

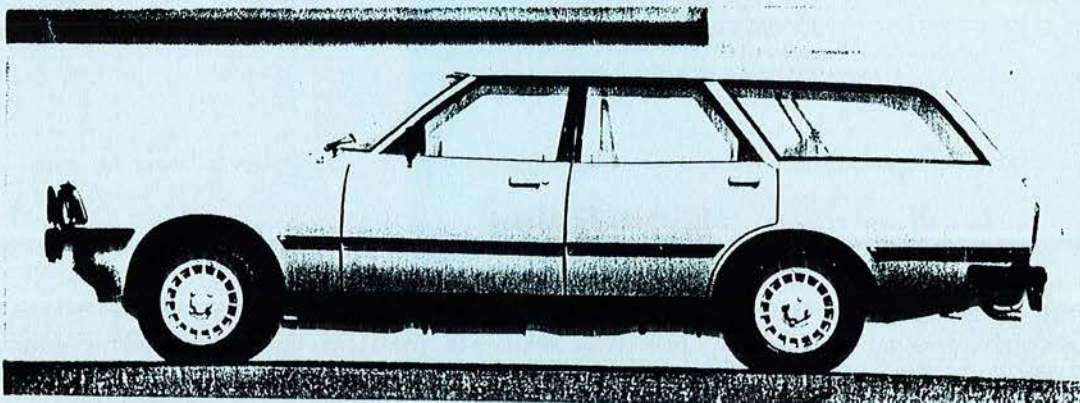


TAUNUS TALK



MONTHLY CLUB MAGAZINE

June 1993



Taunus GLS Kombi: GL-Ausstattung (68 PS oder 72 PS) mit S-Paket (Sport-Fahrwerk, verstärkte Stabilisatoren, Alu-Sportfelgen u. a.).

Vierzig Jahre Modellgeschichte dokumentiert diese Begegnung des Ford Taunus (1979) mit dem »Buckel«-Taunus von 1939.

Taunus Team

Neil R. Dashper

Club President
Spares Department

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Helaena Massey

Club Magazine Editor
Clerical Secretary

(As Above)

John Winch

Club Representative
South England

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East Sussex TN37 6JD

Detlef Reuter

Club Representative
Germany

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Club Rules

1. August 1st each year will be the date set to pay the annual club membership fee of £10.00. For new members joining throughout the year, the fee will be reduced depending on what time of year they join. This will be done quarterly, so the fee will be reduced from £10.00 - £7.50 - £5.00 - £2.50 and then back to £10.00 the following August; thus meaning everybody pays for their full one year membership at the same time. (Overseas membership fees will differ slightly to cover postal costs).
2. Member's addresses and phone numbers will be kept on file and will not be disclosed to any person or source without member's consent.
3. If membership is not renewed, you will be unable to obtain any club information, parts, advice, or any other service available from the club.
4. Anybody under the age of 16 or any person who runs an automobile club and exchanges club magazine/newsletter can join the club free of charge.
5. All classified advertising in the club magazine is free of charge to club members.
6. The club is open to all makes of Taunus or anybody who has an interest in Taunus's (or Taunii - whatever it might be).

I hope these club rules meet to everybody's approval,

Club President



Neil R. Dashper

Club News

We've been very busy this month with club work, outings and generally trying to please everyone - probably the impossible, but there's no harm in trying.

Having a business account for the club at Barclays with one years free banking was fairly good until the year ran out. The bank wanted to charge for all transactions, including putting money in and taking it out. We shopped around and dismissing the option of changing banks every 12 months after the first free year, we have now changed the account to a charity/society type account at Midland that doesn't charge, being as the club is not a business. We are limited on transactions per quarter but we don't make a lot anyway. This still allowed us to have the account in the name of the club. With not a vast amount of money in question, the small charges would have slowly mounted up, so we hope this change meets to everyone's approval.

