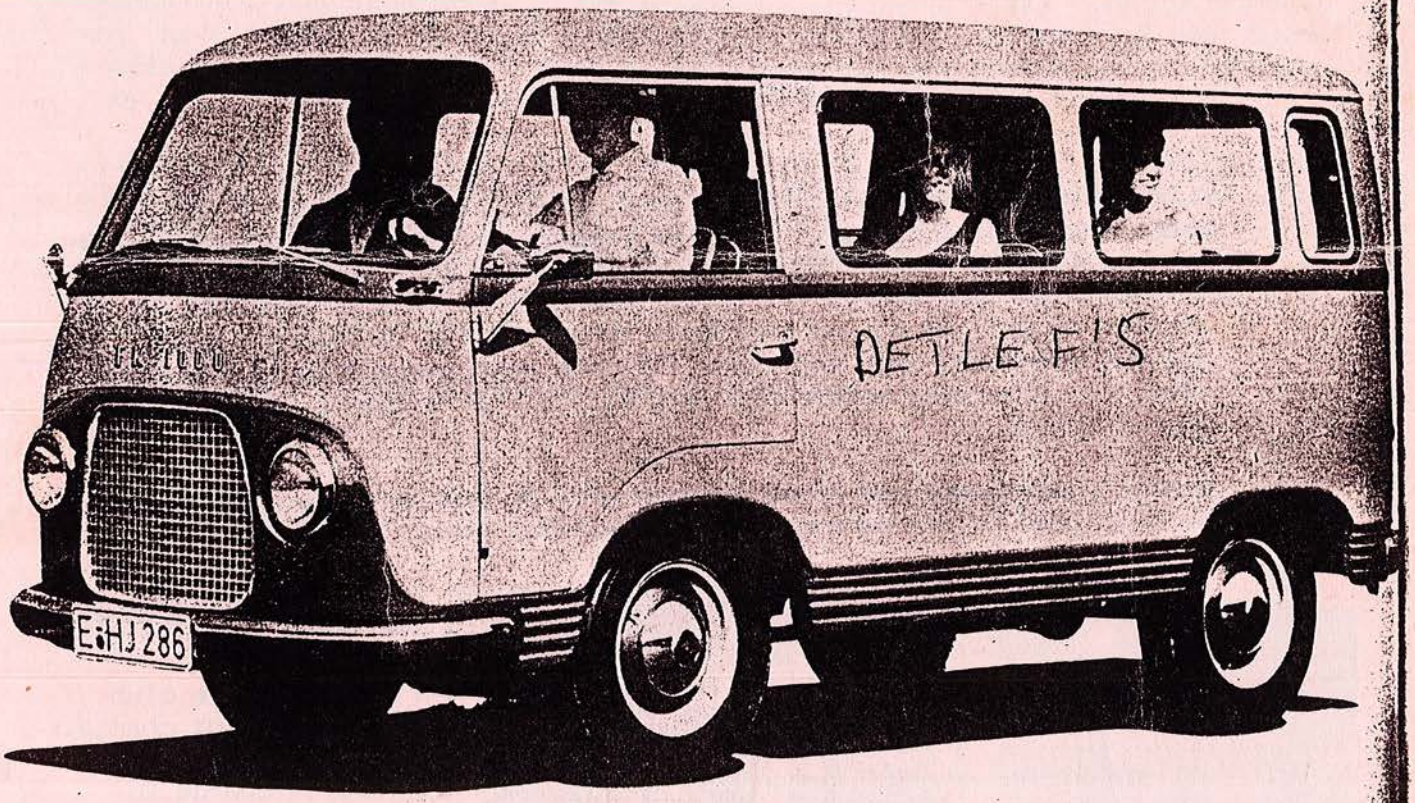

# TAUNUS TALK

## MONTHLY CLUB MAGAZINE

Sept/Oct 93

Bild 10: Der bewährte **Eintonner** d **Kölner Ford-Werke** - FK 1000 - wu in Frankfurt mit neuem Gesicht, tec nischen Verbesserungen und ve schiedenen Aufbauten gezeigt, d seine vielfachen Verwendungsmö lichkeiten dartun. Unser Bild zeig ihn als Achtsitzer-Spezial.




Bei **MAN** stehen auf dem Fertigungsprogramm 4 Omnibus-Grundtypen: ein Omnibus-Großraum-Unterflurbus Typ 760 UO 1, luftgefedert in Stadtlinienausführung, dessen liegender Motor als Sechszylinder in Reihe 160 PS bei 2200 U/min abgibt. Er zeigt selbsttragende Bauweise; Bodengruppe und Aufbauteile bilden eine Einheit. Die Vorderachse ist eine Vollschwingachse mit je 2 Trapezlenkern. ZF-Hydromedia oder Voith Diwabus-Getriebe. Eine Neukonstruktion ist der 640 HO 1 mit 140 PS M-Unterflur-Heckmotor in Stadtlinienausführung. Weiter ist im Programm der Omnibustyp 420 HOC 2 aus der 4½ t-Klasse m KM-Aufbau (MAN und **Krauss-Maffei** haben eine Firmengeme schaft geschlossen). Eine weitere Neuheit ist der KMS 135 m 135 PS MAN-M-Motor in Reiseausführung.

Auf dem 2,5 t Fahrgestell der **Hanomag** wurde ein neuer **Tempo Seebäder-Bus** entwickelt, der einen 48 PS-Austinmotor vo Tempo-Matador mit unverändertem Getriebe übernommen ha Der Fahrgastraum bietet Platz für 25 Sitz- und 10 Stehplätze Seine Geschwindigkeit wurde auf 40 km/h reduziert (Seebäde

# Taunus Team

| | | |
|---|---|---|
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# Club Rules

1. August 1st each year will be the date set to pay the annual club membership fee of £12.00. 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 £12.00 - £9.00 - £6.00 - £3.00 and then back to £12.00 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.

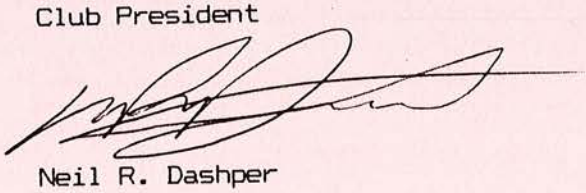
4. Anybody under the age of 16 or any person who runs an automobile club and exchanges club magazine/newsletter can join the club free of charge.

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.

