citroen 2 CV) it is interesting to try and imagine what a 2003 Ford Popular might look like if in 1959 the tooling had been sent to a developing country like India to be made essentially forever.

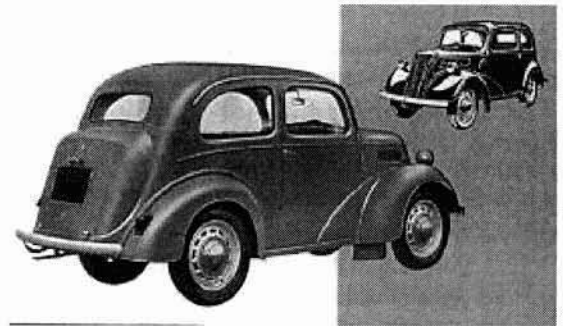
The Ford that physically most closely resembled the Type 1 VW was the aerodynamic 1939-41 G93A Taunus. Mechanically the G93A Taunus was based on the Ford 10/Prefect platform but with a few upgrades such as a solid metal body and hydraulic brakes. After WW II this model was reintroduced as the G73A, but was phased out in 1952. Perhaps not quite the immortal design of the Type 1 VW.

Actually, the VW Beetle could have ended up being a Ford. In 1947 the English High Command offered the Volkswagen and its Wolfsburg factory to the Ford Motor Company. Henry Ford II considered

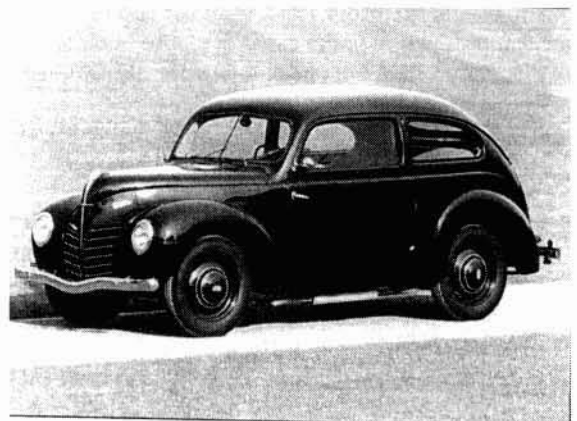
it, but ultimately decided in the words of his lieutenant Ernie Breech "what we are being offered here isn't worth a damn".



Above: Type I 1937 VW



Above: 103E Popular 1959



1939 – 1941 Ford Taunus Type G93A

## ENGLISH FORD READING MATERIAL:

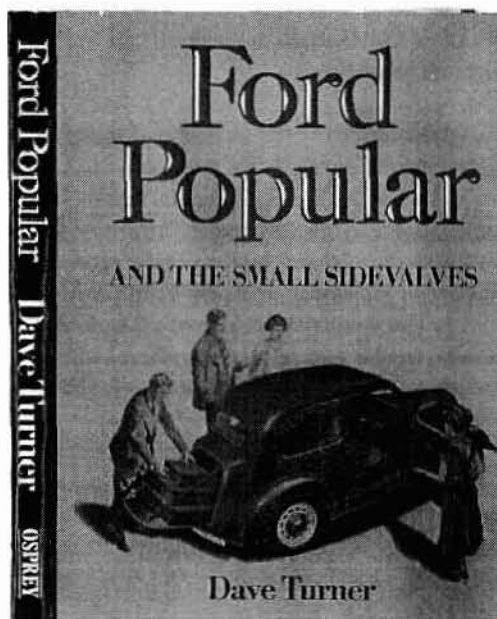
A Look at 16 of the most informative books on the subject of the Ford Anglia, Prefect, Thames, and Popular.

By Dean Kirsten

Over the years, locating sources of information on the mighty Ford Anglia and its cousins, have been somewhat a challenge. Let's face it; this is not a mainstream topic that most discuss over cocktails (well, maybe a beer or six). So, as new books came out, or I found out about another title that may be a source of good information, I quickly grabbed it. And, I am so glad I did because a number of the better books are now, out of print and difficult to locate. As many of you have asked me which books are worth of reading, I have put together a short list of what I have come across on this subject. I'm sure there are a few more, but if you can find each of these listed here, you will be doing your homework well. Many are now out of print, so you will have to search to find some of them. Others are often still available from ([www.amazon.com](http://www.amazon.com)). Good luck and happy reading. I'm sure you will enjoy all of them!