Neil has done a valuation guide for the P7's which you will find in the mag. At present we don't have much concrete information on other models but will hopefully be doing them in the future as we receive information from overseas. The guide came from a German Taunus Club which was printed in a German magazine. The prices given in our guide are a rough conversion from the German mark and have been slightly adapted for the realistic English market. Remember, pre 1970 Taunus', and even TC/1's from 1970-76, are not Cortinas. These cars are rare in this country! Most people in this country don't know what a Taunus is and do tend to think of them as Cortinas, which is wrong. Bodily, mechanically, available models and in production numbers, they are very different. People I have met who have never seen a Taunus before agree that Taunus Coupes look gorgeous and are very desirable cars. So let's try and put the Taunus on the map in the U.K.!

We've had six orders for club T-Shirts so far, that's including me and Neil. We still need about another 14 for a realistic minimum of 20 T-Shirts. The more orders we get, the more the cost comes down. You wouldn't think we had over forty members sometimes!

The next major Ford Show is the History of Ford Classic Car Show at the Hickstead International Festival, Hickstead, Sussex. (On the A23, Crawley to Brighton road). It is a weekend show with a History of Ford Show taking place on the Sunday which will be hosted by Chris Goffey from BBC's 'Top Gear'. This will be a moving display in which the best cars from each club will represent their marque. The show is a major part of the festival which is hoping to attract about 30,000 people. (Obviously for this number of people, a security firm has been contracted to steward the event). This year also marks the 90th anniversary of the first Ford car to be built in Britain. There will be Ford prototypes and 1993 Ford models there aswell as a range of Ford Clubs from past to present. It's free entry and free camping on the Saturday night. It sounds like it could be a very good show, and we have already booked a club stand so we hope to see as many of you there as possible to support the club.

We haven't had much response to shows so far. Even if your car is not on the road, you can still turn up and support the club - we'd love to see you. Also, thanks to everyone who turned up at Knebworth and supported us.

We wonder if we'll ever hear from our Club Rep. John Winch again, or ever meet him? John, if we come down to Hickstead and you're not at the show, we'll come looking for you. (Helaena gives a nasty whipping across the bum - Neil!).

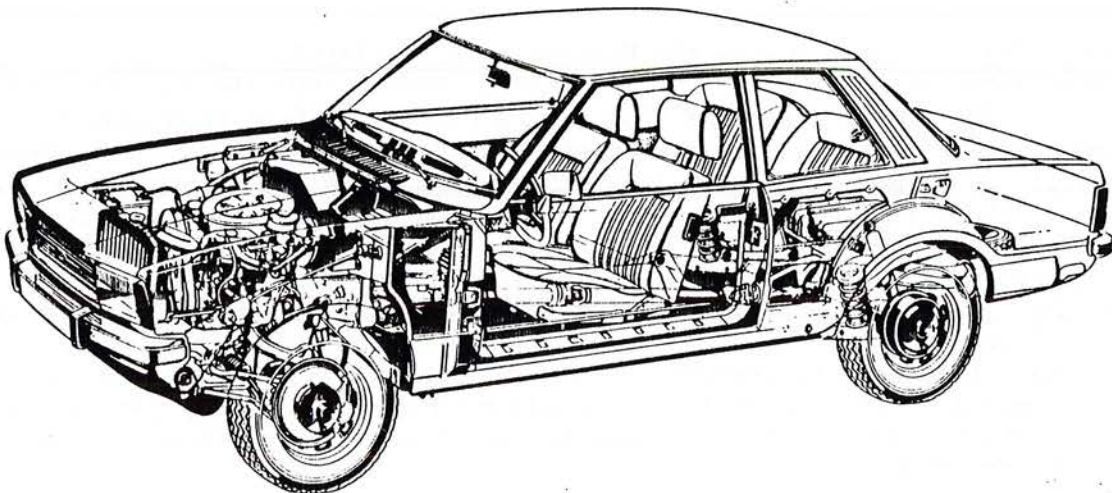
We've had another enquiry from a guy in Germany. He has a 1965 P5 20M and is moving to Scotland next month. So hopefully we'll have a new member for the club's new year. The people who have been in touch recently or those that Neil has seen, all okay the membership fee going up to £12.00. We haven't had any objections yet - so far so good.

You may notice if you've flicked through the mag. that we still haven't finished this write up on Gordon. Apologies to Gordon if you expected to see it by now, but it is proving to be rather a bigger task than anticipated. We are trying to incorporate some history of Ford in the write up aswell as Gordon's career so it should hopefully be an interesting read, to appear in the mag. very soon!