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

Club President



Neil R. Dashper

# Club News

Well believe it or not, we've lost a few more members this year. (Are we doing something wrong?) Despite the fact that we had to put the membership up to £12.00 this year, the accounts for September, compared to the same period last year, are down about £100.00 After a long hard think, we've decided to do the club mag bi-monthly instead of monthly. Hopefully, this will be in the club's best interests regarding funds, and will also allow us to concentrate on improving the magazine and its contents. If any of you have any suggestions or opinions on these matters, please let us know.

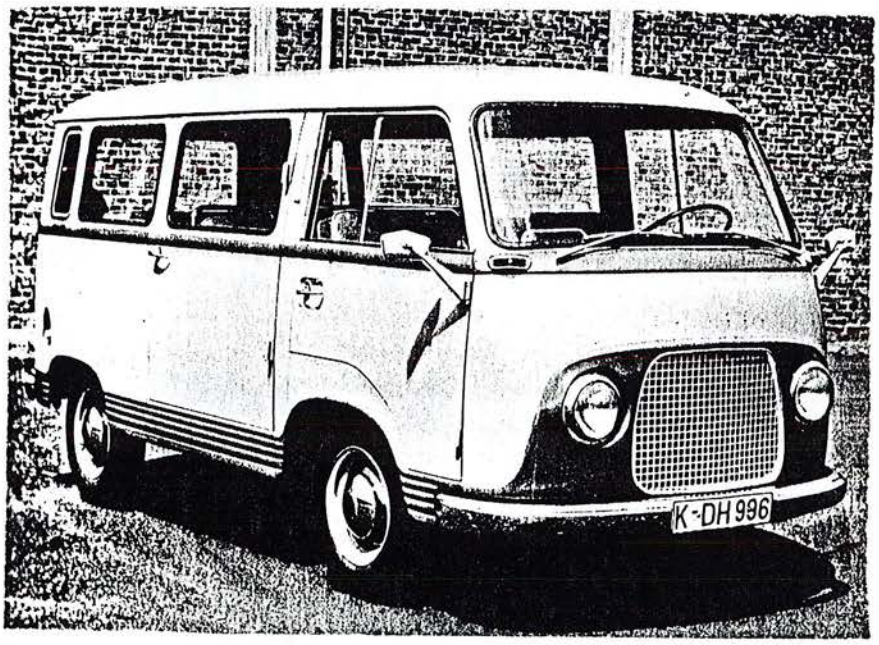
We've received two letters of interest since last month. One was a reply from 'Performance Ford' which you can read on the Bits 'n' Pieces page. (Read it and see what you think!) The other was from a Cortina and Escort Club in New South Wales, no, not here, but from down under in Australia, (don't get too excited!). There's no Taunus' there, well not that we know of as yet, but who knows? Mr Michael Hardy (Club President of the Cortina/Escort Club) and his members are very interested in the Taunus TC/1 (1970-76 - Mk3 Cortina Shape), and have asked if we could assist them in gathering information on these models. In return, they'll send us information on any Australian Ford models they can. (Hopefully, this will turn out to be another club contact).

Neil's now finished filing all of the club spares on computer. hopefully this will prove to be more efficient by letting members know exactly what we ahve in stock. These lists of parts available will be put in the mag again over the next few months for the benefit of new members. He's also entering all the club literature and information we have for reference on the computer. These will also be re-appearing in the mag.

That's about it, next mag at the end of November.

Helaena & Neil

Helaena & Neil




Die »FK«-Serie wird von 1953 bis 1965, ständig technisch auf den aktuellen Stand gehalten, angeboten. Oben: FK 1000; unten: FK 1250 mit 1,5-l-Taunus-Motor. . .

# Member's Motors

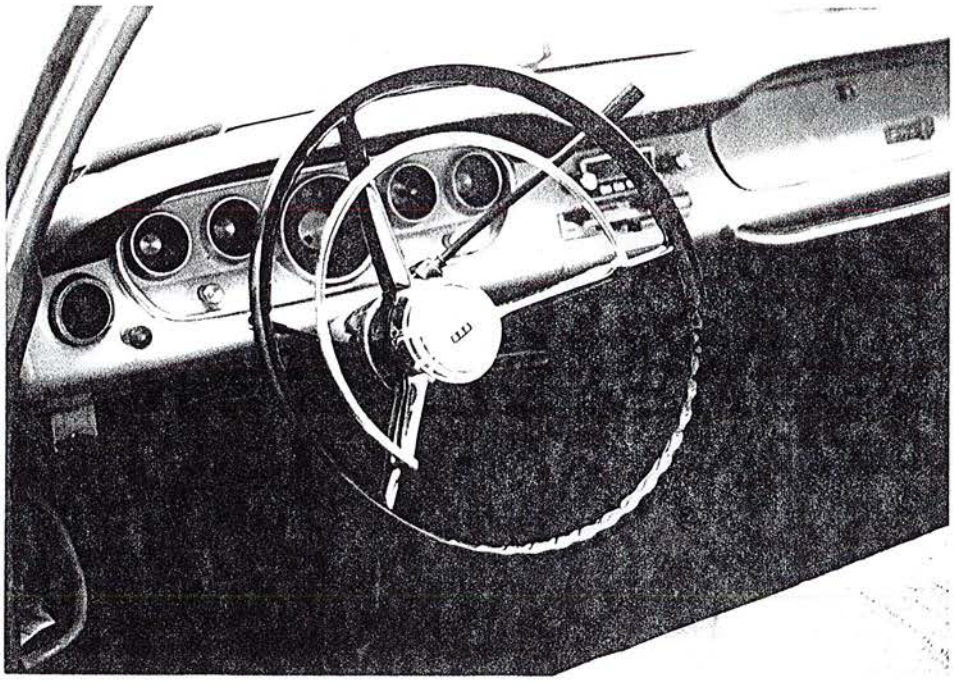
'Toni': the Taunus P5 20M owned by Andrew & Birgit Whitmore, No.34a


Now we're settling in here in Scotland, I've found you some photos of 'Toni', our 20M P5 that were taken in Germany. I bought the car to Britain on the German plates, not 'Zollschilder' or custom plates because otherwise the immigration people jump on you. The Norwich Union will insure people on the old plates, but the DVLC put the pressure on you to get MOT'd as soon as possible; presumably so you change to British plates and most importantly, pay British road tax! The MOT people here didn't give me a hard time and only moaned about the back brakes not giving equal power. At the moment I'm working on the brakes with the help of the resident mechanic here on the Isle of Luing, (or should I say he is working with me making the tea and trying to keep the sheep away!).

