



North American English Ford Registry
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U.S.A.

(401) 521-ENFO

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F*I*V*E* from the R*H*O*D*E *Thank you for the letters, phone calls and general encouragement.** A few words about the phone calls however. I mentioned in the January/February newsletter that a separate phone line had been established to make contact easier for everyone interested in the Registry. Well, it seems that there has been some difficulty in getting through to me on the EnFo Hotline. The number is (401) 521-ENFO. I think this is somewhat confusing in that people are dialing the O in EnFo by hitting the operator key. So, if you are trying to reach me on the EnFo Hotline and get a recording saying the number is no longer in service, please try again by dialing **(401) 521-3636**. * Mark your calendars for May 12-14, 1995 and make plans to attend the Carlisle Import/Kit Car Nationals at the Carlisle, PA Fairgrounds.** I'll be making my first pilgrimage to Carlisle this year and hope to see you there. Bob Pare will be in attendance at Carlisle with his bevy of beauties; look for Bob, his hat and me—we'll be the ones standing around looking an awful lot like English Ford owners! We had hoped to be able to get a tent for the club this year, which would require our having 20 cars there. But ask yourself, when was the last time you saw 20 English Fords in one place at one time—and all ostensibly driveable? I do have hope though, that perhaps next year we can make an extra effort to assemble en masse at Carlisle and pay homage to Dagenham's Darlings. *****A trend that is troubling to those of us interested in English Fords is that many good restorable cars are being sold to overseas buyers or worse yet crushed—all because people don't know what they are.** And because people don't know an English Ford from a Henry J, there is a very limited market for them. If you have information about a car, help keep it on the continent or better yet out of the crusher's jaws. Drop a classified ad in the mail, because someone, somewhere either needs or wants the car. I have received a number of calls from members who have located cars or who know someone who knows someone who has a car and doesn't know what it is or what to do with it. Oftentimes, when interest is shown in a car—even a junker—the owner thinks it must be a rare automotive jewel and the price increases exponentially. Unfortunately—or fortunately depending on which side of the fence you are on—with English Fords, they are rare but do not command premium prices.

F*I*V*E* from the R*H*O*D*E (continued) *I have received a number of cross-reference listings in the mail lately which will be a boon to EnFo owners trying to find parts down at Pep Boys. Keeping a rare and older car on the road is made even more difficult when you can't find a radiator cap or points set to get it going and on the road. Space permitting, these cross-reference lists will be published to assist you in your Spring maintenance chores. *****Speaking of Spring maintenance, the project list continues to grow here in Providence, what with an old house and an English Ford to maintain. The eaves on the house need to be scraped and painted, and that oozing leak in the Consul's top radiator tank—you know the one right near the spot weld which holds the core—is back again. No new rust spots have emerged on its flanks over the winter months, and the transmission doesn't seem to be bleeding 90W any more than usual. Of course I should probably be looking for some new main and rod bearings since the motor sounds like a kid just dropped a handful of marbles down the rocker cover. But, I'll probably just grease the front end, change the oil and heirloom filter cartridge, snug the brakes a bit and drive it. I'll wave to you when I see you on the Rhode.**

The Shop Floor

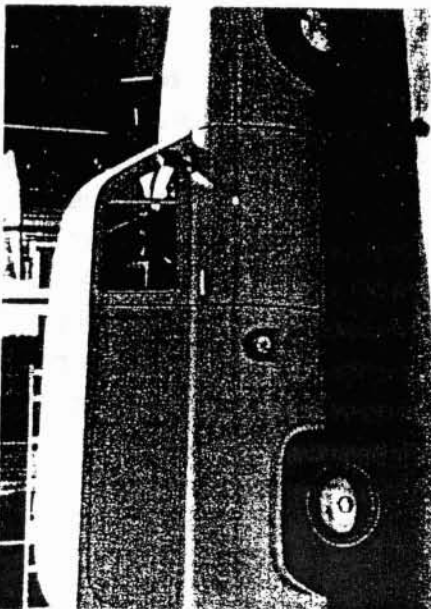
Shields Templar of Santa Barbara, California put his shop floor to use and came up with a vehicle unique among the unique—a 1959 Thames 100E Woody. The interesting history of this vehicle follows.