Hope to run into you soon - but please don't hit Freida!

Helaena & Neil

P.S. We'd like to wish the Pre '67 Ford Owners' Club a successful Scottish Ford Day on July 5th. Sorry we couldn't be there.



Auf der IAA in Frankfurt 1973 hatte der „Taunus 74“ seine Premiere: mit überarbeitetem Fahrwerk und neu aufbereiteter Innen-Ausstattung.

Member's Motors



Taunus P7 4 door
20M saloon
2.0 V6, R.H.D
Purple with
purple interior
Owned by
Mr Kevin Armitage
No 21a



Kevin wants
to lower his
P7 and drop
a 302 V8 in
it.
any advice
or help would
be most helpfull
to kevin.

Knebworth House

As you know, Helaena and I went to Drayton Manor Park in Tamworth for the Custom Show on the Saturday before Knebworth. (My P5 Coupe got quite a few looks amongst all the hot rods and customs there). Freida (the coupe) and I left there Saturday night about 11.45pm to make our way down to Knebworth.

Freida was running exceptionally well cruising along at 60-70mph until we hit a standstill - not long after a stop at the M1 Services - just outside Luton. It was about 1.30am Sunday morning and all three lanes were crawling towards London. I thought it was the after night-life rush, but no, it was good old traditional British roadworks. Luckily, I had to get off at the next junction so I wasn't stuck in it long.

We drove through Luton to Stevenage, then down into Knebworth. I thought Knebworth House would be signposted in Knebworth but I didn't see anything, probably because it was dark. Knowing I was near anyway and being very tired I decided to get some kip. I came across a secluded golf club and thought it was a good place as any. The back seat in the coupe was comfortable to sleep in but lacking in leg room, especially for a lanky guy like me. I woke with cramp, a stiff neck and not enough sleep. It wasn't as comfy as my Mk2 Consul to sleep in - but that's another story!

After getting my bearings and being put in the right direction, it didn't take long to get to Knebworth House as I wasn't too far away. I arrived at the site at 9am, tired and hungry, but with enthusiasm. I parked Frieda on our club stand, which was next to Clarke Jones' Mk3 Cortina stand. A couple of his members admired my car as I leathered her off. Still being fairly new to me, this made me feel very honoured. Leaving my car on the stand, I decided to check out the auto-jumble and have a NOSE around. Being early I managed to get a couple of goodies.

By 10.30am I was sitting by the car enjoying the hot day all on my own, (although it was still a bit windy). I was starting to get a bit worried then Kevin Armitage strolled up with his Father. He was followed by Red Awcock (sorry, Ted Awcock) and his family in his P7 Coupe, still looking gorgeous. (The car, not Ted!). Geoff Bailey also came, (he has a P7 coupe back in Belgium), and so did Rob Ross with his family; so I didn't feel like the only Taunus fan in Britain! Rob Ross has a 1971 P7 Saloon 26M which is undergoing an engine change at the moment. He is dropping an Essex 3litre V6 in it, - and when he has finished he WILL be doing a write up for the mag. A new member turned up aswell, Kamel Khan, who owns a 1968 P7a 20M 4 Door Saloon, which he still has to import from overseas. It was nice meeting him, although brief.

At Midday I tried to organise a small photo session without much success, but Ted's wife, June, took over and soon put everyone in their place. The photos came out reasonably well, as you can hopefully see, but I must admit that the photos Ted took with my camera (or rather Helaena's) came out better than mine. I think I will have to go on a crash photography course or drag Helaena with me to operate her camera!



Next door things were going very well for the Mk3 Cortina Owners Club. Clarke had another good turnout with members and cars. He also had a small club spares stand there under a canopy - which he was having trouble with to keep up in the wind. After numerous attempts he was eventually defeated by the wind and decided to take it down. Thanks for the entertainment Clarke! Both being busy with our clubs, we didn't really get much chance to talk to each other besides briefly. He did however offer me a tasty meat sarnie off his barbecue which was much appreciated.

I was expecting another two cars on our stand. Fred Benfield did call me when I got home and apologised for not coming due to unexpected circumstances, which was very good of him; and Jason Cohen turned up in his TC/1 at 3.30pm. He left a bit late and had trouble finding the place - still, better late than never! That's what I call club dedication. Thanks Jason, sorry I had to leave early.

