



E - Ford Lines



Volume 18 Number 2

Spring 2009



2009 CALENDAR
FEATURED MARQUE: TAUNUS



EnFoStuff.com

Newsletter of the European Ford Owners North America

EUROPEAN FORD OWNERS NORTH AMERICA

Memberships and Club Business

EFONA [Michael MacSems]

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Associate Membership: Free

Full Membership: US \$15.00 per year

Checks Payable to IFHP

The International Ford History Project is a

Washington State non-profit corporation

Club Director: Michael MacSems

Club Founder: Bob Pare



IS IT TIME TO RENEW?

Associate EFONA membership is free; your \$15 full membership benefits include this newsletter and the Members Guide. Your renewal date is in the bottom line of the label on this newsletter. Please use the Registration Form inside the back cover to update your membership information. 🚗

WELCOME NEW MEMBERS

Sadly, we have no new members to recognize this quarter. Please recommend us to someone you know!

Front Cover: 1970 15M XL. Photo taken in 2004 when it was owned by Jose Franco, who brought the car over from France in the early 2000's.

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Editor: Judy Berrian

Proofreader: Gary Kiernan

SEND US YOUR ARTICLES AND PICTURES

E-Ford Lines welcomes your articles. Due to space limitations, they should be less than 800 words. Articles may be edited for content and to meet space requirements. E-mail transmittals are preferred. Please send your suggestions and articles to efonanew@peoplepc.com. We are just as happy to get your articles, comments, pictures, and suggestions through the traditional USPS, mail them to P.O. Box 11415, Olympia, WA 98508. As you can see, we love to put car photos in the newsletter. Your pictures (digital via email are preferred) of cars or events are very welcome. Your cars do not have to be "picture perfect" in order find a place in our publication, but we would like to know details like year, model, owner, photographer, and interesting history. Pictures with high contrast will look the best. If you want your pictures returned, please let us know. It may take several issues for your submittal to be published. Please be patient. 🚗

FROM THE EDITOR'S DESK

By Judy Berrian

Please be sure to read the Director's Message this issue – the newsletter is undergoing major changes. We simply can't afford to continue publishing in the same format.

It's just too sad that membership contributions are just no longer sufficient to support printing the newsletter. We are exploring various options, and your input is welcome. Please take a few moments to fill out and return the enclosed survey – it will help determine the future of the newsletter!

It's a real shame to see the publication shrinking rather than growing. My goal has been to help this little newsletter live up to the quality standards we expect from bigger-budget efforts. Michael MacSems has described it as a newsletter trying to be a magazine, and I have enjoyed helping further that ambition. We will be able to afford to distribute via email, and with so many people lugging around their laptops, it may turn out to be a bonus to have the newsletter available electronically. But many of us still enjoy taking a paper copy over to the easy chair or outside on the deck! Still, times change, and we must change with them. As long as folks have interesting things to write about their E-Fords, I'm sure we'll find ways of sharing the tales! Stay tuned! 🚗



By Michael MacSems

This winter saw two American magazines feature Euro-Fords in their pages. First, there was the January 2009 issue of *Legendary Ford Magazine*, which featured a beautiful 1973 Capri 2600 (owned by Hugh Grim) in an article written by

Finally, I just want to mention that if this issue has a slightly German accent, it was just by chance that three Taunus articles all converged at the same time. I hope that you will enjoy the slight change in the scenery. More EnFos will be seen next issue. 🚗



- Tom Lindsay, Vienna, VA



THE 70TH ANNIVERSARY OF THE TAUNUS

By: Michael MacSems

On the occasion of the 70th anniversary of the Ford Taunus, a little history is in order. Named after a German mountain range, the first Taunus debuted in April 1939 as the replacement for the Model C based Eifel of 1934-39. The new G93A Taunus was powered by the English designed 1172 cc 36 bhp engine, but unlike its English cousin the E93A Prefect, the Bob Gregoire designed Taunus was at the forefront of Ford design. Features included teardrop headlights flared into the fenders, an all-steel body and hydraulic brakes. Ford of Germany built 8,000 G93As before production was suspended due to the hostilities of WW II.