BACKGROUND:

It is well documented that English Ford Thames Panel Vans were widely used by Singer Sewing Machine Company in Britain as service vehicles during the 1950's and 60's. Such was also the case in 1950's Santa Barbara, California and most probably in other parts of this country and elsewhere the vehicle was in operation.

As such, three similar vehicles were for sale in the used car lot when the father of my present owner purchased me in 1962. I was used mainly as a utility vehicle for transportation of his painting equipment like ladders, buckets, etc. After a few years of this, I began to show signs of wear and tear and neglect, and a couple of unfortunate fender-benders added to my overall disreputable appearance.

My interior also was becoming quite shabby, and even for a utilitarian vehicle I was beginning to feel quite abandoned. And so it went for the next few years. Apart from the occasional tune-up and maintenance my life was quite mundane.



My original engine gave out around 1978, and there is a Datsun 1600 that is keeping me chugging along at the moment. This too is about to give in and will soon be replaced along with my tranny. My present master, son of the original buyer uses me strictly as a recreational vehicle, and started a major overhaul of my body in June 1988. I am 90% completed, although there is still some interior work to finish.

PROCESS:

The first hurdle was to find a competent and caring bodyman. Upon inquiring about such work, it rapidly became apparent to both my master and me that this was going to be quite an undertaking—as

the general opinion was that I wasn't worth the time or expense. Some even crudely expressed that I was.....well, a lady can't repeat what they thought I was, but suffice to say that my master thought enough of me not to allow such low-brows anywhere near me.

We finally found the artist we needed in a metal sculptor who, like my master, could visualize the finished product. My master had acquired a newer fender from a donor Anglia friend of the family that was rusting away in a field in Solvang, California. The sculptor replaced that one on me with welds--no plastic or bondo on this body--and buffed and polished me, removed my old paint and primed me. He also cut out my side panels.

The next step was to get a new coat of paint, and this was accomplished with little incident. We thought it prudent to paint me thoroughly, even though I was to be covered by wood. It should be noted that English weather not being as pleasant as that in Southern California, no British-market "Estate" wagons had original wooden sides, and no Ford Thames were manufactured like me. There were Estate wagons with plastic "wooden" side panels, however, there were no panel vans as such. Prior to my wondrous transformation, I was simply a regulation panel van!

INTERIOR:

The front door panels were originally some kind of fiberboard. My master was fortunate enough to find some real leather panels that had been tossed into a dumpster. They were from the interior of a plane that was being refurbished, and now they are in place as my front door panels. My seats were refilled and covered in maroon fabric to match my new colors. The rear bed inside is covered in a light brown carpeting, as is my header lining. I also have a roll bar installed, and a newer steering wheel from the Anglia in Solvang. My interior bed side panels as well as the inside rear door panels have yet to be finished. As an interim measure, until my woodwork and glass installation could be coordinated for proper sealing and fitting, plastic panels were utilized.

WOODWORK:

The next step in my transformation was to be the biggest challenge, and indeed took several months to resolve. That being to find a competent woodworker to attack the formidable task of turning and fitting pieces of wood to my outer skin while making it look, if not original, at least cosmetically acceptable. A boatbuilder from Santa Barbara Harbor started the job but found it to be too labor-intensive for the time he allocated. He finished my back door panels and part of my port (left) side.

Now there was an even more formidable challenge facing us: to find not only another competent cabinetmaker, but one also willing to take up another's half-finished work. But once again, the Fates stepped in and such a person was found--an still gives me an occasional touch-up. He took up the work, evening ripping off some uncompleted work and returning and refitting it. He enjoyed the challenge, and it is a testament to his skills and patience that I look as I do today.



I only wish that the lovely color photos of this treasure could be accurately reproduced via the photocopying medium used for publishing the newsletter. Unfortunately, the copies just don't cut it. Nevertheless, our thanks to Shields and Bob Pare for bringing it to our attention. This car is truly a unique and well-executed one-of-a-kind automotive gem! - Ed.

