

# April 2005

## Buy Sell Exchange & Notice Board

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Web Site <http://geocities.com/fordzephyr>

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Club meetings are held on the first Monday of each month at  
the SC RSA Clubrooms, Wai-iti Road, Timaru at 7.45pm

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# Upcoming Events

**April 4 Monday** Meeting RSA 7.30 p.m.  
**May 2 Monday** A.G.M.

## Presidents Report

### AND CONVENTION REPORT

Mk I convertible ready to go on Sunday 21.3.05, Christine & I, with Les and Shirley left Timaru at 9 a.m.. Picked up Dave and Maryanne and all went very well.

We stayed the night in Picton and on Monday we crossed over to Wellington. Bruce & Judith crossed over with us.

Dave and I followed Les out of Wellington to a car museum, it had 1950 and 60's cars downstairs and other interesting displays. The museum would like Dave's car and my car to be donated to the museum, Ha, Ha!!!!

Then we went to Foxton and stayed the night and the next day we headed to Wanganui. A nice place with good shopping. Next stop was New Plymouth for 2 nights.

For a day trip we went to Inglewood to have a look at the Fun Ho Toy Factory. The owner remakes Fun Ho Toys to order only and attached is a museum full of new, old stock, Fun Ho Toys. Then off to Mt Taranaki but the cloud was so low over the mountain we headed back to New Plymouth.

On Thursday morning we went to Rotorua and stayed the night. It rained all night and then in the morning we had very hard rain with water all over the road, it was hard to see where the road was!

Friday we stayed at Wairakei Resort just outside of Taupo. (The Resort has 2000 bed rooms). The sun came out so off outside to clean the Z car and dry the inside out!!

**As of April 1st 2005 everybody is covered by an employment contract and this is the one I received.**

### **DRESS CODE**

It is advised that you come to work according to your salary. If we see you wearing Prada shoes and carrying Gucci bag, we assume you are doing well financially and therefore do not need a raise. If you dress poorly, you need to learn to manage your money better so that you may buy nicer clothes, and therefore do not need a raise. If you dress just right, you are right where you need to be and therefore do not need a raise.

### **SICK DAYS**

We will no longer accept a doctor's statement as proof of sickness. If you are able to go to the doctor, you are able to come to work.

### **PERSONAL DAYS**

Each employee will receive 104 personal days a year. They are called Saturday and Sunday.

### **TOILET USE**

Entirely too much time is being spent in the toilet. There is now a strict three-minute time limit in the stalls. At the end of the three minutes, an alarm will sound, the toilet paper roll will retract, the stall door will open and a picture will be taken. After you second offence, your picture will be posted on the company bulletin board under the "Chronic Offenders Category". Anyone caught smiling in the picture will be sectioned under the company's mental health policy.

### **LUNCH BREAK**

Skinny people get 30 minutes for lunch as they need to eat more, so they can look healthy. Normal size people get 15 minutes for lunch to get a balanced meal to maintain their figure. Fat people get 5 minutes for lunch, because that's all the time needed for a slim fast.

Thank you for your loyalty to our company. We are here to provide a positive employment experience. Therefore all questions, comments, concerns, complaints, frustrations, irritations, aggravations, insinuations, allegations, accusations, contemplation's, consternation's and input should be directed elsewhere

### **THE MANAGEMENT**

# Show'n'Shine

8 Showed up for the Breakfast at Zanzibar's.

The rest turned up, down the bay, in the Loop Road at 10.00 a.m. Following the Show'n'Shine there was a run out to Geraldine.

Results from the Show'n'Shine 2005 are:

Best MK 1            Jim MacDonald

Best Mk 2            Bob Stevens

Best MK 3            Colin Chambers

Best MK 4            Ken Coupland

Most Improved      Colin Chambers

Most Original        Neville Jarvis

Best Club Car        Colin Chambers

Congratulations to you all and look forward to next year.

## NOTICE

Please note the A.G.M is the Next meeting on Monday May 2nd at the South Canterbury R.S.A, Wai-iti Road at 7.30 p.m.

If anyone would like to pay their 2005/06 subscriptions early, that would be most appreciated. Thank you.