Ford's plant at Cologne escaped WW II with minimal damage and Ford was cobbling together (from parts) trucks for the Allies within days of the German surrender. Car production didn't resume until 1948, with the slightly revised model known as the G73A Taunus. The G73A was updated slightly with the Spezial in 1950 and the DeLuxe in 1951. Coach-built bodies could be supplied for the G73A included convertible, cabriolet, station wagon and a 4-door limousine. In some export markets like Holland, the G73A lasted into 1952 and was sold as the Taunus 10M.



The G13 Taunus 12 M debut in 1952, and was a thoroughly new car in all respects except for the English designed 1172 under the hood. In addition to modern styling, the G13 followed the Consul/Zephyr by using unibody construction (but Mac Pherson struts would have to wait). The G13 was available as a 2-door sedan and wagon (kombi) as well as a panel van and pickup.

1955 saw the introduction of Ford's first uniquely German engine, a 1.5 OHV I-4, offered in the new 15M. The 15M used the same body as the 12M, with different trim. A 15M DeLuxe was introduced in 1956. The 15M was short-lived as Ford discontinued it after the 1958 model year. However, the 12M Super was a 15M in all but name as the 1.5 engine is what made it Super.

In late 1957, Ford introduced the P2 Taunus 17M. The 17M was offered in Standard and DeLuxe models, 2- and 4-door sedans (the first factory-built 4-door Taunus) and 2-door station wagon, a convertible conversion was also available from Deutsch. The P2 has a strong family resemblance to the American Ford of 1956, and is sometimes referred to as the "Baroque." Power was available from a new 1.7 version of the German I-4, and the 1.5 was also offered (which may explain the departure of the 15M).



The P3 Taunus 17M which was introduced in late 1960 was mechanically identical to the P2, but in every other way it appeared to be a fresh start. Designed by Uwe Bahnsen under Wes Dahlberg the P3 was one of the most aerodynamic cars of its day with a drag coefficient of 0.389. Besides its unique styling, the P3 Taunus was probably one of Ford of Germany's biggest export successes outside of Europe.

In 1961, Ford of Germany closed down their F-K truck business and renamed their only remaining commercial vehicles. Going forward the F-K 1100 and 1250 were known as the Taunus Transit. The Transit was offered as a van, kombi, and pickup. Power was supplied by the German 1.5 I-4. The Taunus Transit would be replaced by the pan-European Mk I Transit in late 1965.

Working closely with Dearborn, Ford of Germany introduced Ford's first front-wheel-drive car in late 1962. It was the P4 Taunus 12M. The car was powered by the first generation of Cologne V-4 engines, in 1.2 and eventually 1.5 displacements. For 1967, the P4 became the P6 with new styling and a reintroduced 15M model. P6 production ceased in 1970 in favor of the RWD TC Taunus.



In late 1964, the P3 was replaced by the P5 Taunus 17M and 20M. The P5 broadened the range of the V-engine family with the addition of a 1.7 V-4 and a 2.0 V-6, Ford of Germany's first six-cylinder car. An interesting variant of the P5 was the OSI. The OSI was built by the same Italian company that supplied the Anglia Torino bodies, and in this case built a sleek Italian looking sport coupe with 20M mechanical. Ford of Germany had commissioned this car from OSI for sale in Germany and a handful of other countries.

When the replacement for the P5, the P7a, was introduced in late 1967, the Taunus name was missing (though the Cologne crest would stick around for one more year). It seems that after the creation of Ford of Europe in June 1967, Ford was in a rush to internationalize their image and the name "Ford" replaced the name "Taunus" on all German Fords. The 1968 17M and 20M range did not prove as popular as its predecessor, and a revised P7b was rushed into production for 1969. While the P7a was criticized for looking too American, the P7b's squared-up lines were intended to look more Mercedes-like. But to me, the big German Fords of this period always look a bit like baby Lincoln Continentals. The P7b also went further upscale for 1970 with the introduction of the 26M (2600 V6). The Taunus name was revived for 1971 when Ford of Europe replaced the Mk II Cortina, the Corsair and the P6 12M/15M with a single car.

Well almost. Built in Dagenham as the Mk III Cortina and in Cologne as the Taunus, the new TC shared a common platform, but most of the body panels as well as the engine selections were unique to each county. In fact, the TC Taunus has a couple of body styles not offered on the Cortina, namely the 2-door station wagon and the fastback 2+2 coupe. The TC I received a mild revision for 1974, and was replaced by the TC II in 1976. At this point, the Taunus and the Cortina were essentially the same car. The OHC "Pinto" family of engines was common between models as was the range topping Cologne 2.3 V6. For 1980, the TC II made way for the revised TC III, which continued through 1982. Both the Taunus and Cortina were replaced by the Sierra for 1983.