Paul Blouin of Anchorage, Alaska recounts work that commenced on his Cortina last fall:

I thought I would let you know how the little Ford was coming along. I have been driving it daily for months now, and also took a couple of long trips in it. It really is a pretty likeable rig. Here is a rundown on the current state of modifications:

Demon Tweeks came up with rear springs for a 1968 to 1970 1600E, which at 5 leaves should stiffen up the back nicely. These are similar to Lotus Cortina. The front already is about as good as it is going to be. JAE supplied short stiff springs, (9.5" free height by 170# per inch), nylon control arm bushings, nylon sway bar bushes, and adjustable offset control arm pivots. These, along with a slight slotting of the strut towers, has allowed a negative camber of nearly 1 degree. The standard specification, non-adjustable, is 2.5 to 1 degree positive camber. The springs have lowered the car about 2 inches from standard and stiffened it considerably. With the nylon front end bushes, I can now run 0 degree toe-in with good stability. It turns in a whole lot better and rolls a lot less.

The battery has been moved to the right rear above the axle, also similar to a Lotus Cortina. So far the engine has received a set of dual Delorto carbs, and this it is. They really make it more driveable on the roads around here, and 60 to 80 MPH passing power is greatly improved. We will see how they do in the Alaskan winter. Cold starting may be a problem. I have ordered a Kent BCF3 cam kit to install this winter. Once the rear springs are installed, the only other suspension modification intended it to retrofit a set of trailing arms, either fabricated ones or possibly a set of stock ones from a 1967 GT. There is currently a bad axle tramp problem without them.

Hopefully these changes will make the car halfway competitive in D Street Prepared class autocrossing, one of the most competitive classes in our region. If the car does OK, I will retire the Super 7 I have run for the last two years. I'll let you know how it works out!

Please do, Paul, and our hats off to you for carrying on a proud EnFo tradition. - Ed.

*In response to my quip in the last newsletter about affecting the repair of a Lucas ignition problem with my teeth after first checking the sediment bowl, **Brian Dorothy** of Silver Spring, Maryland writes:*

Your bit about the sediment bowl being "clear" brought back memories of my 204E Consul when it was my first car in the 70's. These glass fuel bowls are great. I used to use the cheapest gas possible and when the engine would cut out I would coast to the shoulder, empty the water and dirt out of the bowl, then down the road I'd go. Eventually I got in the habit, when adding oil or STP, or cleaning the number 4 spark plug, of checking the bowl and emptying it when only the bottom half was clear (water). "Clear" had a different meaning back in the days of leaded gas.

As for the wire from the distributor to the coil, Americans not familiar with British cars with Lucas ignitions will often pull that wire out without unthreading the retainer first. It's the first thing to check when facing a British car that won't start.

Thanks Brian. All EnFo owners should commit the aforementioned tips to memory! They might save you a long walk some day! - Ed.

New Rules of the Road (or is it Rhode?) for Import Carlisle 1995

by Bob Pare, Editor Emeritus

A quick check of my calendar made me aware of the fact that, for some of our members, this may be the last newsletter prior to Import Carlisle—which will be launched this year on May 12 through May 14. So, it's not too early to let you in on how it will work this year.

While Import/Replicar Carlisle is the smallest event of the year for Carlisle Productions, it is still a considerable source of fund and parts for those of us who own imported cars. It is a show that can be easily covered in one day, but two days would be better still. I will be there in my usual post, Row "I" spaces 29 and 30. Row "I" is the very first row you will come across from the free public parking area—can't miss it! I will be looking forward to seeing any or all of you.

I will be out and about a lot of the time treasure hunting, but I'll leave a sign showing when I'll be back. At any rate, for those who want to, **let's meet at I29/30 on Saturday, May 13th at 2:30 PM.** I'll have some cold drinks and pretzels, and we can all sit around and tell lies about our cars, okay? I'll have another surprise this year, a "Mystery Guest." Stop by and see if you think he looks like Dave Wiggins, you know—"Five from the Rhode" Wiggins. My guess is that he will look VERY MUCH like Dave Wiggins, but what do I know?