I had to leave at about 4pm to make it home to band practice on the night. I wished I'd have cancelled it now. With lack of sleep, a splitting headache and sore neck and face from the sun, I looked like a dying radioactive beetroot. I don't know how I managed to play drums for three hours - it took me three days to recover from it all!

The show itself at Knebworth was fairly good although I think it was missing something - probably general atmosphere. There was a good range of cars there, but being so spread out didn't help as there didn't look so many. I was also slightly disappointed with the trade stands there, but all in all it wasn't a bad show. (That's just my opinion however!).

I hope everyone who turned up had a good day, including Rob Ross' son James, 7, who got sunstroke afterwards - glad to hear you're o.k. now James. Hope everyone else enjoyed themselves; looking forward to seeing you again soon, and to meet some more members at Hickstead, July 31st and August 1st.



Car on the left
is Ted Awcocks
1971 P7 20MXL
Coupe' 2.6 V6.
On the right is
(Freida) My
1966 P5 20MTS
Coupe' 2.0 V6.

Back row from Left to right is a friend of Teds Daughter, next is Kevin Armitage, Red -(Sorry i mean Ted) Rob Ross, Geoff Bailey. Front row is Caroline Awcock, James Ross (The youngest member of the club) Teds wife June with the dog and last is Lynn, Robs wife.

From the back
row, Carolines
friend, Kevin,
Rob, Geoff.

Front row is
Caroline, James
and the dog,
June, Lynn with
a Strange Man?
OH! thats me.



Taunus P7 Price Guide (1967 - 72)

- A Excellent condition inside and out, excellent mechanics, low mileage, M.O.T'd, preferably with cars full history.
- B+ Good condition inside and out with slight cosmetics. Excellent mechanics, low mileage, M.O.T'd with cars history. Still a beautiful car.
- B Used condition, slight work to body and interior needed, and some mechanical work. Clean and tidy car with M.O.T.
- C+ Complete car but needs work to body and interior, needs mechanical work, some parts missing, signs of rust, with M.O.T.
- C In need of restoration. A runner but alot of work needed. No M.O.T.
- D A total wreck, useful for spares only.

P7a 17M 1967-68

	A	B+	B	C+	C	D
4 Door	£ 2,500	1,800	900	450	250	100
2 Door	£ 3,200	2,300	1,100	600	350	125
Estate	£ 3,500	2,700	1,500	800	500	150
Coupe	£ 3,950	3,100	2,200	1,250	800	200
Van	£ 3,750	2,900	1,700	850	550	175

P7a 20M 1967-68

	A	B+	B	C+	C	D
4 Door	£ 2,900	2,200	1,200	650	350	100
2 Door	£ 3,500	2,600	1,800	950	475	125
Estate	£ 3,750	2,850	2,000	1,150	600	150
Coupe	£ 4,500	3,550	2,600	1,650	900	250
Convrt.	£ 5,800	4,950	3,900	2,500	1,450	600

P7b 17M 1968-72

	A	B+	B	C+	C	D
4 Door	£ 2,500	1,750	800	400	250	100
2 Door	£ 3,000	2,200	1,000	550	350	125
Estate	£ 3,400	2,600	1,400	750	500	150
Coupe	£ 3,800	3,000	2,000	1,200	750	200
Van	£ 3,550	2,800	1,550	800	500	175

