

# July2005

## Buy Sell Exchange & Notice Board

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Correspondence for the Club to PO Box 1015 Timaru  
Fax 03 688-8597 email gaz.sue@xtra.co.nz  
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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### FOR SALE

#### From the South Canterbury Zephyr & Zodiac Enthusiasts Club

Chrome Number Plate Frames with South Canterbury Zephyr & Zodiac Club	\$25.00
Cloth Badges	\$ 6.00
Lapel Pins	\$ 7.00
2 only Cast Grill Badges	\$45.00
Car Sashes	\$13.50

Orders to Box 1014 Timaru  
(Post or courier extra)

# Upcoming Events

-3-

<b>July 4th Monday</b>	Meeting S.C.R.S.A
<b>July 24th Sunday</b>	Club Run
<b>August 1st Monday</b>	Meeting S.C.R.S.A
<b>August 20th Saturday</b>	Late afternoon Poker run. Meal & drinks after.
<b>September 5th Monday</b>	Meeting S.C.R.S.A
<b>September 17th or 18th</b>	Run with Falcon Club. Possible trip through Clandeboye Dairy Factory.
<b>September 25/25</b>	Run to Christchurch & catch up with ChCh Club. & (poss. Ferrymead?)
<b>September 25/26</b>	Alexandra Blossom Festival
<b>October 3rd Monday</b>	Meeting S.C.R.S.A
<b>October 7-9</b>	McLeans Island Swapmeet.
<b>October</b>	All British Day Christchurch?
<b>October 16th Sunday</b>	Ashburton for a run with Ashburton V.C.C
<b>November 7th Monday</b>	Meeting S.C.R.S.A
<b>November 27th Sunday</b>	Club Run
<b>November</b>	All Ford Day Christchurch?
<b>December 3rd Saturday</b>	Christmas dinner R.S.A

Some dates will be subject to change. Members will be notified.

If anyone can fill in missing dates it would be much appreciated.  
I couldn't find them on the net anywhere. ED Jacqui

92	fuel pump and bowl
93	wheel brace
95	backing light lens chrome surround
96	interior light bases
97	lower fan belt pulley
99	gearbox
100	Mk3 Zephyr letters and oddments
103	1x left hand rear side bumper bar extension
104	1x left hand rear side bumper bar extension
105	Mk3 Zodiac manifold part

## Parts Mk4

1AB	headlight
2AB	3 x seal beams
3AB	steering box

## Mk3 Burgundy Zodiac Parts

3B	2x doors
4B	front window
6B	1x right front mudguard
15B	horn ring badge centre
17B	Zodiac wiring loom
18B	rear ¼ lights complete
26B	aluminium kick plates set (fair)
29B	pipe for slave cylinder
30B	door pillar steel covers
31B	window washer bag
34B	set door panels & pillar post covers grey (set)
35B	blower for heater
36B	pair rear side bumpers
38B	radiator hose
40B	1x windscreen wiper motor complete
41B	number plate door
42B	front windscreen ext vent
43B	heater hoses
44B	baker light Speedo surround
46B	front windscreen

## Mk3 (OTR)

OTR1	high compression head with valves for Zodiac or Zephyr
OTR2	high compression head with valves for Zodiac or Zephyr
OTR3	high compression head with valves for Zodiac or Zephyr
OTR4	gearbox - clutch housing
OTR5	gearbox - clutch housing
OTR7	front hubs complete

# President's Report

## MK 3 ZEPHYR & ZODIAC PARTS

Please quote code number  
when enquiring.

Parts are in good condition  
unless described otherwise

**Contact -  
Colin Chambers  
Ph (03) 688 0807  
Or  
Eric Scott  
Ph: (03) 688 6930**

**List as at June 200**

The last part of this  
catalogue will be  
published in the  
August 05 Magazine