'Toni' is a 1965 Vintage P5, with the original type of steel belt tyres and 140,000KM on the clock. The original owner undersealed it and his wife kept it in a garage, (presumably when he passed away), from 1967 to 1980, when it was then sold to someone much younger. I put it like that because looking at the original logbook, you have to make up your own explanations for the registration and de-registration dates. Incidentally, the original German logbook is a nice brown paper covered document with stamps and signatures all through it. Unfortunately, one of the previous owners had it updated to the new computer printed document and the vehicle registration office in their town butchered it by clipping the corners off and stamping 'void' on every page!

The gearbox on the car was kindly overhauled by my local Ford dealer (Germany) last year when the box developed a knock. I managed to get hold of an original fomoco exhaust from a dealer in the Ruhr district. The weight of it told of happy motoring for some years to come and what was refreshing -it actually fitted easily to all the mounts. →

Cont.



I also managed to get a new 6 volt battery, an overhauled dynamo and a regulator all quite cheaply. Infact, the Ford spare parts shop in Kassel even had one air filter left on their shelves in a tatty box. The stockist commented that he couldn't understand how it managed to evade the computer 'boot-out' order.

'Toni' also still has the original 6 volt Blaupunkt radio with nice chrome ornamentation, and a switching on method which left owners between 1989 and 1991 thinking it was broken! The volume knob has to be pushed rather than turned, and it was only when one hobby-radio-enthusiast was trying to tackle the problem, that he dropped it and lo and behold music came forth.
*Incidentally, Neils' P5, which was made for export to Britain has a Pye radio in it. We're not sure whether it was fitted or whether it was added when it came over?? Unfortunately the radio in Neil's P5 does not work - perhaps we should try dropping it!*

P.S. Unfortunately, I doubt I'll get a chance to come to the meet on 26th September, as it takes a good two days from here and most of our business is likely to be at weekends. But next year, I'll definitely be 'Down in England'!
I liked the club magazine last month - absolutely right about the car mags. They're usually pretty clever when it comes to blathering on about 'handling' and 'driving tips', but they don't know the first thing about mending and running a rare car!

# Fast Ford

## Stanford Hall, Lutterworth.

Just two weeks after getting back off our holiday, Helaena and I were off again. We'd hardly unpacked the car, apart from our bags, my tools and spares (and a pair of smelly socks?). But this time we didn't have far to go; a nice ride past Coventry through Rugby and within the hour we were at Stanford Hall - Lutterworth, Leicestershire.

We pulled onto the campsite and decided to set up tent, next to a couple of Clarke Jones's MK 3 (Cortina) Club members. We were greeted with a smile and a cup of tea.

Later on that evening, after the pubs had closed (12'o,clock in fact!), the Mk3 Club, complete with the grace of His Majesty himself Mr Clarke Jones, all gathered around our tent, where Helaena and I were having a nice quiet, romantic night together, (bored again!). We chatted (well, mainly Clarke), with a few laughs, a lot of drink (not me of course, I dont drink?) till early hours of the morning.

Despite the thunder storm during the night, it turned out to be a nice sunny but windy day. As we parked Freida on the club stand, we were greeted by Karl Mewes from Norfolk. Unfortunately his car is off the road, but he's hoping it'll be street legal soon. (T&T).

As Jason Cohen pulled on to the club stand in his attractive Taunus TC, a few of the Mk3 Owners came over to observe the differences between their Cortinas and the TC.

Apart from all the Ford clubs and cars at the show, there was plenty to do and see. First on the agenda was the autojumble (not a lot for Taunus's but plenty for others); there were also helicopter rides, hovercraft races, Quad bike challenges, even guest rally stars were there, but if that was too much excitement, you could always stroll around the grounds of Stanford hall.


***"Please don't say that the Taunus is the German equivalent of the Cortina," begged Neil Dashper of the Taunus Owners Club. "My Taunus is nothing like a Cortina!" OK Neil, we won't. But if any Fast Ford readers are intrigued, be sure to look out for a feature on this unusual car in a future issue.***

Heres a picture of Freida in the October edition of Fast Ford.

I'd say the Ford Fair at Stanford Hall is probably one of the biggest and best all Ford shows there is, with plenty of cars ranging from Classics to the new Mondeo. If you missed it this year, be there next year!.

I'd like to thank Jason and Karl for coming, it was great to meet you Karl. Another big thank you goes out to all the members of the Mk3 (Cortina) owners club, for there warmth and friendship, they showed towards me, Helaena and the Club. Its a pity there weren't a few more members there to share it with us - you missed a great weekend.

## 1.4.1. VALVE CLEARANCE ADJUSTMENTS

### 1.4.1.0. V4-Engines

Turn the crankshaft clockwise (seen from the front of the engine) until the notch on the crankshaft V-belt pulley is adjacent to the T.D.C. mark on the timing gear cover. The valves of the first or fourth cylinder should now be in balance when moving the crankshaft slightly forward or backward (the valves move simultaneously in opposite directions). The crankshaft should be turned clockwise a further 360° if the valves of No. 1 cylinder rock. This should bring the valves of the No. 4 cylinder into balance.

To adjust the valve clearances insert a feeler blade of 0.40 - 0.45 mm (0.016 - 0.018 in.) between the rocker pad and the valve end and turn the self-locking adjusting screw with a ring spanner until the correct clearance has been obtained. It should be possible to withdraw the feeler blade with a slight pull. Turn the crankshaft a further 180° so that the valves of No. 2 cylinder rock and the valves of the No. 3 cylinder can be adjusted.

Turn the crankshaft until the valves of the No. 1 cylinder rock and check and adjust the valves of No. 4 cylinder. Then turn the crankshaft until the valves of the No. 3 cylinder rock and adjust the valves of No. 2 cylinder.

### 1.4.1.1. V6-Engines

Turn the crankshaft clockwise (seen from the front of the engine) until the notch on the crankshaft V-belt pulley is adjacent to the T.D.C. mark on the timing gear cover. The valves of the first or the sixth cylinder should now rock when the crankshaft is rotated slightly forward or backward (the valves move simultaneously in opposite directions). Now turn the crankshaft clockwise by a further 360° if the valves of the No. 1 cylinder rock. The valves of the No. 5 cylinder should then rock and the valves of the No. 1 cylinder can be checked and adjusted.