And that was it for the Taunus in the land of its birth. But the story was not over. Ford began building the TC I Taunus in Argentina in 1974, powered by the 2.0 OHC and its American derivative, the 2.3 OHC Lima. This model continued in Argentina through 1980 when it was replaced by the TC III. A unique version of this car was reworked version of the TC I fastback with TC III styling. The Taunus survived in Argentina until it was replaced by the Sierra in 1985.

But the story was still not over. Fords had long been made under licenses in Turkey by Otosan (now the sole source of the Transit Connect), the TC III Taunus would continue in production in Turkey through 1994. Power was the 1.6 and 2.0 OHC. The Otosan Ford Taunus received a unique facelift for 1992, which makes it particularly interesting to TC Taunus enthusiasts.



So: Happy 70th Anniversary to one of the longest-running names in Ford's back catalog.

Taunus Models:

G93A 1939-1942

G73A 1948-1951 – Standard, Spezial & DeLuxe

G13 1952-1962 – 12M, 12M Super & 15M

P2 1957-1960 – 17M

P3 1960-1964 – 17M

P4 1962-1966 – 12M

P5 1964-1967 – 17M & 20M

P6 1967 – 12M & 15M

TCI 1970-1975 (in Argentina 1974-1980)

TCII 1976-1979

TCIII 1980-1982 (in Argentina 1981-1984)

Otosan Ford Taunus 1985-1994. 🚗



LOOKING BACK

EFONA / NAEFR SCRAP BOOK

By Michael MacSems

Long ago and far away (the fall of 1991, Pennsylvania), an English Ford collector and EnFo parts trader named Bob Pare mailed out invitations to all of his English Ford contacts inviting them to join a club. The name of the club was the North American English Ford Registry or NAEFR. In short order, NAEFR had over 100 members and the first issue of The English Ford Lines was dated January 1992. Many charter members are still with us 17 years later.

Bob ran the club for the first three years and turned it over to David Wiggins in Rhode Island in 1995. During the 1990s, the club thrived. An annual gathering was held at the Carlisle, PA, Import Nationals each May. Bob Pare organized the NAEFR event and invited all English Ford owners to his booth to share root beer, peanuts, and lies. The annual NAEFR photo was taken at 2:00 PM on Saturday.

In 1998, Dave passed the torch to me. Membership peaked at about 225 in the early 2000s. When I took over the club, I officially opened it up to German Fords (French ones too for that matter). I thoroughly enjoyed editing the E-Ford Lines (as it eventually became known) but had to cut back by the end of 2005. I have kept my responsibilities as club Director, Treasurer, and Secretary, but handed off editorial duties to Ed Rossier in southern California in 2006 and then to Judy Berrian of Olympia, Washington in 2007. Back in the early days, I spent a lot of time trying to maintain a North American European Ford Registry. This proved to be an interesting, but tedious and more or less thankless, task. In 2005, I devolved the registry, model by model, as individuals showed interest in

keeping registries for their favorite models of European Ford located in North America. Some of the registries have become components of global registries based in England and elsewhere.

With this issue, we are introducing a new feature for E-Ford Lines, which will present glimpses into past events. Upcoming issues will include NAEFR- and EFONA-related historic photos and memorabilia. Enjoy. 🚗

Carlisle Import Nationals 1996

Writing in the July/August 1996 issue of the English Ford Lines, David Wiggins had the following description of the day:

As the saying goes, timing is everything. About 20 minutes after the official photo session, banquet, and question and answer period the weather started to deteriorate in a big way. Those of us at the Big Yellow Pagoda Tent were able to watch the storm march across the fairgrounds scattering used Peugeot hub caps and Spitfire fenders like paper in the wind. The tent started to do the rumba, the likes of which I haven't seen since reruns of Charo on the Hollywood Squares. Thanks to the quick thinking of member John Rohland, we were able to disassemble the tent in record time, leave it in a big, yellow heap on the ground, and run for our cars just as the rainsquall hit. And rain it did. The fairgrounds looked like the Mississippi River, and the parking lot exits looked like the approach to the Queen's Midtown Tunnel. No one was moving. Bob Pare rode out the storm in his Consul -- fogged windows and all -- until we cleared a seat in the back of the appliance so he could take advantage of the AC. 🚗



1996: Who can name all of these people?