Code No	Description
Parts Lot	
2	1x dash Zephyr
3	1x glove box 1964
5	rubber throats for heater
7	plastic steering column (damaged beige)
13	1 x horn
16	1 LH side back bumpers
20	panel from back ¼ light window
21	1 x ¼ light right hand side
22	1 x ¼ light window (back complete with catch)
24	1 x ashtray for back of front seat
28	window winder mechanism (front)
29	Smiths chrome air cleaner
30	door handles interior (set)
36	Zodiac grill
39	left hand tail light Mk3 Zephyr (minus lens)
41	earth strap long
42	earth strap long
44	rear ¼ light windows (left hand side)
45	headlights base and surround pair
47	Zodiac wiring loom
48	2 x Mk3 hub caps (fair cond)
50	rear windscreen chrome strip surrounds (2)
52	Speedo Mk3 Zephyr complete with ignition
53	radio panel with Z (dash) Mk 3 Zephyr
54	hand brake complete Zodiac
55	Mk3 Zephyr parcel tray (good)
56	handbrake complete Mk3 Zephyr
58	bonnet release cable
60	Mk2 hubcap
62	Mk3 right-hand side strip bit back window
64	Zephyr back window
65	Zodiac front window
67	Zephyr grill
68	Zephyr front bumper bar (not bad)
73	Mk3 Zodiac rear bumper
74	Zodiac Mk3 dash
75	Mk3 hand brake cable
78	¼ light window right hand
79	Mk3 windscreen wiper motor
80	Mk3 generator
83	oil filter case
84	rear brake backing plate
88	Ford radio
90	solenoid starter button

Hi again, this year has gone very fast for me with a trip to the North Island in the Mk 1 convertible for the Zephyr convention.

The Mk 2 Zodiac has been in Christchurch for 8 months to get the body sorted and painted. It has been all done now and heading for the upholsters shop - hope to have it on the road by Christmas.

I have some bad news - Phil Rooke has lost his Mk 1 convertible to a fire. It was at a local panel beaters, (in a spare shed) awaiting more work. Phil said the car is a right off and the fire was started by kids.

Malcolm Stewart  
**PRESIDENT**



On the next page is the continuation of the article I ran in the March mag. and then realised I hadn't photo copied all of the story - well thanks to Gary Hodder here is the rest of the story.

## Recommended Reading

*Consul, Zephyr, Zodiac, Executive* by Michael Allen (Motor Racing Publications Ltd). This book covers every model from MkI 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 the performance.

At £1070 on the British market, it was unmatched by any other large saloon for performance at that price. *Autocar* reached 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.



**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

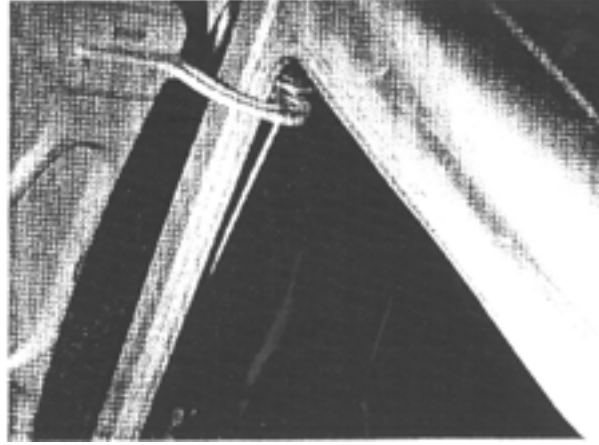
trim, and various chrome mouldings, but unfortunately space does not allow us to list them all.

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

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.



### Brakes Dimensions

**Performance**  
**Max speed**  
**Acceleration**  
**Economy**  
**Brakes**

**Max speed**  
**Acceleration**  
**Economy**  
**Brakes**

*Rear:* Semi-elliptic leaf springs, live axle; Armstrong lever-arm dampers  
*Girling hydraulic disc front, drum rear.*

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

Zephyr Six  
91.0mph

0-50mph: 11.1sec  
Touring 21.6mpg, overall, 18.6mpg  
from 30 mph; 31 ft

Zodiac

100.7mph  
0-50mph: 9.2sec, 20-40mph in top gear 8.8sec  
touring 22.6mpg, overall 19.5mpg  
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

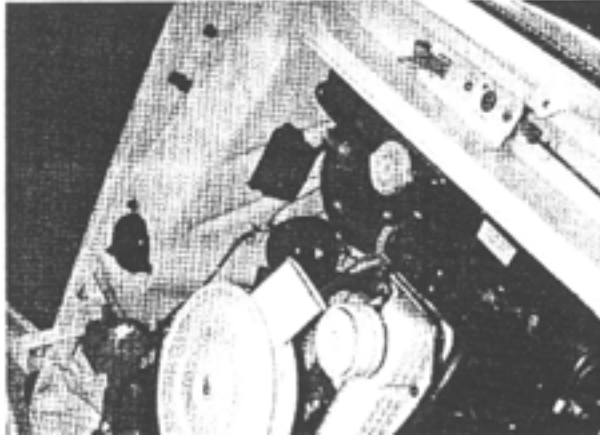
MkIIIs left now, which is a shame, because they would have to rate as one of the most practical 'Everyday Classics' around.