Turn the crankshaft further by 120° so that the valves of the No. 3 cylinder will rock and the valves of the No. 4 cylinder can be checked and adjusted. Carry out this operation for all the cylinders in the following order:

With No. 6 cylinder rocking, adjust No. 2 cylinder
With No. 1 cylinder rocking, adjust No. 5 cylinder
With No. 4 cylinder rocking, adjust No. 3 cylinder
With No. 2 cylinder rocking, adjust No. 6 cylinder

The clearances must be set very accurately to 0.40 - 0.45 mm (0.016 - 0.018 in.) – See also Section 1.0. for differences of certain engines –. This value applies to both inlet and exhaust valves. Excessive valve clearance can result in poor charging of the cylinders (drop in engine performance), altered valve timing values and excessive noise level. Insufficient valve clearances result in poor performance caused by lack of compression, altered valve timing values, burning of valve heads and valve seats and distortion of the valves. Therefore the clearances should again be checked and adjusted after approx. 300 miles of motoring after an engine or cylinder head overhaul has been carried out.

The valve clearances can be adjusted according to the correctly installed distributor rotor (see also Section "Ignition" under "Contact Breaker Adjustment"). Turn the crankshaft by means of a ring spanner until the distributor contacts begin to open (ensure that the distributor shaft turns clockwise). The finger of the rotor will then point to the firing cylinder. Use a feeler blade to measure the valve clearance and adjust to 0.40 - 0.45 mm (0.016 - 0.018 in.). The adjustment of the valve clearance can of course be carried out as previously described in Section 1.4.1.

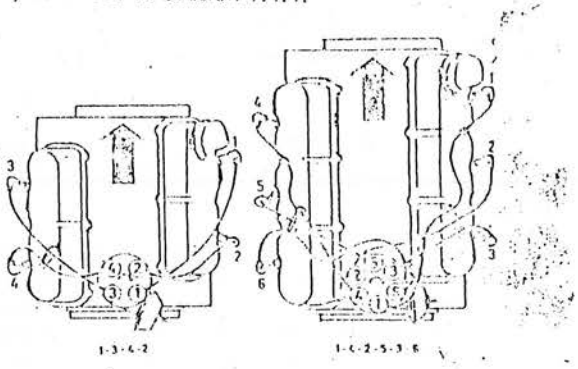



Fig. 1.38. – The valve clearance can be adjusted in accordance with the distributor rotor position. This ensures that the valve tappets rest on the heel of the respective cams. The numbers refer to the firing order for the two engine types.

### 1.8.2.3. Contact Breakers

To adjust the contact breaker gap, withdraw the high-tension cable from the ignition coil. Detach the distributor cap and rotor arm from the distributor cam. Remove the spark plugs. Turn the engine so that the heel of the moveable contact breaker arm is on the highest point of the cam. Slacken the locking screw and by means of the slot in the end of the fixed contact breaker point, adjust the contact gap to 0.3 - 0.4 mm (0.012 - 0.016 in.) in the case of the V6-engine or to 0.4 - 0.5 mm (0.016 - 0.020 in.) in the case of the V4-engines. If necessary, align the faces of the breaker points to make full contact over the entire face, by bending the adjustable contact bracket. Do not bend the steel breaker arm.

Turn the engine until the heel of the contact breaker is on the lowest point of the cam. Switch on the ignition and hold the high tension cable approx. 10 mm (0.4 in.) away from the distributor housing. Lift the breaker arm by means of a match stick. A strong spark should jump audibly over to earth.

Check the condition of the points and fit new parts if the points are worn or burnt. Slightly pitted contacts showing a greyish colour need not be replaced. Smoothing or filing the contact surfaces is economically not advised due to the time factor involved and we recommend replacement whenever excessively worn or pitted. To replace the contacts, proceed as follows:

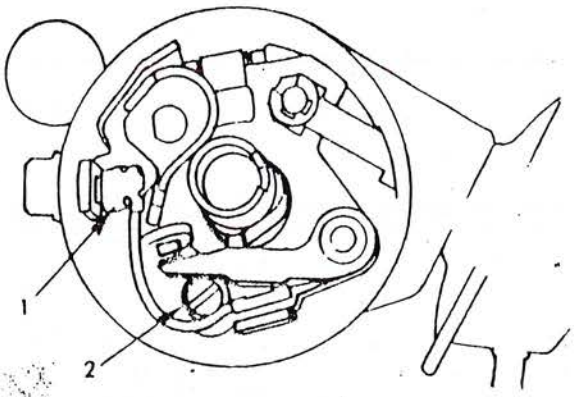



Fig. 1.47. – Top view of the distributor. The low tension terminal is at (1). (2) is the securing screw for the fixed contact breaker.

Remove the breaker arm after unscrewing the terminal screw and detaching the flanged nylon bush, together with the primary and condensor leads. The breaker arm and spring assembly can now be lifted off, followed by the fibre washers from the terminal and pivot posts. Detach the fixed contact after removing the securing screw.

The new contacts should be cleaned and refitted in reverse order to the removal procedure. The pivot pin and the bush of the breaker arm should be slightly lubricated with grease. Also grease the cam and the fibre block of the breaker arm. Adjust the contact breaker gap as described above.

This adjustment, however, should be considered a basic setting only, the final adjustment should be carried out with the aid of a dwell angle meter. Connect the meter parallel to the ignition coil and switch on the ignition. Start the engine and compare the indicated values with the correct value of 50o ∓ 2o for all V4-engines and 39o ∓ 2o for all V6-engines. Adjust as necessary by turning the breaker plate. Always attempt to achieve the smaller dwell angle value in the case of new contacts.

The contact point gap and the dwell angle are related to each other. The larger the gap, the smaller the dwell angle and vice-versa. The influence of the contact breaker gap "A" on the dwell angle "S" is shown in one of the illustrations.

Replacement of the contact breaker points or adjustment of the gap alters the ignition timing, necessitating checking by means of a stroboscopic timing light and rectification as necessary.

### 1.8.2.4. Ignition Timing

The ignition timing should be checked and adjusted as necessary whenever the engine has been dismantled, the distributor removed, the contact breaker gap adjusted or replaced.

Turn over the engine so that No. 1 piston is approaching T.D.C. (this can be checked by removing No. 1 spark plug and feeling the pressure developing in the cylinder). Continue turning the engine until the notch in the crankshaft pulley is in line with the appropriate timing mark on the timing cover. This will give the initial timing setting before T.D.C.