Carlisle Productions has changed the schtick for this year. First, there will be a four-dollar fee charged for all show vehicles, but that fee will also be your one-day admission for you and your vehicle for ALL THREE DAYS. So your total layout will be \$4.00 for the entire show. Second, you must enter through the "K" Street gate. The show car registration building will be on K Street just outside the gate. Third, per-registration deadline is April 15th, and by pre-registering you'll get a goody bag with dash plaque. For questions, or to get a pre-registration packet, call (717) 243-7964. One final thing, Carlisle Productions will provide a **FREE** tent for clubs who register **TWENTY** cars before April 15th. Since NAEFR has never had more than five cars on the field up to this time, I don't think we'd better count on a tent this year.

So that's it! You **may** hear about this show in the next two newsletters, but you may not. Get your car dusted off, crank it up, change the air in the tires, and point it towards Carlisle. If you need motel rooms, the number to call is (717) 657-5481 (this is a change from the past). Anyway, y'all come! And do stop by I29/30 at 2:30 PM on Saturday and see if you think this guy looks like Dave Wiggins. I just don't know..... Last year, by the way, at Import Carlisle, a total of eighteen NAEFR members stopped by to say hello. Let's do it again.

Mature Modernity

You want to get into the old car hobby, but your budget won't stand that 1937 Packard convertible or early 70's E-type Jaguar. Besides, you didn't want all your time going to maintenance anyway as you actually want to **drive** your car. How about something with uncluttered, modern styling, stout unibody construction, four adult-sized seats, cutting edge MacPherson strut front suspension, and a robust and willing engine that's easy to work on and long-lived? No, it isn't a Hyundai—we're talking 100E here.

Introduced at the 1953 Motor Show, the mechanical design of the 100E was quite similar to the earlier sidevalve Fords. The 1172 cc sidevalve four cylinder shared its displacement with the previous sit-up-and-beg models, the similarity in architecture between old and new engines allowed existing

tooling to be used as a cost saving measure. But it was a completely new engine with a different block, head, crankshaft, and (drum roll please) adjustable tappets, and it drove the rear wheels through a three-speed gearbox with floor change.

In its many iterations, the 100E was well received throughout its life. The rather spartan two-door 100E Anglia was produced from October 1953 through September 1959; its four-door sibling the Prefect, which boasted a "spacious and well-furnished" passenger compartment was built from December 1953 through September 1959. Total production for the Anglia reached 345,841 cars and 255,655 Prefects rolled off the line.



Anglia 1953/-



Prefect 1953/-



Escort and Squire 1955 -



5 and 7 cwt Thames Vans 1953

The 100E Escort and Squire models were the first estate cars actually bodied at the Dagenham plant. Escort production was from September 1955 through April 1961 with only 33,131 of two-door wagons going down the ways. The trim level of the Escort corresponded to the Anglias DeLuxe, while the Squire was outfitted to correspond the Prefect. Squire production commenced in September 1955 and emulated the "woodie" wagons of Dearborn fame through 1957, with two horizontal wooden rub strips along the flanks. Production ceased in September 1959 after 17,812 Squires found homes.

With the introduction of the new 105E Anglia in 1959, the old 100E Anglia was downgraded to Popular status, the only external difference was the round rear lamps; 126,115 Populars were built, one of which resides in suburban Harrisburg, PA. By transplanting the 105E Anglia's motor into the four-door bodyshell, the 107E Prefect was born in May 1959. The overhead valve engine had a more comfortable cruising speed and tended to be more economical than the sidevalve cars, as it was mated to the 4-speed gearbox from the new Anglia. Production of the 107E continued through June of 1961 with a total of 38,154 cars built.

The charm of these cars is their simple design and straightforward mechanical layout. For the do-it-yourselfer, this means that the 100E range is easy to maintain at home. The valves are adjustable on these cars—unlike on the older sidevalve Fords—and the carburetor and distributor are easy to reach for relatively simple and painless routine maintenance.

From all accounts, performance is not too bad considering you have but 36 horsepower under your right foot. While you won't win any pink slip races, you won't have to worry about being run down on the road either. Cruising speed for the sidevalve cars is 50+ mph and a car in good shape will do that all day long should you choose. With a roomy interior, comfortable ride, and zoomy handling, you might just want to try it!