LOOKING FORWARD

2009 EFONA CALENDAR

April 19, 2009

FABULOUS FORDS FOREVER! 2009

Knott's Berry Farm, Buena Park, CA

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

May 15-17, 2009

CARLISLE IMPORT NATIONALS Carlisle, PA

<http://www.carlisleevents.com/ce/events/import/>

May 16, 2009

VAN DUSEN GARDENS ABFM Vancouver, BC

<http://www.westerndriver.com/abfm/>

June 5 -- 7, 2009

ALL FORD NATIONALS: Carlisle, PA

<http://www.carlisleevents.com/ce/events/ford-nationals/>

June 6 2009

PACIFIC NW IMPORT FORD MEET Hillsboro, Oregon

<http://clubs.hemmings.com/clubsites/NAEFR/2008-images/PNWIFM-2008-poster.pdf>

EFONA Contact: Michael MacSems - IFHP@aol.com

July 12, 2009

19TH ANNUAL MAD DOGS AND ENGLISHMEN BRITISH CAR FAIRE Gilmore Car Museum, Kalamazoo MI

July 25, 2009

ALL BRITISH FIELD MEET Bellevue Community College

<http://www.abfm.com/>

August 29 -- 31, 2009

FORD EXPO & CAPRI SWARM Columbus, Ohio

This is North America's largest gathering of Capris

<http://www.capriclub.com/meets/sw2007/sw2007.html>

August 29 -- 31, 2009

ALL BRITISH FIELD MEET Portland, OR

<http://www.abfm-pdx.com/2008/>

EFONA Contact: Michael MacSems IFHP@aol.com

September (TBA), 2009

BRITISH CAR MEET Sierra Point Marina: Brisbane, CA

<http://www.mgoc.org/node/89> Call for information:

310-392-6605 : e-mail: rfeibusch1@earthlink.net

September 13, 2009

FUN FORD SUNDAY

Solano County Fairgrounds: Vallejo, CA

There is a Euro-Ford Category <http://funfordsunday.com/>

September 12 & 13

ENGLISH CAR AFFAIR IN THE PARK Victoria, BC

Saturday Tour - Sunday Show: Info: dpsparks@telus.net -

<http://www.oecc.ca/Society/English%20Car%20Events.htm>

EFONA Contact: Michael MacSems IFHP@aol.com

September 18 - 20, 2009

BRITISH INVASION STOWE, VT

<http://www.britishinvasion.com/>

September 20, 2009

BRONTE PARK ENGLISH CAR DAY Oakville, Ontario

<http://www.torontotriumph.com/BCD/>

October 4, 2009

SAN DIEGO BRITISH CAR DAY

Admiral Baker Field, San Diego (new location)

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



MYSTERY GERMAN V6S FOUND IN BRITISH COLUMBIA

By: Michael MacSems

Photo by Mike Smitt

For at least two years, a couple of Cologne V6 engines were listed on the Vancouver B.C. Craigslist. They were described as never-used Capri 2600s, but to my eyes, they looked to be earlier. With the "TS" label, I surmised that these might actually be Taunus 2300s circa 1968. I was fascinated with the fact that these unused early German V6 engines were sitting in somebody's garage in Vancouver, BC. No 2300 V6-powered cars were ever sold in North America. I had already agreed to sell my 1968 20M RS2300 to Espen Erickson in Norway, or I probably would have bought one of the engines. Instead, I just procrastinated, until Espen asked me to contact the seller for him.

When I finally called Mike (the seller) in 2008, he filled me in on the history of the engines. He had sold three and had two left. Both were German-built, but one had the number "26" cast in it and the other "30." This made no sense, as Cologne never built a 3.0 V6 (Dagenham did). Mike interpreted some of the casting information to say that the engines were built in 1969, which was the introduction year for the 2600 (though they didn't come to North America until 1972).