**FORD POPULAR, and the Small Sidevalves**  
Dave Turner, Osprey Publishing, 1984, Out of Print. Re-released by Mercian Manuals Ltd. 2000 Hard Cover, 192 pages, 10 x 8"

This is without a doubt, the best book on the subject of English Fords. I put this #1 on my must read list, as it covers the subject of what an Anglia, Prefect, Popular and Thames were, with some production numbers, chassis numbers, and hundreds of great black and white photos. Covers Ford of England production from 1932, until the end of sidevalve production in the early '60s. The book is now difficult to find, but check e-Bay for used copies, or Mercian Manuals' web site.  
([www.mercianmanuals.co.uk/index.htm](http://www.mercianmanuals.co.uk/index.htm)).



**ANGLIA PREFECT POPULAR, From Ford Eight to 105E**

Michael Allen, Motor Racing Publications, 1986 Hard Cover, 144 pages, 10 x 7-1/2"

This is a great book for the Ford 100E/300E lovers (1954 and beyond). There is a little on the earlier models and production back to 1932, but the majority is devoted to the mid-fifties. There is also a large section on the Anglia model 105E, which began in 1959. I like this book for its overall view of these cars, and it is easy to read. Good quality photos as well. It is still easy to find on the Internet, so grab one!



## **ENGLISH & AUSTRALIAN SMALL FORD: Recognition & Restoration**

Bill Ballard, Ellery Publications, 2002

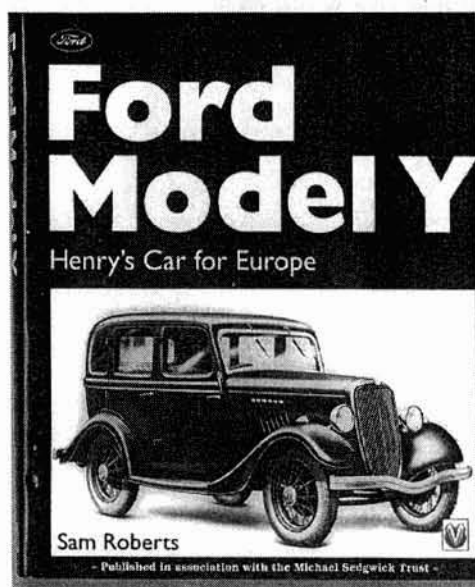
Both Hard Cover and Soft, 160 pages, 8-1/2 x 12"

My new favorite book on the subject of early Fords from overseas! Excellent photos, lots of charts, ID information, color codes, models, and so on. Bill really did his homework on this one. There is information found here that no one has ever published before. This book really gets into the Australian-built Utes and Tourers, and the differences between an English-built Ford, and one that came from Australia. Photos are both color and black and white, and many are of modern day issue, that were taken over the past ten years or so. There is even a section on how one goes about restoring one of these cars, or utilities. Bill's book ranges from the early Model Ys, to the 100E models. You'll love this one!

## **FORD MODEL Y: Henry's Car for Europe**

Sam Roberts, Veloce Publishing PLC. 2001  
Hard Cover, 224 pages, 10 x 8-1/2"

I just found this book a few months ago, thanks to a fellow EnFo collector. Fantastic collection of factory and period photos, all black and white, but what a trip through the '20s and '30s! The book deals mainly with the early years of Ford Model Y production, and you won't find much of anything on the Anglia or Prefect. If you enjoy looking at the early English Fords, this is your book. Publisher's web site is ([www.veloce.co.uk](http://www.veloce.co.uk)).



## **FORD, Trucks and Transport since 1945**

Arthur Ingram, Motor Racing Publications, 1978  
Hard Cover, 128 pages, 10 x 7-1/2"

This is one of the first books I found on the subject of Ford Thames and Fordson vans. The first chapters in this book are on target for the early sidevalves, with some great factory photos of early 1/4-ton and 1/2-ton vans, and even a rare photo of the Popular pickup truck, of which few were ever made. The book has a great deal of black and white photos, but much of the book deals with the later/larger Thames trucks and may not be of much interest. Still, if you like Thames panels, there is something here for you to enjoy.

## **CUSTOM FORDS**

Pierce Riemer & Stephen Mills, Haynes Publishing Group, 1987

Hard Cover, 120 pages, 11 x 8-1/2"

A look at custom Ford rods of all models and years, built around the mid-eighties, mostly from England. Some cool looking rods, even a few hand-built coupes, and a Thames or two. Rods are shown in both black and white, and some are in color. This book shows its age, and some of the cars are really out of style by today's standards.