So leave the Packards and Jaguars to the blue bloods. Try a 100E on for size. Or better yet, ask the man who owns one. Bob? Bob, are you listening? Bob? Are you reading this Bob?

English Ford Lines MARKETPLACE

March / April 1995

Classified ads are **FREE** to members. All ads must be submitted in writing. No ads will be accepted by phone. Ads are for **ONE ISSUE ONLY**; Repeat ads must be re-submitted. Deadline for the May/June issue is April 24, 1995.

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

CARS FOR SALE

Car For Sale, 1959 Consul sedan, complete. Shattered piston and damaged driver's side front fender. Sold as entire car only. Will accept offers until April 11, 1995. Please contact Elowene Lois Hancock, 2284 Hope Road, Midland, MI 48640 or call her at (517) 687-5172 Monday through Thursday after 5:00 PM or Friday and Saturday, all day.

Car For Sale, 1948 Anglia. Some rust and minor body damage. No door glass, but otherwise complete including drivetrain. Not running. \$2,600 negotiable. Contact Kevin Hawkins at P.O. Box 454, Naples, TX 75568 or call him at (903) 897-2074.

Car For Sale, 1964(?) Cortina 2-door. Very minor rust and low mileage. Selling cheap. Call Harley Massa in Tennessee at (615) 758-7351.

Car For Sale, 1954 Anglia, 100E. Complete and running when parked in 1986. Body good, but windshield broken. Asking \$500. Contact Tom Bischoff in Minnesota at (218) 328-6132.

Car For Sale, 1957 Thames sedan delivery with two (2) noses, 2 windshields on a custom-built frame. Ford rear, Pinto front end. Body mostly stock. With some spares but no engine. \$700 or best offer. Contact John Shimko, Jr. in New Jersey at (908) 363-8726 after 5:00 PM weekdays or anytime weekends.

Car For Sale, 1948 Prefect E93A, glass front end. Steel body with independent front suspension. No engine. \$3,500. Call Paul Hayes in Kentucky at (502) 554-0655.

Car For Sale, Now accepting bids on the following cars: (1) Mk II Crayford Cortina #668. Some rust, original engine needs rebuilding. Stored for 3 years; drove 2 years before. Needs new top. (2) 1967 Lotus Cortina, complete needs TLC. (3) 1957 Anglia, complete but has driver's side damage. Bids by mail, questions before 9:00 PM EST to Stan Rowe, Rt 5, Box 213, Moneta, VA 24121 or call (703) 721-1331.

Car For Sale, 1952 Prefect, E493A. 1172 cc flathead engine; heater, temp gauge, amp gauge and fuel gauge. All equipment in working order including trafficators. New C-49 Dunlop 5.00 X 16" tires. New grille, rechromed front bumper. Seats, door panels, armrests redone in black leather. New generator, new top seal, new tail lights and much more. Inspected and tagged, this car needs TLC. Best reasonable offer. Over \$2,500 invested. Contact Fred Taylor, 2608 Reynolda Road, Winston-Salem, NC 27106. Phone 1 (800) 777-8840, (910) 725-1400, fax (910) 725-8100 or (910) 812-3134 after 6:00 PM.

Car For Sale, 1959 Anglia. Runs well, original engine, excellent interior and new paint. \$2,000 or best offer. Call (513) 323-8997, Springfield, Ohio.

Car For Sale, 1956 Squire 100E, \$1,500 or best offer. If you'd like information about this EnFo, contact Ed Knauff, 32805 Sylvan, Barstow, CA 92311 or call (619) 253-4065.

Car For Sale, 1964 105E Super Anglia, \$150 complete with running motor or will strip for parts. Contact Ken Doehring, 1402 Cardinal Drive, Bourbonnais, IL 69014 or call (815) 939-0134.

Car For Sale, 1962 Anglia 105E, with 350 Chevrolet small-block engine and 400 transmission. Cage, original trunk, fender and dash (without gauges). \$6,500 with engine and transmission, \$4,500 without. Contact Gary Crozier in Ohio at (614) 676-0073.