Friday night we all got together for talks and so on. Saturday saw all the cars lined up in their marks for judging. While that was happening some people went to town by bus (Taupo), there was plenty of time to do what you wanted to do.

Saturday night was the dinner and dance and give-a-ways. ( I got a set of screw drivers). It was a very good night.

Sunday saw all the Z cars in their marks and we headed off to Rotorua to a craft show. We had a good look around the stalls, then off for a look around the town, then it was back to Taupo and the Warakei Resort at 5.30 p.m.

Phil and I went to the delegates meeting. The meeting went well.

Sunday night was a dinner and after the dinner there was a raffle, spot prize's and the presentations of the trophies. First prize MK 2 convertible went to Phil and Mary Jean. Well done!, we noticed you were still smiling on Monday.

My MK 1 travelled 2000 miles (approx.) with no troubles, but I need new front tyres.

Monday we said our good byes and headed for home.

The members who from Timaru who went to Taupo were:

STEWART	Malcolm & WASHINGTON	Christine	MK I Convertible
BISHOP	Bruce & Judith		MK 3
LADBROOK	Gavin & Marilyn		MK 2 Convertible
HARKNESS	Dave & Maryanne		MK 2 Convertible
ROOK	Phil & WOOD	Mary Jean	MK 2 Convertible
ROSE	Max & Doreen		MK 2

Malcolm Stewart

**PRESIDENT**

## Recommended Reading

*General Zephyr, Zodiac, Executive* by Michael Allen (Motor Racing Publications Ltd). This book covers every model from Mk1 to MkIV in superb detail.

report on the new car.

Needless to say, they were full of praise for the Zodiac, being particularly impressed by the handling, and very much so by its performance.

At £1070 on the British market, it was unmanched by any other large saloon for the same conclusion.

Both magazines found very little to fault the Zodiac on, with the exception of one major feature – a lack of leg-room in the rear seat. As mentioned earlier, this had come about through the lowering of the roof-line, and the need to reposition the driver's seat further back. Ample room had been a feature of the earlier Zephyrs, and now some of this advantage had been lost in the new model. To correct the problem fully would have involved lengthening the whole body shell of the car, but because this option would have involved substantial retooling, Ford compromised, and instead chose to widen the rear track.

This allowed alterations to the floor pan and rear bulkhead to be made, effectively providing space to reposition the rear seat backwards by a couple of inches. Although not providing as much space as the previous model, it did at least meet the needs of those who wanted a large car and expected there would be large amounts of room.

The first cars modified in this way appeared in October 1962.

October 1962 also saw the launch



**This Zodiac was purchased by Neil nine years ago from the second owner**

were. They were produced in each of the MkIII variants (4, 6 and Zodiac), but at around 20% dearer than the saloons they only sold in small numbers. In fact, Estates only account for about 1.5% of the total MkIII production.

### Police pursuit

Both Saloons and Estates were well liked by the police, especially for patrol work on the motorways. Around 1000 special police versions of the MkIII were produced, some of them fitted with even higher-performance engines for pursuit work. In connection with this, the big Fords got great publicity through featuring as police cars in the popular British TV police show, *Z-Cars*, a very high-rating show which must have influenced the healthy sales of these cars.

As with any car produced over several years, minor changes in specification occurred throughout the production run of the MkIII. Apart from changing the brake servo and offering a floor-change option, no significant mechanical changes occurred, which proves how well sorted

trim, and various chrome moldings, but unfortunately space does not allow us to list them all.

There were even a couple of very high-spec models produced. One was a super-luxury version produced by Hooper Motor Services, which cost about 50% more than a standard Zodiac. The other was the factory-built Executive model, which in essence was a Zodiac with all the optional extras fitted.

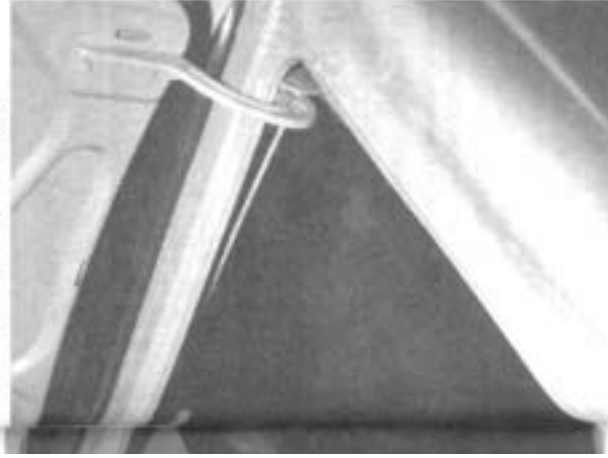
Only about 200 of the latter were produced, right at the closing stages of MkIII production.