Mike explained that he acquired the engines in the 1980s from a defunct private school that had them sitting in their shop. When Mike bought them, he was working on some kind of dune buggy project. He never actually needed the engines, so they sat in his garage for another 20 years. Last I heard, Espen had arranged to buy them, and they will soon be shipped to Norway where they are sure to be used as Ford intended.

Epilog: In February, another Norwegian contacted me after seeing these photos posted on LOVEfordsbb. He was able to identify the engines as 1965-66 2.0 V-6s based on red valve cover. The later 2.3s were painted silver or gray. ☺

ADVENTURES IN CANADA

By Jan van Drunen

[Editor's note: This article first appeared in the January 2008 issue of the Taunus M Club Nederland newsletter. Jan is a founding member, and was writing from Canada to the Netherlands.]

Dear people, here is a little message from Canada. Since 1996, I have been living in Wyoming, Ontario, just a 2-hour drive to the north from Detroit, Michigan.

The P2 Saloon

In 1980, when I lived in The Netherlands, I started searching for a Ford Taunus P2. In November 1983, I read an advertisement in a local newspaper about the type of car I was searching for in a Ford dealership in Deinze-Petelem, Belgium. So I phoned them and went over for a look. It turned out to be a white 1959 4-door saloon with a blue and grey interior. The car was built in Antwerp and shipped to Amsterdam, where it found its way into the hands of a Ford dealership in The Hague. After a while, the car ended up back again in Belgium.

Is there someone who knows the entire history of this car?

I completely stripped the car and restored it to its original state. The car is now painted white and blue.

Since 1985, I'm cruising around with it and there has always been a lot of interest for it; there has never been one over here, though there have been some English Fords and some Capri's with a V6 2.6 litres engines, which were built in Germany. I've also seen some with a 5.7 litre V8 under the bonnet, which they don't make any fuzz about over here!! On the other hand, they are familiar with the Scorpio's over here, yet these are renamed "Mercur XR4."

The P2 Ko Station Wagon

In 1990, an acquaintance gave me another advertisement from the area around Brussels, Belgium. In this advertisement stood a Ford Taunus P2 Ko Station wagon. At the time, I did not do anything with the advertisement so I put it away, but after two years, I dug it up again and phoned up the respective owner, who still had the car. I went over and it turned out to be a Taunus build in 1957, complete with an original Copper plate with the text: 'Produced in Antwerp'. This is distinctive to the cars produced in 1957, since Ford decided to change the material from Copper to Aluminum in 1958. Unfortunately, they had repainted the car with a latex paint. It was a big mess. I decided to buy the car, taking its exterior for granted. A good friend of mine sandblasted it and did a fantastic job on the metalwork. He prepped the car for the paint job as well.

In 1996, I packed my stuff and moved over to Canada.

A little piece at a time, I completely rebuilt the Ford Taunus P2 Ko Station wagon. Since 2004, it's on the road again and always it's been in the spotlights: On several occasions, it has won the 1st and the 2nd prize in car contests.

The P3

Hidden wishes and desires can't be pushed to the background for a long time, so after the P2 came the P3. After digging through several issues of the American European Ford magazine, I found two interesting advertisements: A P3 combi in Milwaukee and another one in Flint, nothing more. A few

years later, I saw another advertisement about another P3 in Dallas, Texas. I decided to give the owner a call. When he picked up the phone, he said: "Hallo, ja, zegt u het maar." (Translation: "Hi, yes, what can I help you with?") I was surprised to hear another Dutch person on the other end of the phone line! Turned out he had been working for a Ford Dealership in The Hague, Netherlands, until 1983. At the end of our conversation he made it clear that the Ford Taunus P3 was a 1961 2-door saloon, which was exported to Mexico in 1961 and stayed there 'til 1992. From there it was sold to an enthusiast in California, who sold it to a Dutch buyer in January of 1996. In 2003, it was sold yet again, this time it went to my new friend in Dallas. In January 2007, it switched hands for the last time, this time into my care. 🚗



EFONA Financial Statement 4th Quarter 2008

Beginning Balance:		658.44
Expenses:		468.80
Postage (no Fall newsletter)	0	
Printing for Issue 17/3	359.80	
Post Office Box Renewal	94.00	
Bank Fee December (for dipping below the minimum balance of \$500):	15.00	
Income:		421.00
Renewals and New Memberships:	421.00	
Sales of Club Merchandise:	0	
Ending Balance:		610.64
Income vs Expenses:		-47.80