## **THE ILLUSTRATED HISTORY OF FORD, Vans, Trucks & PSVs**

Michael Allen & Les Geary, Haynes Publishing Group, 1988

Hard Cover, 192 pages, 11 x 8-1/2"

Similar in content to Michael Allen's Ford Truck and Transport book, this one is much more of a coffee table book, with large black and white photos, and limited text. Again, this is an over-view of the Ford of England commercial trucks and vans, with a small chapter on the sidevalves, from 1932-on. A few good factory photos of these period trucks, but may not be worth the hassle of locating it, if all you want is photos and text on 1948-style panel vans.

## **FORD 100E SUPER PROFILE, Anglia/Prefect/Popular**

Melvyn Smith, Haynes Publishing Group, 1985  
Hard Cover, 56 pages, 11 x 8-1/2"

This book covers only the Ford 100E/300E models, made from 1954-1962. It covers this subject quite well, and is complete with period road tests, color prints of more recent photos, and plenty of factory pictures to enjoy. If you like the 100E, this is a must have book for your collection. Short and sweet.

## **FORD, A History of the Ford Motor Company in Australia and New Zealand**

Geoff Easdown, Golden Press, 1987

Hard Cover with jacket, 176 pages, 12 x 9-1/2"

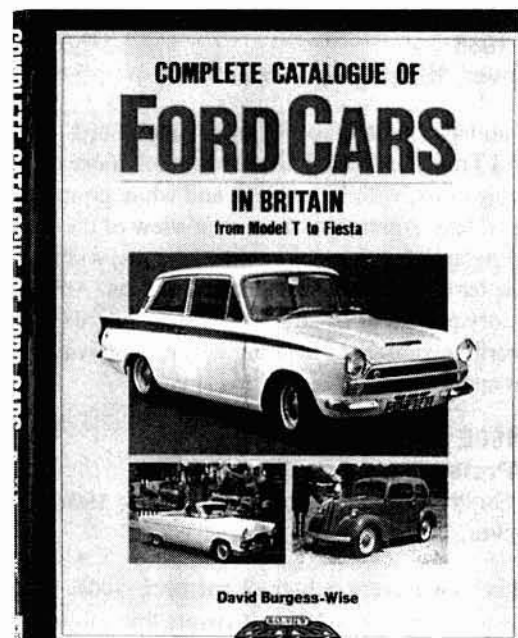
An oversized, coffee table book with large photos, both color and black and white. Covers Ford's history from Model T, to early side valves, Falcon, and beyond. Chapter pertaining to the late '40s and early '50s is limited, but still, there are some rare photos of Australian-built vehicles that are unique. A large portion of this book is devoted to the Ford Falcon, which was built for years well beyond North American production.

## **COMPLETE CATALOGUE OF FORD CARS, in Britain, from Model T to Fiesta**

David Burgess-Wise, Bay View Books, 1991

Hard Cover, 95 pages, 12 x 9-1/4"

As the title of this book brags, you get a once over the top view of Ford of England car production from Day One, up to the '80s. David is considered by nearly everyone to be the foremost expert on this subject, and this is one of several books he has published. Each model of Ford has its own section, with a quick-read of details, clean factory photos, and production information. Some photos that appear in this book are one-of-a-kind and have not been used elsewhere for decades.



## **ASSEMBLY, New Zealand Car Production**

1921-1998

Mark Webster, Reed Books, 2002

Soft Cover, 223 pages, 11-3/4 x 8-1/4"

I just learned about this book this past winter, during my trip to New Zealand. While it is not 100% Ford, it does cover production notes from Ford, Austin, Hillman, Standard and others. You'll find information and photos on Fords here, that you won't find anywhere else. There is also a great chapter on Austin A-40s. This book is a sleeper, as you might skip over it during a search. Fords produced or sold in New Zealand were unique, and many came from Canada!