Check that the notch on the crankshaft pulley is visible and mark with chalk or white paint, if this is not the case. Connect the dwell angle meter and the timing light. Check the dwell angle with disconnected vacuum pipe and correct as necessary. Check the ignition timing by pointing the timing light flash against the timing marks, checking the notch relating to the first piston on the crankshaft pulley and on the graduations on the

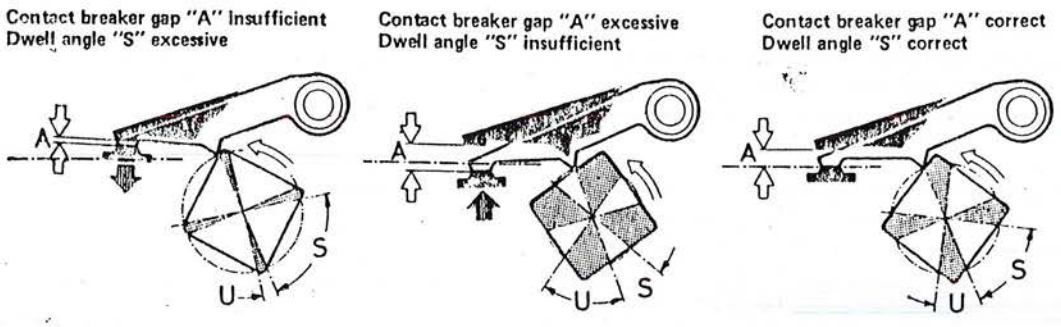



Fig. 1.48. – The illustration shows the effect of the contact breaker gap with relation to the dwell angle. The three different contact breaker gaps "A" show in each case the resulting dwell angle "S" and the contact breaker opening angle "U".

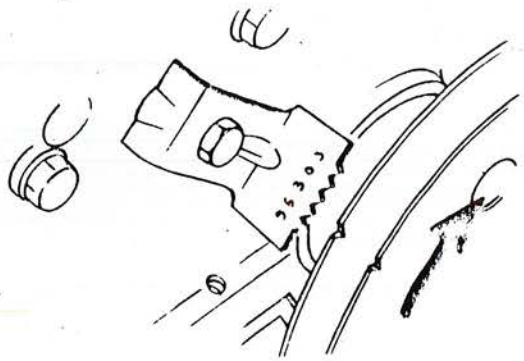


Fig. 1.49. – The ignition timing scale and the notches in the crankshaft pulley on the V4-engine.

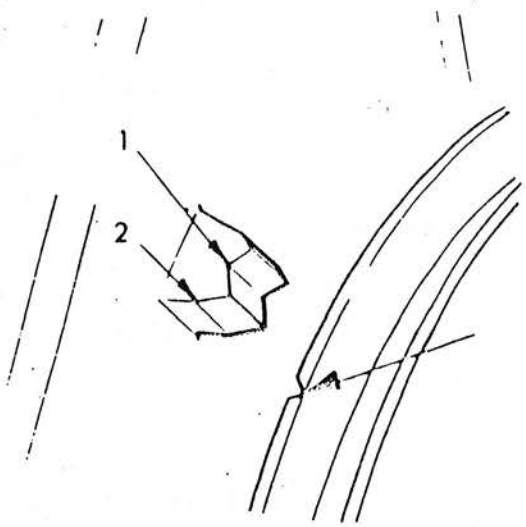
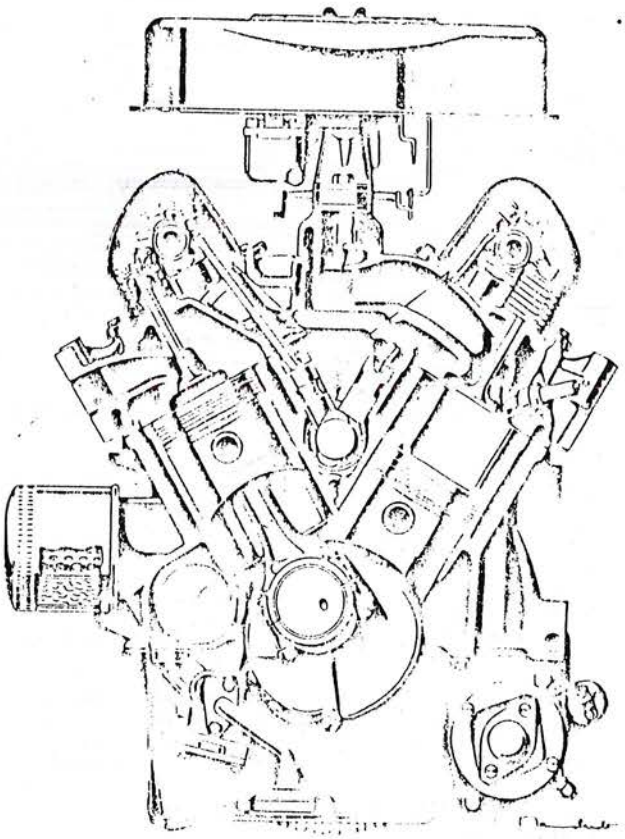



Fig. 1.50. – The ignition timing pointer and the notch in the crankshaft pulley on the V6-engine. The TDC (1) and the timing point (2) are also shown.

timing cover. Slacken the clamp bolt on the distributor and turn the distributor body until the 6° before T.D.C. indicator and the pulley notch are in line. Tighten the clamp screw.

Turning the ignition distributor clockwise retards the ignition timing; turning the distributor anti-clockwise advances the ignition timing. Tighten the clamp bolt securely, as the distributor may move if not done so.

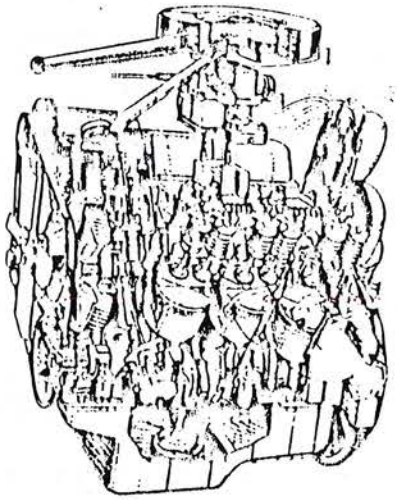
Re-connect the vacuum pipe. Adjust the idle speed. Disconnect the stroboscopic timing light and the dwell angle meter.

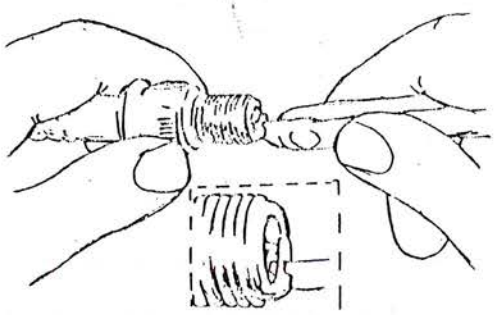


TAUNUS motive power comes from the 60 V-4 engine shown above.