EFONA Financial Statement 1st Quarter 2009

Beginning Balance:		610.64
Expenses:		619.90
Postage for Issue 18/1	225.40	
Printing for Issue 18/1	359.14	
Labels and Envelopes	20.36	
Bank Fee December (for dipping below the minimum balance of \$500):	15	
Income:		178.50
Renewals and New Memberships:	156.00	
Sales of Club Merchandise:	22.50	
Ending Balance:		169.24
Income vs Expenses:		-441.40

~ The Market Place ~

~ SPRING 2009 ~

Classified ads are FREE. *Display advertising for businesses is available -- call for details.* Only ads for European Fords and related items will be accepted. All ads must be submitted in writing (e-mail OK). We can't accept ads by phone. Be sure to include reliable contact information. Ads may be edited for length and clarity. Ads will run for at least two issues. If you want an ad to run longer, let us know after the second issue is published. Phone Tip: Be courteous and considerate of others. Be sensitive to TIME ZONES. A 9:00 p.m. call from California is midnight for the receiver in New Jersey. Try to make your phone calls on the weekend or the early evening. **Please help keep the Registry up to date: When you buy or sell an English or European Ford, please drop EFONA a line so that we can update the Registry. Thanks.**

EFONA FUND RAISERS:



EFONA static cling decals. Extras are \$2.00 each plus .50 postage. Checks payable to Michael MacSems, P.O. Box 14115, Olympia, WA 98508'.

Genuine English Ford Line patches as issued by the English Ford Line Operations in 1964/65. Peter Quenet, then EFLO competitions manager, recently donated a small bag of them to EFONA as a fundraiser. Due to limited supplies, sales are limited to two per customer. Price is US \$12.50 each (postage paid).



Genuine



Iron On

Also available are **iron-on English Ford Line patches** without the lion; donated by John Blizzard Jr. Cost for these patches is \$10.00 each (postage paid).

Mail Checks (payable to IFHP) to EFONA, P.O. Box 11415, Olympia, WA 98508. Please expect a minimum turn around time of two weeks. Please specify which type of patch you want.

CARS FOR SALE

MERKUR

Rapido has several XR4Tis and Scorpions for sale. Most are west-coast cars, which means little or no rust. Contact Russ - Oregon 541-544-3333 www.rapidogroup.com

PREFECT

Ed Ingold's 1958 British Ford Prefect. It's comparatively rare, and one-family owned since new. Sale reason is that last year I bust a hip bone that left me with a leg problem using the clutch, and also my age now causing concern for long term. I do not like it, but these are facts of life that must be faced.

Included in sale would be a 30-year collection of spares that will weigh at least a ton. These include a spare motor that has only done 20 hours running on a hydraulic test rig - it still has the original British spark plugs in it, and its flywheel has never seen a clutch plate! Spare wheels, rad, and heap plenty of other stuff to talk about but too much to list here! Apart from the shortage of a body shell maybe enough mechanical and brake stuff to equip a complete car.

Being a bit of an oddity this car sure gets attention and the odd trophy at judging meets etc.



The value of the spares is difficult to estimate, but the car was appraised at (Auction) - \$10,500 itself last year. If anyone is interested, please call 902- 634-3080 or email ingold@ns.sympatico.ca . I live in Lunenburg. NS

Thx Ed Ingold.

1960 105E Prefect project car: Too many and not enough room! Ever heard that before? Quite rare 1960, end-of-production Prefect with 105E motor and 4-speed transmission. This is the body style of the 1954-1959 Anglia but is a 4-door.

The engine and body numbers match.

This car spent most of its life in Oregon then moved to Spokane, Washington. I had it shipped to Minneapolis Minnesota about 5 years ago.

Engine runs, but I have never driven it due to bad hydraulics. Rebuilt brake, clutch master- and slave-cylinders will go with the car.

Needs to be rewired (a wire harness from a '62 Anglia is included) Solid body, great floor, cracked windshield, and rear window is out of car but is good. Taillight bezels need some work and lenses. I may have some extras. Headlight bezels have some bondo but are fixable.

The interior, including headliner, is an older restoration, but it could be revived with a good cleaning.

This car should be restored not rat-rodged.

I have \$1200 into this car so this may give you an idea what I would like to get for it.