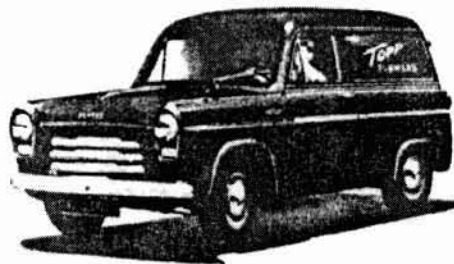
## **FORD PANEL VANS**

Len Cole, Ian Henry Publications, Ltd., 1980

Hard Cover, 63 pages, 8-1/2 x 6"

This is by far, the smallest book of the bunch! Covers English Ford truck production from the turn of the century, up to the late seventies. There is a small chapter on the sidevalves, including a number of cool photos of Model Y panel vans. There are also a number of factory-built Thames panels with cool graphic paint job ideas. This book reads quickly, and gives the reader a speedy, once-over view of these vehicles. Generally inexpensive when you can find one!

Thames Van... by Ford of Britain. Low fuel consumption of 4-cylinder, 36-h.p. engine, and prestige-winning lines make it the perfect delivery van





## THE HISTORY OF FORD IN AUSTRALIA

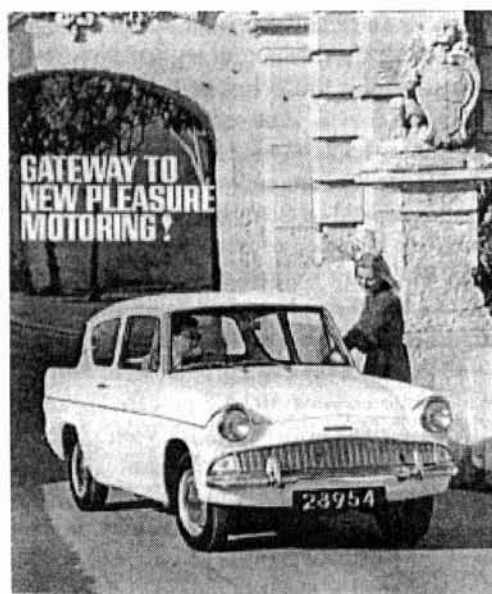
Norm Darwin, Eddie Ford Publications, 1986  
Soft Cover, 224 pages, 8-1/2 x 11"

This was the first book to cover the Australian Fords to any extent. I learned a lot about these rare cars by this book, although the reproduction is not the best. The publisher took photos of sales brochures and newspaper ads, and they don't look all that clear. However, having said that, there are some very rare photos in this book, it's just too bad they aren't better quality. It does contain both black and white photos, and color, which show some cool period shots of Australia back in the '50s and '60s. This book does show many of the Australian-built Ford models, and there are some strange birds among them! To me, it is worth the investment in time to locate this book.

## THE FORD IN BRITAIN FILE, Model by Model

Eric Dymock, Dove Publishing, 2002  
Hard Cover, 480 pages

This is another relatively brand new book out on the subject. And while I have yet to see this one in person (my copy is on order from Amazon.co.uk), from what I hear from Reg Ward, it contains a wealth of factory photos, both color and black and white, with a write up of each model and style. Covers the entire range, including the Anglia and friends.



Put your money on an Anglia... it goes further! You get more pleasure, more good looks, more comfort, more convenience, more reliability. In everything that you want from your car, Anglia is a group 1 winner. And it's here to stay.



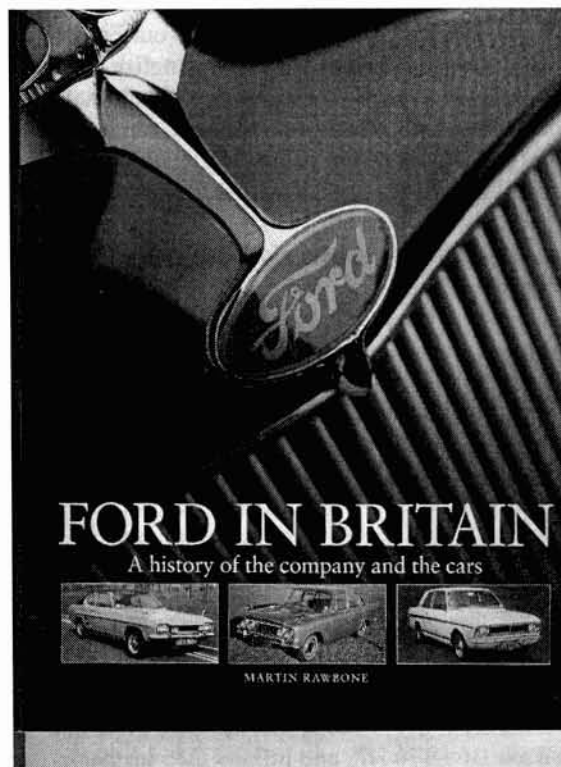
# ANGLIA

Made with care by Ford of Britain

## FORD IN BRITAIN, A History of the Company and the Cars

Martin Rawbone, Haynes Publishing, 2001  
Hard Cover, 302 pages, 8-1/2 x 11"