There is no doubt that the MkIII was a successful car for Ford UK. In Britain, the only other manufacturers that could effectively compete with it were Vauxhall, and BMC's Westminster and Wolseley 6-110 ranges, and it was only the Vauxhall that could beat it on price.

In its favour though, Ford had already attracted a substantial market share through the Mk1 and MkII eras, and the glowing testimonials heaped on the new MkIII model would do nothing to lessen it.

### Light steering

The steering was light enough, and the car had absolutely no tendency to wander in the straight ahead position, nor tend towards understeer, as some of my research indicated may have been likely.



### Suspension

**Front:** MacPherson strut type, independent by coil springs and wishbones; Armstrong hydraulic telescopic dampers, anti-roll bar.

**Rear:** Semi-elliptic leaf springs, live axle; Armstrong lever-arm dampers

**Length:** Zephyr: 15 ft 2.5 in. Zodiac: 15 ft 2 in. **Width:** 5 ft 9 in. **Kerb weight:** 2620-2815lb, dependent on model and equipment.

### Performance

**Max speed** 91.0mph

**Acceleration** 0-50mph: 11.1sec 20-40mph in top gear: 11.1sec

**Economy** Touring 21.6mpg, overall, 18.6mpg

**Brakes** from 30 mph; 31 ft

### Max speed

**Acceleration** 100.7mph

**Economy** 0-50mph: 9.2sec, 20-40mph in top gear 8.8sec

**Brakes** touring 22.6mpg, overall 19.5mpg

**Brakes** from 30 mph; 30.5 ft

It is the sort of car that is both easy and forgiving to drive, and inspires confidence quickly. Neil summed it up well: "The Zodiac is a car you drive for 300 miles, and get out of without feeling stressed or tired. It will easily keep pace with modern traffic, and be enjoyable to drive at the same time."

I agree. It's a pity so many of them were driven to death by over-enthusiastic males (mostly of my generation) many years ago. There aren't too many good

MkIIIs left now, which is a shame, because they would have to rate as one of the most practical 'Everyday Classics' around.

Neil is seriously thinking of selling his Zodiac so he can finish a MkII Zodiac project he's had on the go for many years, so if you would like to try one for yourself, he may be worth calling.

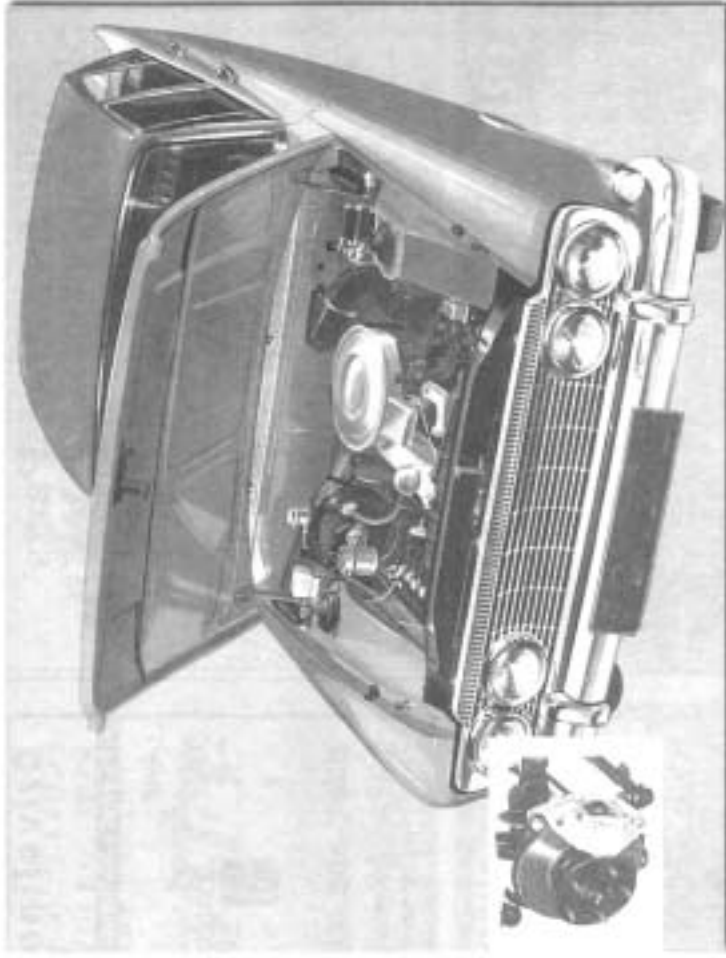
*My thanks to Neil and Maureen Anthony for their time and assistance.*