Car For Sale, 1949 Thames Van, no engine or drivetrain. Body excellent and all glass okay. Stored 15 years, the car is located in Idaho. Call Todd Reincke in Tennessee at (615) 986-6268.

Car For Sale, 1958 & 1959 Anglias, the latter very clean and complete but not running. The 1958 is a parts car with many spares but no title. \$900 for the pair. Call Jeff Mijal in Wisconsin at (715) 345-1277

Car For Sale, 1960 EnFo Panel Van. No engine, transmission or struts. Some rust. Asking \$800, including a 6-cylinder Chevrolet engine. Call Richard Wise in West Virginia at (304) 472-8211.

LITERATURE FOR SALE

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

Lit For Sale, English Ford sales brochures, duplicates from my personal collection, most under \$10! Cortina Mk I, Mk II; Consul/Zephyr/Zodiac Mk I, Mk II; Anglia/Prefect 100E, Squire/Escort 100E; New Ford Anglia 105E; Consul 315; Consul Capri; Thames "800" Commercial Range; English Ford Line promotional pieces showing all models for that period. Anglia/Prefect 1946 to 1953; Taunus (German Ford). Also, many, many items left from my last ad (Jan/Feb) including parts books, shop manuals, owners' handbooks, factory photos, etc. Call for more information or to reserve. Robert Pare, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

PARTS FOR SALE

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

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

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

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

Pts For Sale, just uncovered a box-load of goodies, handles, lock barrels with keys, locking handles (as for trunks), inside and outside door handles, window crank handles, etc. Some new, some used. No part numbers or boxes, so please sketch yours if you have one and include all numbers and markings. I'll see if I can help you out. Also, one trafficator for pre-1954 EnFo vehicles, NOS, no orange lens, \$40. Interested parties should contact Robert Pare, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

Pts For Sale, Jeff Walker of Resto Spares has windshield rubber for English Fords. Fax your needs to Jeff in New Zealand at (646) 359-3592 or write Box 5136, Palmerton North, NZ 5301.

Pts For Sale, Vent shades, stainless steel for the doors of 100E Anglia/Popular only (with 21" door windows). A rare period accessory. Six sets only at \$30/set plus shipping. Contact Robert Pare, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

Pts For Sale, Assorted parts and panels for 1963 Consul Cortina including doors, glass, hood, etc; parts from a 1966 Cortina GT including rotors, calipers, dash, instruments, heater, doors, buckets. Also miscellaneous trim parts from 1996 105E Anglia, starter, generator, tail lights, three 109E engines, 1949-50 Anglia front bumper. Call Jim Luttrell in Cadiz, KY at (502) 522-7917.

Pts For Sale, Weber carburetor rebuild kit from E.W. of Bologna, Italy in a gray plastic box marked "Type 32 DFD - Ford Cortina GT." Assortment of spare parts, float valves, springs, gaskets, etc. Believed to be a complete kit. \$40 postpaid as is. Contact Robert Pare, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

Pts For Sale, 1951 Anglia drivetrain, 1200 cc. Engine, gearbox, and rear end. Parts located in San Francisco, CA and need to be disposed of soon. If interested, contact John Wess in Eureka, CA at (707) 442-1626 evenings. Offers encouraged.

Pts For Sale, NAEFR Club Regalia. Club decal, actual size is 5.25" x 2.75", navy blue and red on white background. Specify front or back adhesive. Low, low price of \$1 each or three for \$2, plus a small self-addressed stamped envelope (S.A.S.E.). Club patch, actual size is 4.125" x 2", red on white background, with press-on back (use a warm iron). Works best on cotton. Low, low price of \$2 each or three for \$5 please a small S.A.S.E. This offer will not be repeated - until the next newsletter. Contact Robert Pare, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

Pts For Sale, Zephyr 6-cylinder motor, also used in AC cars, to a good home for shipping costs. Contact Doug Milota, 1649 Quaker Street, Eureka, CA 95501 or phone (707) 445-3354.