A very high-quality book with excellent paper and printing. It is full of factory photos in both black and white and color. The section on early sidevalves has some very rare photos I have never seen before this book came out. With that many pages, this book covers just about all British-built Fords since the beginning to modern times. I read the first half with delight, but lost interest once the book moved into the '60s.



## FORD AT DAGENHAM, The Rise and fall of Detroit in Europe

David Burgess-Wise, Breedon Book Publishers, 2001 Hard Cover, 202 pages

I have searched high and low for this book. And for some reason, it is nowhere to be found, even though it is only four years old. Sold out? I doubt it. Amazon.co.uk lists this book, but they can't seem to deliver one. Strange. I would really like to read this book someday.

*This article originally appeared in Gasser Wars magazine. Dean Kirsten is NAEFR's technical advisor for "upright English Fords."*

## EVENT REPORTS

**SAN DIEGO BRITISH CAR DAYS**  
Fairbrook Farm, Fairbrook, California  
October 2, 2005  
Phil Bass Reports

The following is my report of our local Southern California car meet, San Diego British Car Days. See [www.sandiegobritishcarday.org/flyer05.html](http://www.sandiegobritishcarday.org/flyer05.html) for general info. A new addition to this event are pictures of all of the cars in attendance. These pics can be viewed at: [www.pictology.com](http://www.pictology.com), acct # 7774151971, select Public Events, scroll to British Meet. Fords appear in panels 20, 22, 23, 32, 51, 55, 68. While you are browsing looking for our Fords, you may also enjoy all the lesser (ha) English cars. Most are lovingly cared for examples of their marque. Some tend towards being over-restored, rarely driven, and are painted in colors that would make a peacock blush (it seems I have little room to talk on this point! But to each his own).

And now to the six glorious Fords in attendance:

Mk II Cortina 2-dr, Deluxe. With immaculate (owner sprayed) deep red paint, Roo bar in front with up/down lights, Revolution rims, nice rallye stickers. It won Best of Marque for the Fords. Find the pic, as mentioned above, of Brett Stierli receiving his trophy. Equipped with a Miata eng, 6 speed 'box, Miata rad, Miata gages, Miata seats and Miata switchgear. Needless to say Brett works for Mazda. The condition of the trim, rubber and general attention to detail are amazing. Congratulations to Brett, who is a member of the US Cortina list.

My Orange Mk II Cortina GT. Featured in *Classic Ford*, July '03. Latest additions: 7J Libra rims with fresh BFG 205/60 13's, detuned race Pinto 2000 with about 160-170 HP, and Infinity G35 leather seats.

The Lotus liveried 1964 Mk I Cortina GT, has a Ford 302 V8, T5 'box, narrowed 8" rear. It is Bogus Cortina #3 or 4, built by Mike Haynes around 1990. The build included moving the firewall back, heater deletion, with re-engineered mounts and crossmembers. The owner is a Mk I Owner's Club member, like myself.

White Anglia panel van (307E/309E series), I did not meet the owner, so I was not able to get any details. The van has a lovely patina of use and age, but is rough around the edges with some wobbly panels. It appears to be unrestored.

The red 105E Anglia sedan appears stock and attends every year.

Blue 300E ThamesAnglia panel van, with BMC A-Series drivetrain. Definitely not the fastest car at the event, but I'm sure the BMC engine is at least equal to the stock unit. Owned by NAEFR member Fred Casey.

Stock 'sit up and beg' Blue 1954 Popular, see [www.angliaobsolete.com](http://www.angliaobsolete.com) for details. Owned by NAEFR member Dean Kirsten.

Parts were bought and sold, lies were told, our skin was burned by the strong California sunshine. Beer was consumed, along with sausage rolls, Stilton cheese, and Branston pickle relish. Projects were started (in our minds anyway) and new friends found. All in all, a good weekend.

**SCCA FALL VINTAGE CLASSICS**  
Mazda Raceway Laguna Seca  
October 28 -- 30, 2005  
Michael MacSems Reports

This was my first visit to this historic race track whose origins date back to the sports car craze of the mid-1950's. I was scheduled to be in California that week, a road trip with my family and managed an over night mini vacation from my vacation to be there.