**COLIN HEY**



**Starting with the MkII's motors, the six-cylinder's engine power was increased from 85 to 98bhp, the four cylinder from 59bhp to 68bhp. The Zodiac was fitted with an even larger carburettor, plus a dual exhaust system, to raise its power output to 109bhp (100mph)**

The engine was extremely responsive, the column gearchange light and direct, and the brakes progressive and well up to stopping the car quickly if required.



**Inset, the Zodiac featured power-assisted front brakes**

## Specifications

### Engine

Six cylinder, 82.55 x 79.5mm bore and stroke, 2553cc; Zephyr output 98bhp net, 106bhp gross at 4750rpm.

Zodiac 109bhp net, 114bhp gross at 4750rpm.

4-speed all synchromesh gearbox. Borg and Beck 8-inch single dry plate clutch. Hypoid bevel final drive. Borg-Warner Model 35 automatic transmission optional, overdrive optional, column or floor gearchange optional (from October 1967).

### Transmission

of the Estate version. As with the MkI and II, the Estates were produced as a factory-sanctioned conversion by ED Abbott Ltd, of Farnham, Surrey.

Fitted with a glass-fibre tailgate, the bodywork was far more pleasing to the eye than the MkI and MkII Farnhams, which looked very much like the converted saloons that they

and robust the components used actually were.

Nearly all of the changes that did occur, therefore, were to trim and fittings on the three models. Most Zephyr enthusiasts can readily identify the year of a car by looking at features such as bumper over-riders,

## Price Guide

Category A Zodiac	- to \$12,000
Zephyr	- to \$ 9000
Category B Zodiac	\$4000
Zephyr	\$3000
Category C Zodiac	\$1000
Zephyr	\$300

Eventually, however, the production run had to end. Even before the MkIII had been launched, the Product Planning Committee at Dagenham was in 1961 considering development of the MkIV range, which would eventually appear in 1966.

It was this model that not only killed off the MkIII body style, but also saw the end of the line for the 2553cc engine, and the various other mechanical components that had carried right through the MkI, MkII, and MkIII range. It had to happen, but it was a pity when it did.

## We try a MkIII

The car we feature in this article belongs to some particularly well-known Zephyr enthusiasts, Neil and Maureen Anthony, from Christchurch.

The car was purchased by Neil about nine years ago from the second owner, the first being a company in Christchurch which had only kept the car for a short time. It was sold new in Christchurch by Hutchinson Motors (who are still Ford



**Detailed design work was then handed on to Charles Thompson**

## Production History

### Zephyr Six and Zodiac

February 1962: Production commenced (Zephyr, vehicle No. 548044196 on; Zodiac 648037276 on (Intro. April '62)

October 1962: Wider rear track, more rear set room by changes in rear bulkhead. Estate car introduced.

August 1962: Improvements to Zephyr facia, trim, fittings. September 1962: Improvements as above to Zodiac, plus new reverse lamps built into rear bumper, modified overriders with rubber inserts, deep pile carpet.

October 1962: Floor gear change optional.

October 1962: Interior paintwork matching trim (cloth trim optional) on Zephyr from 50282216, Zodiac from 60282270

January 1965: Executive Zodiac introduced.

Numbers Produced 1961-1965: Zephyr 4 Saloon 104,511

Zephyr 4 Estate 725, Zephyr 6 Saloon 105,068

Zephyr 6 Estate 1548, Zodiac Saloon 75,674

Zodiac Estate 1849

Note: Zodiac Saloon figures include Executive models.