Pts For Sale, All parts not offered previously. Cortina Mk I parts for models 113E/114E, and models 118E/119E (with larger engines). Also Consul 315 and Consul Capri parts for models 109E/110E and models 116E/117E. Send S.A.S.E. or call for a list. Robert Pare, 513 Deubler Road, Camp Hill, PA 17011-2017 or call (717) 737-1119.

Pts For Sale, Model C Cortina automatic transmission, torque converter, flywheel and starter, all in good condition, \$50 or best offer. Also, hood and deck lid for Mk I Cortina, offers. Contact Norm Balzer, P. O. Box 185, Armona, CA 93202 or call (209) 582-2295.

WANTED

Wtd Four (4) 9 inch brake shoes and one (1) rear hub for a Salisbury 6HA rear axle. These parts are for a 1956 Morgan which uses an Anglia engine and drivetrain. Please contact Richard Williams at 74040 Mockingbird Trail, Indian Wells, CA 92210 or phone (619) 346-7292.

Wtd For Consul Mk II, 204E, interior trim piece that holds the windlace below the dash (right side); straight front and rear bumpers, "low-line" (59-62) aluminum radio delete plate; front dog-leg trim below parking lights; knob for front seat adjuster; door jamb light switches. Also, does anyone know a source for the right color paint to use on a 204E Consul engine; the original is a dark green, and neither U.S. Ford green or British engine green is correct. Please contact Brian Dorothy at 1804 Longmead Road, Silver Spring, MD 20906 or phone (301) 598-7478 Monday and Wednesday evenings or leave a message on the machine.

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

Wtd Source of piston rings for 1959 100E Prefect. Please contact A. W. Byer, 1022 Montrose Drive, South Charleston, WV 25303.

Wtd A willing collaborator for building a "buck" to shape metal to repair the front valance for a Lowline Consul. Requires a front valance in reasonable condition so that profiles can be taken and templates made. If you have a front valance and would like to assist in this undertaking, please contact Frank Underwood, 4531 Weldon Drive, S.W., Lithonia, GA 30058 or call (404) 978-0825.

Wtd Wheel cylinders (ALL) for 1956 Squire 100E Station Wagon or information/specifications of wheel cylinders and appropriate cross reference numbers for same. Contact Roger Morgan, 2427 Millcreek Road, Healdsburg, CA 95448 or phone 1 (800) 548-0436.

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

Wtd Technical information regarding swapping Cortina GT 4-speed transmission into Corsair automatic. Please contact Doug Milota, 1649 Quaker Street, Eureka, CA 95501 or phone (707) 445-3354.

Wtd Hinges for both sides of the back doors for a 1959 Sedan Delivery. Also need tail light lenses for same. Please contact Greg Russo at 1217 Lewis Avenue, Des Moines, IA 50315-3454 or call (515) 285-4069.

Wtd January 1995 edition of Classic Car & Sport (English car enthusiast magazine). This is the issue containing an article on the restoration of a Zephyr convertible. Finder's fee paid. Contact Ken Doehring, 1402 Cardinal Drive, Bourbonnais, IL 69014 or call (815) 939-0134.

Wtd 1948 Anglia trunk lid, front end, and three hole grille. Contact Paul Hays in Kentucky at (502) 554-0655.

Wtd Vent window rubber for 1961 Thames Van 100E. Call Bill Hoover in Manassas, VA at (703) 361-3332.

Wtd Jim Stankevich of Wisconsin has a 1951 Prefect E493A and is looking for assistance in establishing its value. The car was

last run 15 years ago, is complete and has little rust. Please contact him at (715) 336-2077.

Wtd Ed Kohlmann of Fond du Lac, Wisconsin has a 100E Anglia with 44,000 miles. He wants to establish its value and possible restore the car. Give him a call at (414) 922-5886.



MEMBERSHIP RENEWAL: If your mailing label says 3/95 your membership expires with this newsletter. I hope you will renew your membership right away and **STAY IN THE LOOP**. Please make your \$15.00 check or money order payable to **David Wiggins, North American English Ford Registry** and mail it to **12 Biltmore Avenue, Providence, RI 02908-3513**. I and all the members of the Registry thank you for your support and look forward to seeing you and your **EnFo** on the Rhode!



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March/April 1995