Ford

V6





### 1.8.4. SPARK PLUGS

The spark plugs should be tested every 6,000 miles and cleaned by sand-blasting. The electrode gap should be corrected to 0.8 - 0.9 mm (0.032 - 0.036 in.) by bending the earth electrode (side electrode) as necessary. Refit spark plugs with a new seal ring and tighten to 3.5 - 4.0 kgm (25 - 29 lb.ft.). We recommend the replacement of the spark plugs every 12,500 miles. Your dealer will advise you of the plug type to be fitted for your particular engine.

## 1.9. Fuel System

### ENGINE TYPE P5 V4 – 1498 c.c.)

| Carburettor | |
|---|---|
| Type | 32 PDSIT-4 |
| Main jet | X 125 |
| Choke tube | 26 |
| Air correction jet | 110 |
| Slow-running fuel jet | 45 |
| Vacuum connection | M4 x 0.75 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE P5S (HC) V4 – 1699 c.c.

| | |
|---|---|
| Type | 32 PDSIT-4 |
| Main jet | X 135 |
| Choke tube | 27 |
| Air correction jet | 130 |
| Slow-running fuel jet | 45 |
| Vacuum connection | M4 x 0.75 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE P5 DL V6 – 1998 c.c.

| | |
|---|---|
| Type | 32 DDIST |
| Main jet | X 120 |
| Choke tube | 25.5 |
| Air correction jet | 100 |
| Slow-running fuel jet | g40 |
| Vacuum connection | M4 x 0.75 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE P5 DH V6 – 1998 c.c.

| | |
|---|---|
| Type | 32 DDIST |
| Main jet | X 125 |
| Choke tube | 25.5 |
| Air correction jet | 100 |
| Slow-running fuel jet | g40 |
| Vacuum connection | M4 x 0.75 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE HF 17L (LC) – V4 – 1688 c.c.

| | |
|---|---|
| Type | Solex 32 PDSIT-4 |
| Main jet | 130 |
| Choke tube | 26 |
| Air correction jet | 120 |
| Slow-running fuel jet | 45 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE HF 17H (HC) V4 – 1688 c.c.

| | |
|---|---|
| Type | Solex 32 PDSIT-4 |
| Main jet | 135 |
| Choke tube | 27 |
| Air correction jet | 110 |
| Slow-running fuel jet | 45 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE HF 17S V4 – 1688 c.c.

| | |
|---|---|
| Type | Solex 32/32 |
| Main jet: | |
| 1st stage | 122.5 |
| 2nd stage | 140 |
| Air correction jet: | |
| 1st stage | 160 |
| 2nd stage | 145 |
| Choke tube: | |
| 1st stage | 23 |
| 2nd stage | 24 |
| Slow-running fuel jet: | |
| 1st stage | 42.5 |
| 2nd stage | 60 |
| Full throttle enrichment - 2nd stage | 92.5 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE HF 18H (HC) V6 – 1797 c.c.

| | |
|---|---|
| Type | Solex 32/32 |
| Main jet | X 122.5 |
| Choke tube | 23 |
| Air correction jet | 185 |
| Slow-running fuel jet | 40 |
| Full throttle enrichment/ball valve | 95 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE HF 20L (LC) V6 – 1985 c.c.

| | |
|---|---|
| Type | Solex 32 DDIST |
| Main jet | 130 |
| Choke tube | 24 |
| Air correction jet | 125 |
| Slow-running fuel jet | 40 |
| Full throttle enrichment ball valve | 107.5 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE HF 20H (HC) – 2274 c.c.

| | |
|---|---|
| Type | Solex 32 DDIST |
| Main jet | 127.5 |
| Choke tube | 24 |
| Air correction jet | 135 |
| Slow-running fuel jet | 40 |
| Full throttle enrichment ball valve | 160 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE HF 23 (HC) V6 – 2274 c.c.

| | |
|---|---|
| Type | Solex 35 DDIST |
| Main jet | 117.5 |
| Choke tube | 25 |
| Air correction jet | 125 |
| Slow-running fuel jet | 47.5 |
| Full throttle enrichment ball valve | 52.5 |
| Float weight | 7.3 grams |
| Slow-running speed | 650 - 750 rpm. |

### ENGINE TYPE HF 23S (HC) V6 – 2274 c.c.

| | |
|---|---|
| Type | Solex 35 DDIST |
| Main jet | X 127.5 |
| Choke tube | 26 |
| Air correction jet | 180 |
| Slow-running fuel jet | 47.5 |
| Full throttle enrichment ball valve | 80 |
| Float weight | 7.3 grains |
| Slow-running speed | 950 - 1050 rpm. |

# Literature Available

## Road Test, Workshop Manuals, Sales Brochures, & Info.

| Model | Date | Source | Description | Price |
|---|---|---|---|---|
| Buckle | 9/9/49 | Autocar | News & Views | All |
| Buckle | 19/5/50 | " " | " " | 5, For |
| Buckle de luxe | /5/51 | ------- | Road Test | £1.oo |
| Buckle | /8/82 | Test & Technik | --------- | + P&P |
| Buckle | ------- | ---------- | pics 1948/51 | |
| Brutsch 1200 | 1953 | Auto - Welt | Preview | 50p + P&P |
| P1 12M | 23/1/52 | Motor | Road Test | |
| P1 12M | 25/1/52 | Autocar | Preview | |
| P1 12M | /3/52 | _____ | Road Test | |
| P1 12M | /1/53 | Auto - Welt | Preview | |
| P1 12M | 14/1/55 | Autocar | " " | |
| P1 15M | 1955 | Motorwelt | " " | All 15 |
| P1 15M de luxe | 1956 | Motorwelt | Road Test | for |
| P1 15M | 1956 | Autocar | " " | £2.50 |
| P1 12M | 15/5/58 | Motor Rundschau | " " | + P&P |
| P1 12M | 1959 | " " " | Preview | |
| P1 12M Kombi | 1958 | ---------- | Advert | |
| P1 12M/15M | 1957/59 | ---------- | " " | |
| P1 12M | ------- | ---------- | Pics 1952/59 | |
| P1 15M | ------- | ---------- | " 1955/58 | |
| P1 12M | ------- | ---------- | " 1959/62 | |
| P2 17M 2 door | --------- | Moterwelt | Preview | |
| P2 17M 4 door | 13/9/57 | Autocar | " " | |
| P2 17M 2 door | 24/11/57 | Motor Rundschau | Road Test | |
| P2 17M de lux 4 door | 1957 | " " " | Ad/Poster | |
| P2 17M Kombi de lux | 1957 | " " " | " " | |
| P2 17M | 1957 | " " " | Preview | |
| P2 17M | --------- | ---------- | " " | |
| P2 17M 2 door | /10/58 | Motor life | Road Test | All 17 |
| P2 17M | 1958 | Motor Rundschau | Ad/Poster | items |
| P2 17M 2 door | 1959 | " " " | " " | for £5.oo |
| P2 17M Estate | 13/11/59 | Autocar | Road Test | + P&P |
| P2 17M Turnier | 1959 | ------- | Preview | |
| P2 17M 4 door | 9/12/59 | Motor | Road Test | |
| P2 17M Saloons | ---------- | ------- | Pics 1957/60 | |
| P2 17M Kombi | --------- | ------- | " " " | |
| P2 17M | --------- | ------- | " " " | |
| P2 17M Saloons | 1960 | California | Sales Brochure | |
| P2/P3 | 1962 | Daily Express | Workshop Manual | for £6.oo + P&P |