An additional 2375 Morris were produced in 1965 (361

date encompasses pre-production cars

Total Production: 291,940

dealers) in 1963.

Neil confesses to having owned over 70 Zephyrs, so he no doubt knew what to look for. Although 100% original and very tidy, age had taken its toll on the car.

The bodywork and upholstery were in particularly good order, which was very much an advantage when restoring the car, as it meant Neil was able to carry out most of the work himself.

Restoration work included a complete

The car was repainted by Neil himself, in the original colour of Caribbean Turquoise. It is not only a very striking colour, but one seldom seen on MkIII Zephyrs or Zodiacs, or other Fords of similar age.

The interior of the car is mostly finished in an almost khaki-coloured vinyl, but because the car was assembled in New Zealand, the cloth may not be the 'Cirrus' fabric that the English cars were finished in. It has withstood the test of time extremely well, and is in perfect condition. We photographed the car in a domain about 5km from Neil's home. As a passenger in the car at first, I was impressed by the smoothness of the ride, the low noise level (even at open-road speeds), and the light and airy feeling of the interior.

Lots of window space provides lots of visibility. The seats were very comfortable, although being bench seats we did tend to slide around in them a bit on a couple of the faster curves.

### Huge glovebox

The interior of the Zodiac was well equipped. A huge glovebox falls open below the dash, and a small ashtray flips out from the dash with the push of a button. There are map pockets in the doors, a clock (that actually worked), interior lights front and rear, and plenty of room to generally stretch out and enjoy the ride.

Being a post-1962 car, Neil's car has the

engine overhauled, new carpets, new window rubbers, a full respray, and restoration of the dash panel.

The braking system was also overhauled, and all other mechanical items given a thorough service. The car has been maintained in consous condition for many years now, and I have to say it is the cleanest car I have photographed in all my years of writing for NZCC.

wider track rear axle, and the extra room in the rear seat.

With the front seat in about the middle of its adjustment range there was ample room in the rear seat for even tall passengers - certainly enough to accommodate three adults in plenty of comfort.

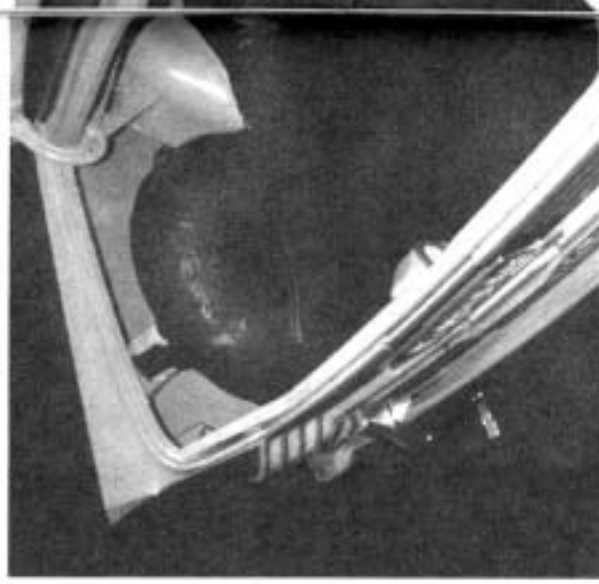
The boot also has a large capacity - not a great deal of depth, but it is wide and long, and would easily swallow up several large

suitcases. One thing I have always particularly liked about the Zodiac is the gold lettering on the boot and bonnet of the car but I have never been able to understand why Ford chose to paint the rocker cover and air cleaner on Zodiacs pale yellow.

Perhaps they had huge amounts of pale yellow paint left over from some other car. Does anyone know?

With the bonnet open, accessibility around the engine is excellent, and all the routinely serviced items are easy to reach, and simple to understand and work on.

On the road, the Zodiac drives extremely well. I found the accelerator pedal required a determined prod to get any response, and the clutch was quick on the uptake too, so smooth progress didn't come instantly. Once up to speed, however, the car felt great.



Neil's Zodiac was sold new in Christchurch by Hutchinson Motors (Ford dealers even now) in 1963. 100% original and very tidy, the bodywork and upholstery are in particularly good order