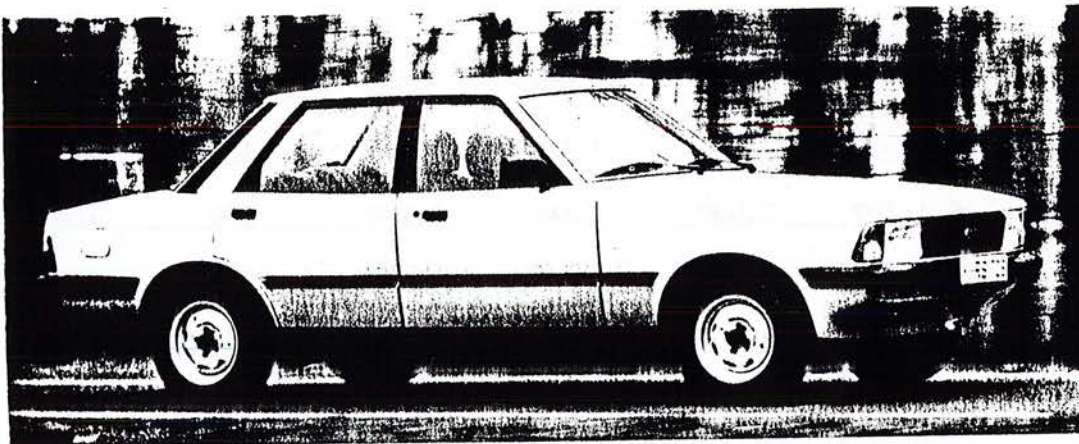
P7b 20M 1968-72

	A	B+	B	C+	C	D
4 Door	£ 2,800	2,000	1,050	650	325	100
2 Door	£ 3,300	2,500	1,650	750	400	125
Estate	£ 3,500	2,750	1,800	950	550	150
Coupe	£ 4,100	3,400	2,500	1,500	850	250
Convrt.	£ 5,650	4,800	3,800	2,000	1,200	500

P7b 26M 1969-72

	A	B+	B	C+	C	D
4 Door	£ 4,400	3,100	1,950	850	500	200
Coupe	£ 5,500	4,100	3,200	1,800	1,000	600
Convrt.	£ 7,100	5,700	4,800	3,000	1,900	850

Taunus Brilliant: Sondermodell (1982) mit 1,6-l-Vierzylinder (73 PS) – auf Wunsch auch mit 2-l-Vierzylinder (101 PS) oder 2-l-Sechszylinder (90 PS).



Bills 'n' Pieces



Left is
Clarke Jones
looking like
one of the
Banana splits,
right is Kevin
Armitage trying
to think!

Which one of
the Banana
Splits do think
Clarke looks
like?

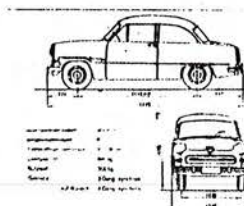
Answers on a postcard.



Here's me doing my
Clarke Jones Impression!
Before hes taken his
pills.

Taunus Parts in Stock

<u>P2</u>	<u>Box 4D</u>	<u>Quantity</u>
Indicator arm		2
R/K spindle connecting rod (steering)		1
<u>P3</u>		
Lever, Hand brake (RHD)	Box 4D	1
Doorlock barrel + keys		1
<u>P4</u>		
Throttle Cable (RHD)	Box 6B	1
Brake Master Cylinder R/K		2
Front shocker + kit		1
Carb kit (single chocke		1
(f6)		
Rear shocker		1
<u>P5/7</u>		
door knobs	Box 6	3
rear shoes (17M, 20M, 10inch drum)		1
Alternator bushies (12v 35A)		3
Generator Relay (12v with lead)		3
Inlet Valves (V4-V6)	set	1
Distributor Base plate V6		1
Fuel Pump push rod (2.3 V6)		1
Oil filter remote (Engine block)		3
Track control arm bushies		2
Caliper R/K		4
Rubber Hose (Rocker to regulator valve V4)		1
Brake Pads (17M, 20M)		1
Rear interior lamp unit		1
Twin chocke solex carb	Box 6B	2



ContP5/7A

Box6

Quantity

Rear reflector	2
Carb gasket Kit	1
Carb Diaphragm	1

R5

Fuel Pump (17M, 20M)	1
Ignition relay (6 Volt)	1
Headlamp " " (" " 100w)	1
Track control arm R/K	1
Generator relay (6 Volt)	1

P7a

Fuel pump (17M, 20m)	1
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P7

Box 6

Interior lamp unit front	2
Duck Hose (Air Filter) 17M, 20M	1
Door Hinge	1
Hose connector (rocker to regulator Valve 2.3 V6)	2
Distributor 17M V4	1