Email me ratzmzzz@msn.com for pictures.



THAMES E83W

Thames E83W 1/2 Ton Pickup. Restored a number of years ago by the current (second) owner. The original owner still lives a few miles away. This truck has been in the Consort, Alberta area from new. Asking \$5,000. Contact Ken Conway, (403) 577-2101.



PARTS FOR SALE

1954 – 1970 Enfo Parts.: Call Pete in California at 650-578-0304 or email: psnyders@pacbell.net see: <http://home.pacbell.net/kstixrud/index.html>

EnFo service, restoration, & parts. Free catalogs

Kip Motor Company

2127 Crown Rd, Dallas, TX 75229

972-243-0440, Fax: 972-243-2387

kipmotor@aol.com www.kipmotor.com

E83W Crown Wheel and Piston. A few years back a friend and myself had two E83W CW&P's manufactured with a 5.5:1 ratio rather than the standard 5.83:1. These were fitted to an Anglia and Pop with modified E83W axle to give a decent road speed for Classic Trials use.

I have had one recent enquiry about these and if there was sufficient interest, my friend might be prepared to organize further manufacture. These were not cheap but the larger the batch the cheaper price per unit. Costs would be equally split with no profit involved. It should be noted that this would be a private venture and no FSOC approval is implied. If anyone is interested please contact me on 01484 843115 or nhilling@tscali.co.uk.

Yours,

Nigel Hilling

Anglia/Prefect parts. Over 700 sq. feet of parts. See complete listing in EFONA Member's Guide

Terry Olson, Wisconsin 414-546-3427 angliabrokers@hotmail.com

EnFo and all British Cars: Lockheed and Girling new hydraulic components. These are brand new, not re-manufactured brake parts. <http://www.powertrackbrakes.co.uk>

LITERATURE:

Ford of England and Ford of Europe original sales brochures for all models: interiors, features for the year. Great for restorations or gifts. 1948-54: \$30 each; 1955-59 \$25 each; 1960-69 18 each; 1970 to current \$15 each. Add \$4.95 for shipping. VISA/MC, specify year and model. Have literature for other makes, worldwide. Walter Miller, 6710 Brooklawn, Syracuse, NY 13211. Ph 315-432-8282, Fax 315-432-8256, www.autolit.com

MISCELLANEOUS FOR FREE

LOST MY STORAGE:

Euro Ford Stuff for the Taking:

I have lost my storage and need to downsize by parts collection. All of the stuff listed below is free, but the catch is that I don't have the time or patience to pack and ship stuff, so you would have to arrange for it to be picked up. The location is Olympia, WA.

Mk III Cortina 4-door parts: Doors, no rust or dents, all four. Red seats front and back – decent condition. Four standard Mk III wheels – questionable condition.

Contact Michael MacSems, c/o EFONA (see inside front cover)

European Ford Owners North America Registration Form

Name _____ Address _____ City _____ State/Prov _____ Zip/Postal Code _____	Phone(s) _____ Email _____
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Please tell us about your English/Euro Ford Vehicle(s). Use the same format for additional vehicles.

	Vehicle #1	Vehicle #2	Vehicle #3
Year/Model	_____	_____	_____
Series	_____	_____	_____
Body Type	_____	_____	_____
Engine Size	_____	_____	_____
Color	_____	_____	_____
Mileage	_____	_____	_____
VIN/Serial #	_____	_____	_____
Condition	_____	_____	_____
Options/Features	_____	_____	_____

Check all that apply:

- ☐ Have parts to sell or trade
- ☐ Have expertise to share with other members
- ☐ Willing to receive phone calls from members
- ☐ Interested in possible get-togethers
- ☐ Have information on parts sources to share

My interests are:

- ☐ Original/Restored
- ☐ Vintage Racer
- ☐ Dragster
- ☐ Custom/Rod
- ☐ Daily Driver

Collections:

- ☐ Books
- ☐ Brochures
- ☐ Models
- ☐ Other



Membership Level:

- ☐ Associate (Free - No dues, No Newsletter, No Members' Guide)
- ☐ Full (\$20 - Pay dues, Receive Quarterly Newsletter and Members' Guide)*
- ☐ Please DO NOT list me in the EFONA Members' Guide

* EFONA dues are **\$15.00** US Currency, payable to IFHP (International Ford History Project)