This year's featured marque was Bob Winkelmann's formula Fords built by his company from 1968 to 1972. This in turn attracted a higher than normal number of Cortina enthusiasts. It seemed like there were dozens of us camped in a series of hillside camping spots overlooking the track. John Ayton and Doug Thomas served up a great dinner on Friday and breakfast on Saturday. Wally Held was cool enough to take care of reserving a block of campsites. The event is now somewhat of a blur (that proves that I was there) but I was delighted to meet some NAEFR members for the first time.

Cortinas in the campground were Phil Bass' Mk II GT, Mike Haynes' 302 V8 powered Mk I (Phil calls it the "Cortina GT40"), Jim McVien's Mk I Locort (he convoyed down from Oregon with the Viskov brothers and company in a pair of Scorpions), and Doug Milota and his Mk III. Down on the track there were, of course, a number of Formula Fords, a Mk I Cortina race car recently imported from England by Bob Winkelmann, Mike Summers' Mk II (which he did well in) and a Sierra Sapphire (presumably a Cosworth) that was rumored to have been imported from Singapore

## Photos of English Fords at Laguna Seca



Phil Bass' Mark II  
Cortina at the campsite

Bob Winkelmann's  
Mark I Cortina



Doug Milota's 1972 Mark III  
Cortina

All Photos by Michael MacSems

## LETTER FROM WINKELMANN

I originally called my company Chequered Flag Racing Cars Inc but very quickly realised my own name was better known so I changed it to Robert Winkelmann Racing Ltd. (Brother Roy was also developing some notoriety in Europe as Roy Winkelmann Racing which added to general awareness of our racing endeavors). 1968 saw the beginning of Palliser Racing Design, a London based company started by Hugh P. K. Dibley to build Formula cars. Hugh's middle initials stand for Palliser Kingsley, hence the name. I had a complimentary seat on the board of directors and our first run of cars consisted of three Formula B cars, the first of which I campaigned in SCCAs National Series.

Towards the end of '68 we realised our design could easily be modified for the newly announced Formula Ford and we debuted the first one in the '69 Earls Court Racing car show. We built and sold fifty WD-F1 Formula Fords in 1969. For the 1969 Run-Offs Hugh had the first three WD-F2 cars built which were delivered to the three WD-F1 drivers who had made the run-offs. These were the first true wedge shaped cars to hit the scene and I left Daytona with deposits on seven cars. We ultimately built over fifty WD-F2s,

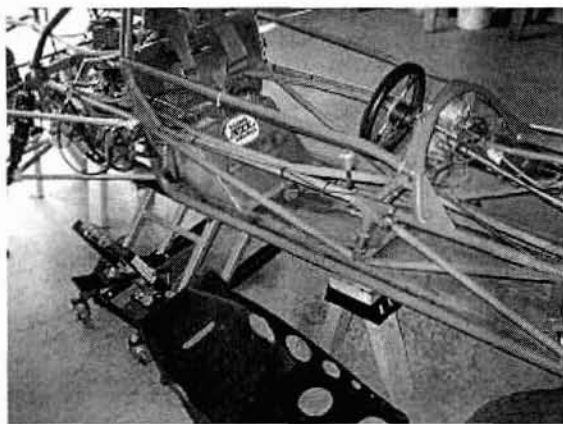
more than any other make in 1969.

In 1970 we offered the WD-F3, a slightly refined version of the very successful F-2. I'm not sure of the total number built because by this time the European drivers had discovered our cars and Hugh was selling as many in the UK as in my company in the US. From the start they were very easy to drive and the added feature of the extra long cockpit made single seaters available to six foot plus drivers. 1971 saw the beginning of the gas crunch and the introduction of a 10% surcharge on luxury items; at the same time component part suppliers were raising their prices weekly making it difficult to maintain costs. Since there was only a slim profit margin it soon became apparent that we could not continue and Hugh was forced to close down Palliser Racing Design in 1972. I managed to hold on for another few months by delivering cars in kit form directly to the customer but a liability lawsuit caused by one of my mechanics forced me to shut down operations.