P7B

Box 6

Badge 20M V6 (Glove box)	1
" " V6 (Wing) <u>(Also P5/7a)</u>	2
RH Bumper seal	1
LH " " "	1
Radio Cover	1
Badge XL (Boot)	1
Brake Pads (20M 2.6, 26M)	2
Badge (BooT), 20M 2600s	1
Water Pump 1969 on	2
" " " Thermostat gasKet (rubber seal)	11
Fuel Pump	1
WheeLe cylinder rubbers (19mm)	1
Ford Letters	Sets 2

Cars For Sale

1971 Taunus P7 20MRS 2.3 V6 Coupe (Twin Headlamps) R.H.D.
Excellent condition, new respray, alloy wheels, 98% complete, excellent engine and box. Very rare car. £1200.00 No Offers
Ph John Perkins 021 559 2943 (Day only)

1968 Taunus P7 20MTS 2.3 V6 saloon L.H.D.
New clutch, new alternator, cherry bomb exhaust, solid tidy car, good engine and box. M.O.T. June 93 - needs minor cosmetics. The oldest P7 in the Country. New Taunus forces sale. £300.00 No offers
Ph Neil 021 457 8660 or 0384 392192

1971 Taunus P7 17MRS 2.0 V6 Coupe L.H.D.
Excellent condition inside and out, one owner from new, M.O.T'd.
Ph Shaun 0831 361193 (Day only) £995.00 o.n.o

1969 Taunus P6 17MXL 1.7 V4 Coupe R.H.D. Front wheel drive.
Excellent condition inside and out, silver with black interior, low mileage, one owner from new, M.O.T'd. Very rare car.
Ph Roger 0702 230459 £800.00

1969 Taunus P6 15M 1.5 V4 Two door saloon L.H.D. Front wheel drive.
Grey with red interior, Very good condition, M.O.T'd. Very rare car.
Ph Tom 061 872 8630 £800.00

1967 Taunus P5 17M Turnier Estate 1.7 V4 R.H.D.
Column change, 6 volt electrics, FM radio, easy restoration. £800.00
Ph Ron 0233 613426

1960 Taunus P3 17MTS 1.7 straight 4, four door saloon L.H.D.
new interior, body needs restoration. £200.00
Ph Mr Stuart Roberts 0227 375994

1972 Taunus P7 20MXL 2.6 V6 Coupe R.H.D.
Deep blue, blue interior, excellent mechanics, good condition, Full M.O.T. £1500.00
Ph Simon Webb 0803 23546

1975 Taunus TC/1 Coupe L.H.D.
Needs complete new front, good rear end, needs a lot of work.
No engine or Interior. £150.00
Ph Graham Farmer 0579 345281.

Wanted

Sills for Taunus P6 Coupe Ph. Tom 061 872 8630
Left hand wing for Taunus TC/1 (Mk3 Cortina shape)..Ph. Mark 021 742 1504
2 Sump guards for Taunus TC/1 ...".....".....".....Ph. Clarke 081 654 0952

Shows & Events

Autorama 93. Organised by the Southborough & Pembury Lions Club.
September 12th. Kippings Cross, Pembury.
Contact: Roy Skilton 7 Sychem place, Five Oak Green, Kent.

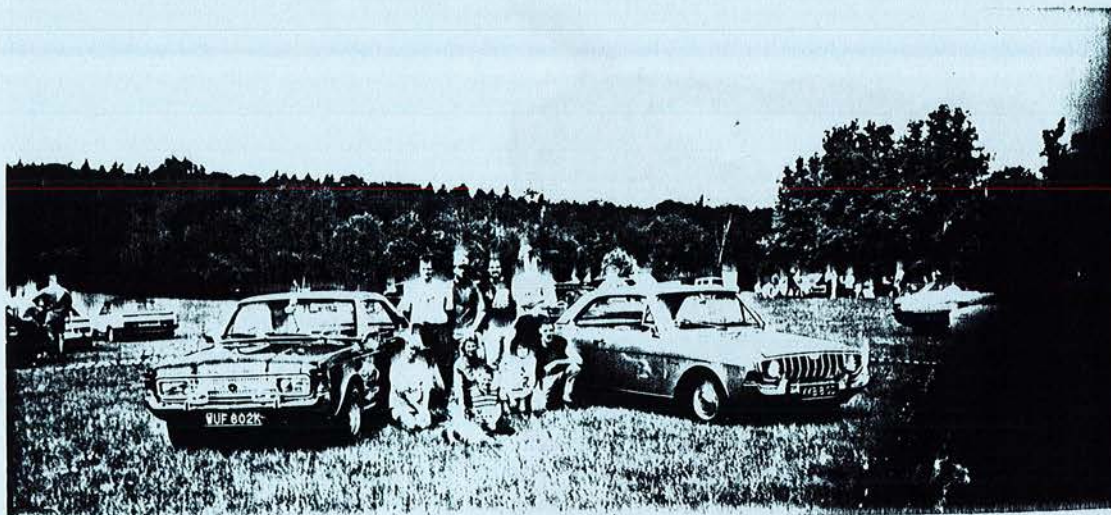
Scottish Ford Day 1993. Organised by the Pre '67 Ford Owners Club.
July 4th, Doune Motor Museum, Doune - near Stirling Scotland.
Contact: Fraser Laird on 0383 880136.