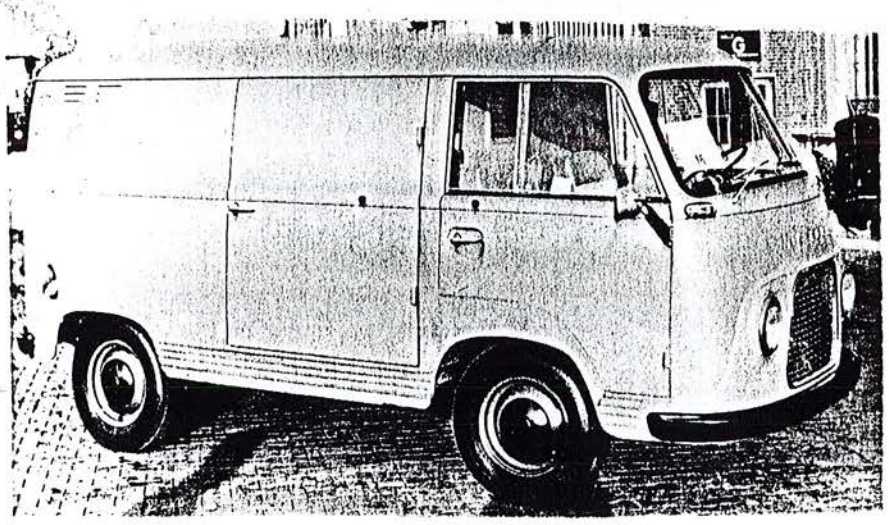
All the above prices are to cover the cost of copying. (Postage and packing is extra). If any member has any Taunus info eg, road test, write ups, ads, workshop manuals, or brochures, SWOPs can be arranged.

# Taunus Parts in Stock

| Model/Part No | | Description | Box No | Quantity |
|---|---|---|---|---|
| P1 | | | | |
| | | King Pin (1953-55) | 4D | 2 |
| | | Track rod end (1952-55) | SOLD 6 | 1 |
| P2 | | | | |
| | | F/shocker upper mount support | 4C | 2 |
| | | Steering arm (RH) | | 2 |
| | | " " " (LH) | | 1 |
| | | Indicator arm | 4D | 2 |
| | | RH Back plate (Rear brake drum) | 4E | 1 |
| | | LH " " " " " | | 3 |
| | | RH " " (Front " " ) | | 2 |
| | | LH " " " " " | | 2 |
| | | Steering Track control arm | | 2 |
| | | Bracket (Steering/engine mount) | 4/B | 1 |
| | | Speedo cable | | 1 |
| | * | Clutch slave cylinder (R.H.D) | 4/B/C | 2 |
| | | Idle arm and bracket | 4E | 1 |
| | | Speedo cable | 4/B | 1 |
| | | Insulator (rear engine support) | | 2 |
| | | Carb repair kit | | 1 |
| | * | Brake hose front | | 1 |
| | | Rear engine support | 4E | 1 |
| | | Valves (heater control/water) | 4/B | 2 |
| | | Mirror arms (door) | | 2 |
| | | Door handle (front LH) | | 1 |
| | | Clip assy (front bumper) | | SOLD |
| | | Knuckle joint (front suspension/steering) | | SOLD |
| | | R/K spidle connecting rod (steering) | 4D | 1 |
| | | Bushes (dynamo/bosch) | 4C | 1 |
| | | Oil seal retainer (front) | 4/B | 4 |
| | | Front wheel bearing (inner) | | 4 |
| | | Oil seal cup (front wheel bearing) | | 4 |
| | | " " front wheel bearing (outer) | | 4 |
| | | Rear wheel cylinder cup | | 8 |
| | | Pawl assy (parking brake handle RHD) | | 2 |
| P2/P3 | | | | |
| | | Gear drive (distributor) | 4C | 1 |
| | | Bushing spindle (track rod end) | | 1 |
| | | Track rod end (outer/RH thread) | | 2 |
| | | " " " " LH " | | 1 |
| | | Bearing (top/steering colum) | 4/B/C | 1 |
| | | Flang (exhaust down pipe) | | 2 |
| | | Extension (exhaust down pipe) | | 2 |
| | | Diaphragm (carb accelerate pump) | | 1 |
| | | Bearing (ball/groove) (gearbox shaft F) | | 1 |
| | * | Front brake hose | | 1 |
| | | Exhaust valves S.T.D (4 in a box) | | 1 |
| | | Bearing (camshaft centre S.T.D) | | 1 |