There were 10 Palliser-Winkelmann cars running at Laguna Seca this past October. I'm going to see if I can copy some of the pictures from that event, if successful I'll send them later.  
Kindest regards, Bob



**Winkleman WDF-4 1972 Model**  
Photos from Google Images



**Without the "Skin" on**



# THE MARKET PLACE

SPRING 2006

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**. Ad may be edited for length -- as space allows. Ads can run for two issues before they need to be renewed, unless other arrangements have been made. Deadline for the Autumn issue is February 1, ads received later will be included if space allows. *Display advertising for businesses is 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

### ANGLIA & PREFECT

**1949 or 50 Prefect:** All there, but requires rebuilding. Located in London, ON. 519-637-1974.

**1950 Prefect:** Original cond, good restoration project. Extra parts if needed. CDN \$2,000. Located in Kitchener, ON. 519-744-2890.

### CAPRI

**1976 Capri II Ghia 2.8:** automatic, white with tan interior. 55K original miles. This car was originally purchased in Oregon, I am the third owner. I have lots of receipts and paperwork since the car was new, including the window sticker. It is currently wearing '85 Mustang GT 15x7 10-hole wheels with 205/50-15 General XP2000 tires, but the original Ghia wheels and lugnuts are included. For more detailed information and pictures, please see <http://linux1.hse.com/wbr/capr/> \$1,600. Call 510-996-8173 (southern CA).

### CONSUL

**1951 Consul Convertible:** Mech good, licenced, CDN \$18,000, <http://montreal.kijiji.ca/c-ViewAd-W0QQAdIdZ2627783>. Car in in Montrea

**1952 Consul:** Extra wheels, misc engine parts & a '55 syncro trans. Pretty much intact. Located on Vancouver Island (BC). Call Peter at 250-478-6126.

**1953 Consul:** Restorable, but needs lots of work. Floor is out, engine and trans run. Parts car or ambitious restoration. CDN \$500. Call Terry in Pefferlaw, ON 705-437-2079.

### CORSAIR

**1964 Corsair GT 2 dr:** Most body work complete. 1 of 24 2 door LHD 1500 cars made. Needs reassembly. \$3,000 invested. MAKE OFFER. Contact Doug in CA at: [milotag@com.net](mailto:milotag@com.net), or 707-445-3354.

### CORTINA

**1965 Cortina GT:** 2-door, no engine or trans, good body, CDN \$800. Call Guy in Mission BC 604-826-7103.

**1967 Cortina:** Black interior, rust free, straight, needs restoration. \$3,500, located in southern Calif. Call 510-638-7221.

**1967 Mk II Lotus Cortina**  
Good condition. CDN \$15,000  
Call Peter Mack in Victoria  
250-361-0990.

### FIESTA

**1980 Fiesta:** 135K, lime green, w/Konig rims, APC racing seats, Pyle indash DVD, intake exhaust, custom tint and more. Clean \$3,500. Call 253-632-0268. Located in Washington.

### MERKUR

Rapido has several XR4Tis and Scorpions for sale. Most are west coast cars which means little or no rust. Contact Russ in OR at: 541-544-3333 or [www.rapidogroup.com](http://www.rapidogroup.com).

### SIERRA

**1985 Sierra RS Cosworth.**  
\$35,000. Contact The New England Classic Car Company in Stratford, Conn. 203-377-6746 or <http://www.newenglandclassics.com>

### THAMES

**1949 Thames Panel:** RHD, very original and complete. runs and drives, rust free body and solid undercarriage. Located in Springfield, OH. \$13,900. Call 937-324-8899.

**1957 Thames 800 Van:** all the glass and good back doors. Call 613-530-5911 after 6:00 PM. Kingston, ON.

### ZEPHYR & ZODIAC

**1961 Zephyr:** Automatic. In storage 22 years, nice restoration project. Good glass, chrome and upholstery. CDN \$2,450 in Sussex, NB. Call 506-433-4940.

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

Please be aware these ads are out of date!!!