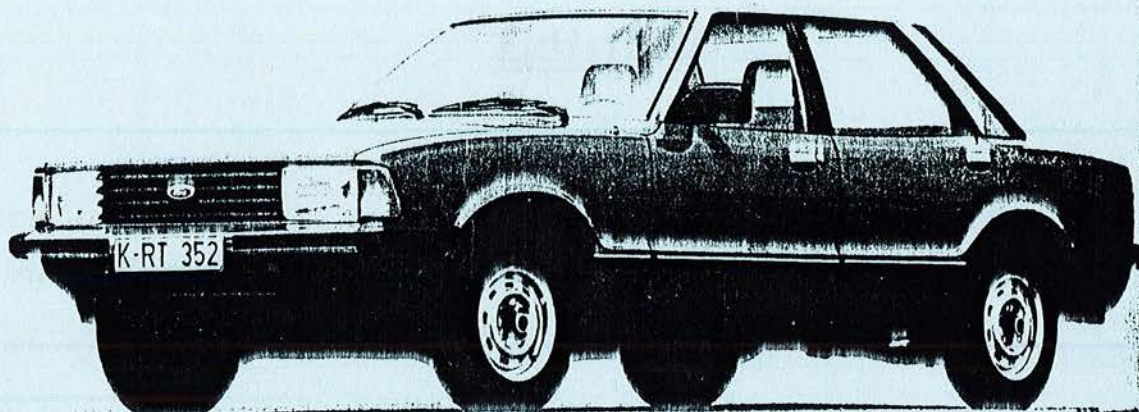
* * * * * Main Club Meets In The Year * * * * *

History of Ford. Classic Car Show organised by International Festivals. July 31st and August 1st at Hickstead International Festival, Hickstead, (on the A23), Sussex.

