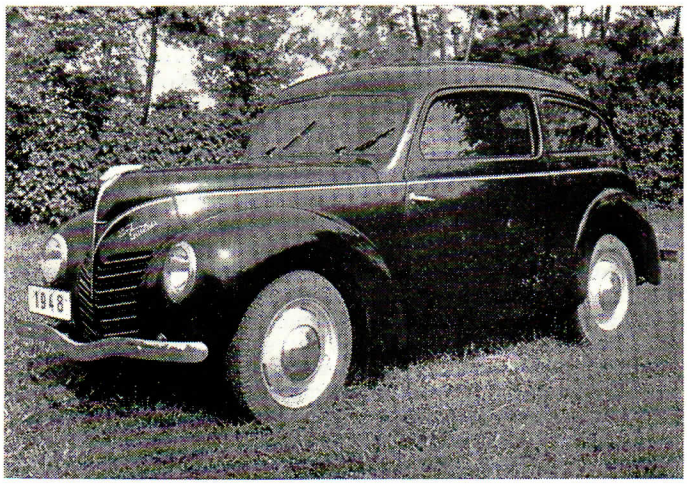
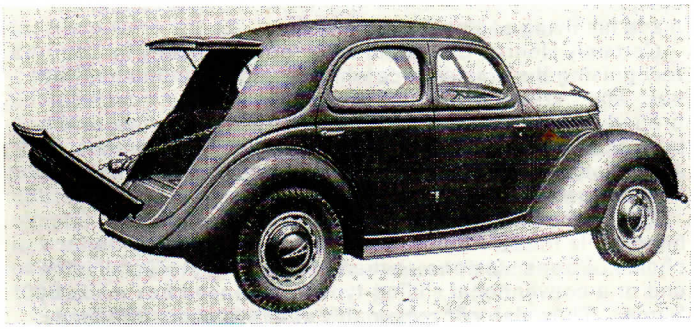


SOPHISTICATION IN MINIATURE. Actually a 1948, this first-series 1,172 c.c. Taunus shows its 81-Series origins. Grille is almost exactly that of a 1939 Standard V8 from Dearborn.



BACK IN MUFTI. The German Ford V8 truck as made from 1941 onwards. Sheet metal is 1940 American, but the cab isn't—quite.



turning the 933 c.c, power unit back to front, with Allard-type independent suspension at both ends. A longer wheelbase permitted some handsome roadster and coupé bodies, but Tracfords were seldom seen. One turned up in Bordeaux a few months ago.

If Ford couldn't circumvent the horsepower tax, they could at least save some duty by manufacturing in France, and this they duly achieved in 1935, with the purchase of Emile Mathis's factories. By 1936, the traditional Mathis was gone, and the Matford reigned in its stead. (A curiosity of the interim period at Strasbourg was the "Quadruflex" model, with all-round independent springing incorporating torsion bars at the rear. Advertised with sundry in-line Mathis