| Model/part No | | Description | Box No | | Quantity |
|---|---|---|---|---|---|
| P2/3 | | | 4/B/C | | |
| | * | Starter motor solenoid (trip switch/6 volt) | | | 1 |
| | | Element (cigar lighter) | | | 2 |
| | | Gasket pad (cylinder block/fuel) | | | 1 |
| P3 | | | | | |
| | * | Wiper blades (Packet) | 4C | | 3 |
| | | Brake pipe connector (3 way) | | | 1 |
| | | Retainer (rear wheel bearing) | | | 8 |
| | | Adaptor (bottom of distributor shaft) | 4/B | | 1 |
| | | Reae lens (estate/RH) | | | 2 |
| | | " " " " LH | | | 1 |
| | * | Starter solonide (6 volt) | | | 1 |
| | | Distributor base plate | | | 4 |
| | | Valume & advance unit (distributor) | | | 2 |
| | * | Brake master cylinder (R/K) | | | 2 |
| | | Rear lens + crome surround | | | 2 |
| | * | Brake master cylinder (R/K) | | | 2 |
| | | Temperature gauge | | | SOLD |
| | | Roller (gearbox main drive gear pivot) | | | 1 |
| | * | Brake master cylinder (R/K) | | | 2 |
| | | Carb diaphragm | | | 1 |
| | * | Headlamp relay (6 volt) | | | 2 |
| | | Ball joint kit | 4C | SOLD 1 | 3 |
| | | Clutch release bearing | | | 1 |
| | | Bearing (top suspension leg) | | | 1 |
| | | Padel rubber | | | 1 |
| | * | Engine mount (big cotton wheel) | | | 2 |
| | | Throttle padel | | | 2 |
| | | Front flasher lamp unit (RH) | | | 2 |
| | | " " " " " LH | | | 2 |
| | | " " " lens (RH) | | | 1 |
| | | Valve springs | | | 13 |
| | | Rear lamp unit | 4E | | 1 |
| | | Clutch slave hose | 4C | | SOLD |
| | | Hand brake lever(RHD) | 4D | | 1 |
| | * | Indicator relay (6v/2x15w/2x-18w) | 4C | | 1 |
| | | Bracket (accelerator padel) | | | 1 |
| | | Hub cap | 4D | | 1 |
| | * | Rear wheel cylinder (17.46mm) | 4C | | 1 |
| | | Bottom rad hose | 4E | | 2 |
| | | Fuel pump | 4C | | 2 |
| | | Battery clamp | 4D | | SOLD |
| | | Rear lens & lamp unit (estate/round pod) | | | 2 |
| | | Brake drum | | | 3 |
| | | Bearing (generator armature) | | | 1 |
| | | Plate & bush assy " " " (R/end) | | | 1 |
| | | Exhaust support bracket | | | 3 |
| | | " " " " " | | | 2 |
| | | Bush kit (stabilizer bar to TCA) | 4C | | 1 |
| | | Stabilizer to frame (R/K) | 4D | | 2 |
| | * | Brake cylinder R/K (19.05mm) | | | 4 |
| | | Petrol locking cap | 4C | | 1 |
| | | Carb diaphragm | 4D | | 2 |
| | | Flat washer (wheel bearing) | | | 1 |
| | | Headlamp reflector (bosc) | 4C | | 2 |

| Model/part No | Description | Box No | Quantity |
|---|---|---|---|
| P3 | | | |
| | Water pump seal | 4C | 2 |
| | Inner half shaft oil seal (diff) | | 6 |
| | Thrust plate | | 1 |
| * | Front wheel cylinder (RH) | | 1 |
| * | " " " " LH | | 2 |
| * | Rear " " " (19.05mm) | | 1 |
| * | " " " " (20.64mm) | | 1 |
| | Front indicator lens (RH) | | 1 |
| * | Relay (6 volt) | | 1 |
| | Lock valve spring retainer | | 8 |
| | Front brake carrier plate (RH) | | 1 |
| | " " " " " LH | | 2 |
| | Rear " " " " RH | 4/B | 2 |
| | Quarter light catch (RH) | | 2 |
| | " " " " LH | | 1 |
| | Front door window regulator (LH) | | 1 |
| | Rear " " " " RH | | 1 |
| | " " " " " LH | | 1 |
| | Gasket (headlamp bezel) | | 1 |
| | Lock assy (RH) | 4C | 1 |
| | " " LH | | 1 |
| | Dove tail/striker plate (estate tail gate) | | 4 |
| | Arm & pivot shaft (wiper motor) | | 1 |
| * | Wiper arms (silver) | | 3 |
| | Door handle (window regulator) | | 3 |
| | Rear door handle (LH) | | 1 |
| | Weatherstrip (tail gate belt) | | 2 |
| * | Heater cable (1135mm) | | 1 |
| | Bracket & shaft (LH) | | 1 |
| | Handle (tail gate window regulator) | | 1 |
| | Lock/barrel & keys (glove box) | | 1 |
| * | Front quarter light window rubber (RH) | | 1 |
| | " " " " " " " " LH | | 1 |
| | Rear lower door hinge | 4E | 1 |
| * | Wiper blades (packets) | 4C | 3 |
| * | " arm | | 1 |
| | Blank keys (SW) | | 4 |
| | " " (x) | | 4 |
| | " " (vachette) | | 4 |
| | Mirror glass (replacement kit) | | 2 |
| | Lock/barrel & keys (door) | 4D | 1 |
| * | Valve assy (clutch master cylinder) | 4C | 5 |



# 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)

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

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. £800.00
Ph Tom 061 872 8630

1969 Taunus P6 12M — 1.3 V4 Two door saloon L.H.D. Front wheel drive.
Good condition inside & out, needs a little bit of work, and some love.
Ph Tim bullum 0420 544330 (day) or 0420 474149 (eve) £250.00 No offers

1972 Taunus P7 20M — 2.0 V6 2 Door saloon L.H.D.
Good condition inside and out, lots of new parts £ offers
may P/X for P5
Contact Club Rep John Winch

# 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

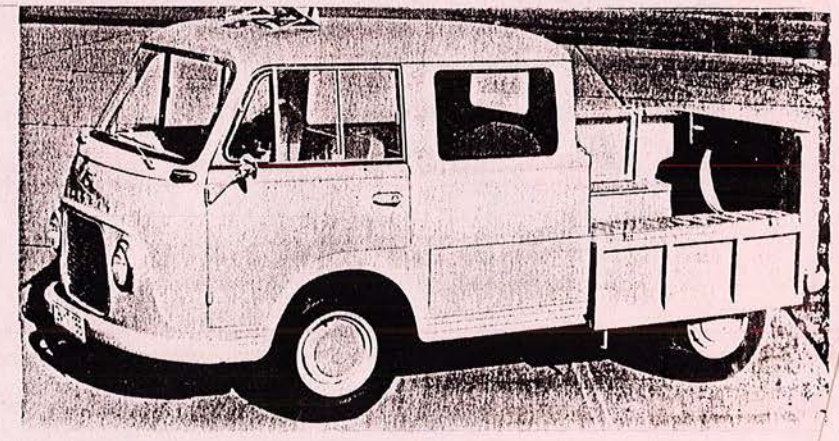
Taunus P5 1964-67 Contact Club rep John Winch, Address at front of mag

# *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.

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

Pre 65 Ford Fair. Organised by the Model A & Y Owners Club.
Abingdon, Oxford. Sunday 26th September.
The Taunus Owners' Club of GB, " Second Birthday Meet."



**... FK 1000 mit Doppel-kabine.**