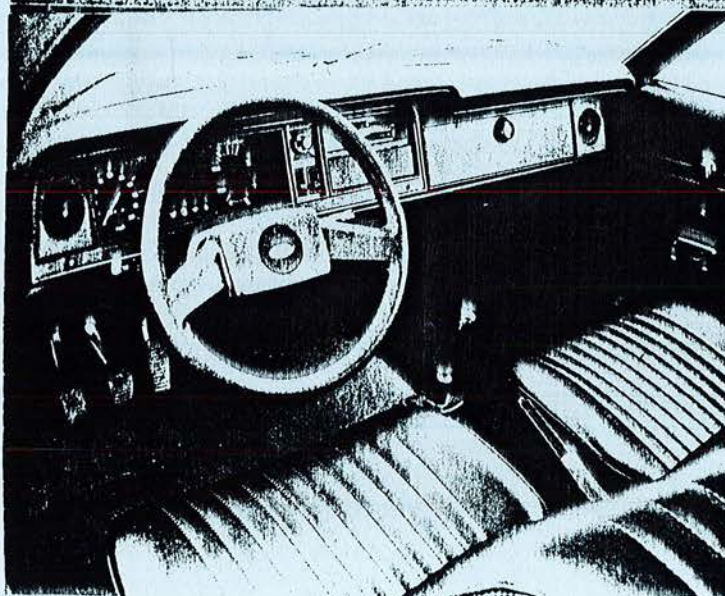
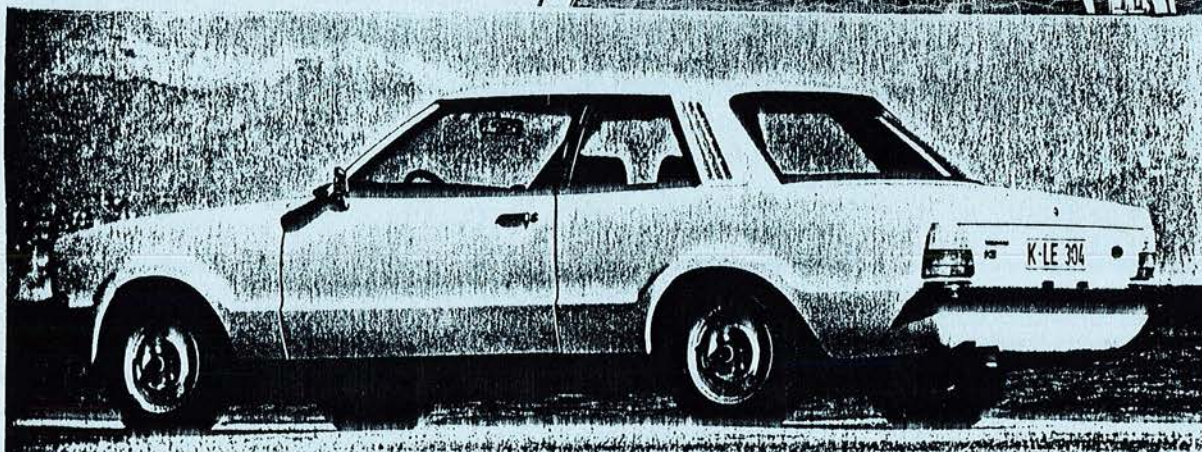
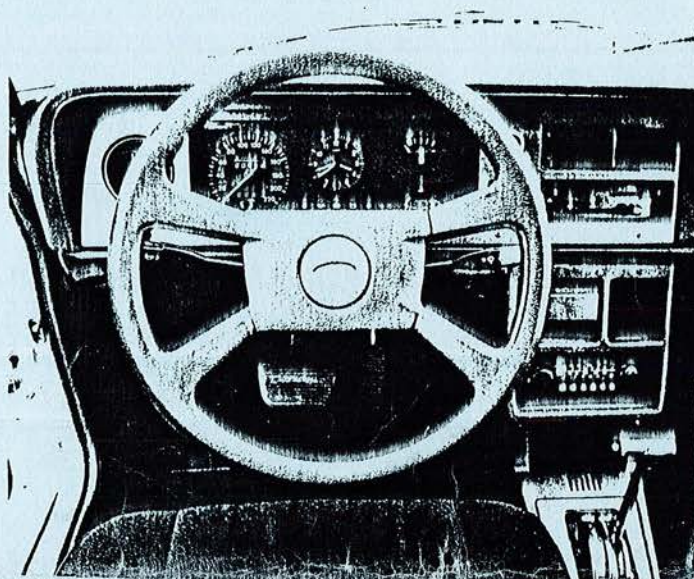
Fast Ford 93. Organised by Fast Ford Magazine.
August 15th. Stanford hall, Lutterworth, Leicestershire.

Pre 65 Ford Fair. Organised by the Model A & Y Owners Club.
Abingdon, Oxford. Dates to be arranged.
The Taunus Owners' Club of GB, " Second Birthday Meet."





Mitte und unten: Auf der IAA 1979
feiert der neue Taunus Premiere,
der mit einer Fülle Verbesserun-
gen im Detail aufwartet:
Mehr Glasflächen, große Signal-
einheiten, herumgezogene Stoß-
stangen, neue Sitze, offene Kopf-
stützen, verfeinerte Heizung/Lüf-
tung und überarbeitete Motoren.



Der Forderung nach einem komplett
ausgestatteten deutschen Auto kam
als erster der Ford Taunus nach.
Ohne Aufpreis gibt es ihn mit: Stahl-
gürtelreifen, Schelbenbremsen vorn,
Bremskraftverstärker, heizbarer
Heckschlebe, verstärkter Drehstrom-
Lichtmaschine und elektrischer
Schelbenwaschanlage (1976).