## PARTS FOR SALE cont'd

Capris and Capri parts for sale. Everything for Mk Is.  
Contact Jeff at 206-367-1776 or at [capriworks@aol.com](mailto:capriworks@aol.com)

Four good doors for a Mark I Cortina (with chrome strips). These doors are complete with glass and trim panels, although some twit has cut holes for speakers in them. I also have a rust free hood and trunk lid. I also have a tatty consul and heater unit. I'd like to get close to CDN \$100 for each piece. E-mail Raymond in BC at [raylar@telus.net](mailto:raylar@telus.net)

Fiesta Suspension Bushings: Complete sets only. Highest quality polyurethane. 503-641-9583 or [datsunboy@spiretech.com](mailto:datsunboy@spiretech.com)

1954-1970 EnFo Parts. Call Pete  
650-578-0304 or send e-mail to  
<http://home.pacbell.net/kstixrud/index.html>.  
[psnyders@pacbell.net](mailto:psnyders@pacbell.net)  
*See complete listing in 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](mailto:kipmotor@aol.com),  
[www.kipmotor.com](http://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](mailto:angliabrokers@hotmail.com).  
*See complete listing in NAEFR Member's Guide*

**There are 53 Commercial Parts Houses both here and  
abroad that stock parts for English and European listed  
in your NAEFR Member's Guide.**

## CARS WANTED

Looking for a Mk I Lotus Cortina. Call Kieran Anderson in  
NY at: 845-888-2834.

## PARTS WANTED

Right side door to fit my 300E Thames. Prefer little or no  
rust, dents okay. Mike Pugh in NC at 919-851-3954, or  
[02mike@earthlink.net](mailto:02mike@earthlink.net)

## LIT FOR SALE

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](http://www.autolit.com). *See complete listing in NAEFR  
Members Guide.*

## NAEFR/EnFo REGALIA

Genuine NAEFR decals, 3.5"x6" back-adhesive, four for  
\$3 (a few front adhesive transparent decals also available).  
Also, a large quantity of "English Ford Lines" jacket  
iron-on patches which were donated to the club by a  
benefactor - proceeds to the club, 5.5x2", \$2 each, or three  
for \$5. Please add postage in all cases. Bob Pare, 5  
Ridgeway Dr, Mechanicaburg, PA 17050-7975.  
717-795-9051 (9 to 9 ET only); e-mail [rupp@webtv.net](mailto:rupp@webtv.net)



# NORTH AMERICAN ENGLISH & EUROPEAN FORD REGISTRY APPLICATION / RENEWAL FORM

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 City \_\_\_\_\_ State/Prov \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Telephone/Fax \_\_\_\_\_ E-Mail \_\_\_\_\_

Please provide the following information about your English/Euro Ford vehicle(s). Use additional sheets if necessary:

	Car #1	Car #2
Year / Model:	_____	_____
Series:	_____	_____
Body Type:	_____	_____
Engine Size:	_____	_____
Options / Features:	_____	_____
Color:	_____	_____
Mileage:	_____	_____
Serial/VIN Number:	_____	_____
Condition:	_____	_____

Please Check All that Apply

- ☐ Have parts to sell or trade.
- ☐ Have expertise to share with other members.
- ☐ Willing to talk by telephone with other members.
- ☐ Interested in talking about possible get-togethers.
- ☐ Have information on sources of parts to share with members.
- ☐ Collector of literature, books, models, etc.
- ☐ Associate Member (No Dues, No Newsletter or Members Guide)
- ☐ Full Member (Dues, Newsletter & Members Guide)
- ☐ My interest are (please circle all that apply)  
 Original/Restored, Vintage Racer, Dragster,  
 Custom/Rod, Daily Driver
- ☐ Please do not list me in the NAEFR Members Guide.

NAEFR Dues are U.S. \$18 per year payable to: IFHP (International Ford History Project)



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 e-mail: IFHP@aol.com, tel: 360-754-9585



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**Luxurious in every way—except price**

**Compact size is the big surprise,** economy the big idea and luxury the handsome bonus in this newly arrived precision-built Taunus 17 M. Two and a half feet shorter than conventional cars, a near foot less in width, the Taunus lets you slip between traffic, park with the greatest of ease, carry all the family (and their belongings) with imported-car gas economy.

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h.p., it delivers the highest torque in its class! And once inside you'll discover it over and over in the fine details of German craftsmanship.

**Four ways to "go"!** Standard U.S.-type 3-speed transmission, or the option of Germany's Saxomat "no pedal" clutching. Or Overdrive! And even a 4-speed transmission for sport car devotees. Come see and enjoy it today.

**Six models to choose from!** The Taunus Combi Station Wagon and 2- and 4-door Sedans, Standard and Deluxe, are just now previewing at dealers near you. Price? Less than you'd think for an imported luxury car. Lots less!

Made in West Germany for Ford Motor Company, Dearborn, Michigan, and sold and serviced in the United States by its selected dealers.

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