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**



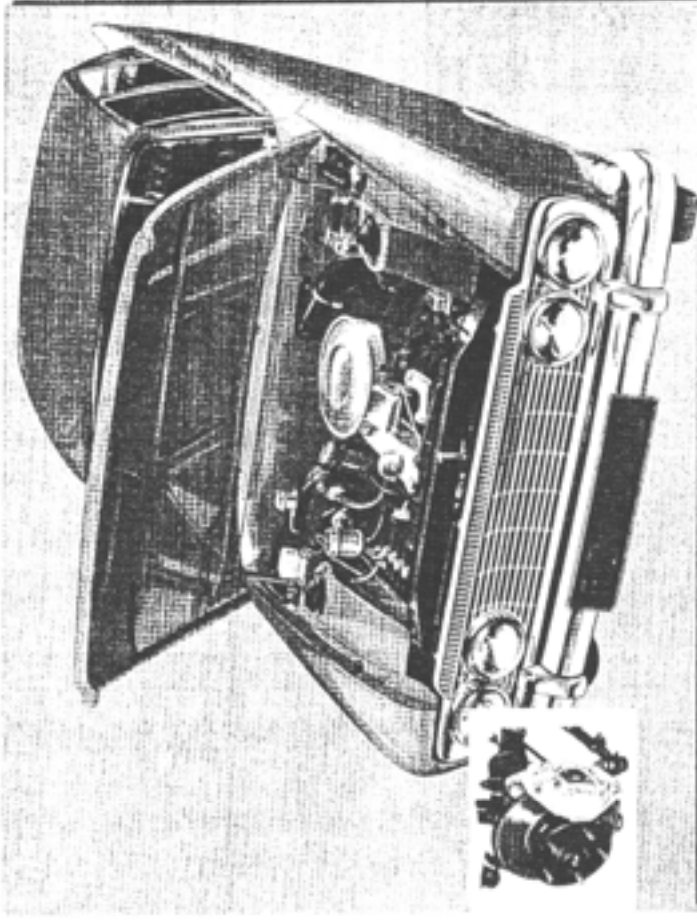


*Starting with the MkII's motors, the six-cylinder's engine power was increased from 85 to 98bhp, the four cylinder from 59bhp to 68bhp. The Zodiac was fitted with an even larger carburettor, plus a dual exhaust system, to raise its power output to 109bhp (100mph)*

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.

#### Light steering

The steering was light enough, and the car



### Specifications

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

#### Engine

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

#### Transmission

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 1962).

#### Suspension

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

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 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

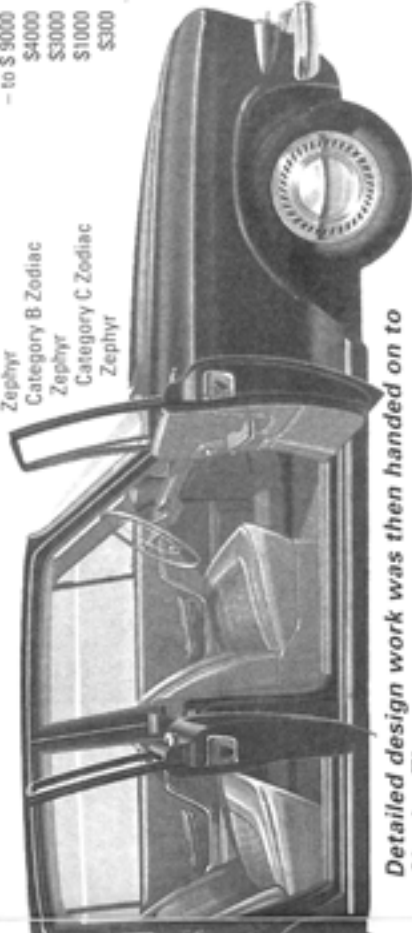
healthy sales of these cars.

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 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



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

6/110 range, 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 MkI and MkII eras, and the glowing testimonials heaped on the new MkIII model would do nothing to lessen it.

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

## Production History

### Zephyr Six and Zodiac

February 1962: Production commenced (Zephyr, vehicle No. 548048196 on; Zodiac 648037276 on (intro. April '62).  
October 1962: Wider rear track, more rear set room by changes to rear bulkhead. Estate car introduced.

August 1963: Improvements to Zephyr fascia, trim, fittings.  
September 1963: Improvements as above to Zodiac, plus new reverse lamps built into rear bumper, modified overriders with rubber inserts, deep pile carpet.

October 1963: Floor gear change optional.

October 1964: Interior paintwork matching trim (cloth trim optional) on Zephyr from 50282216, Zodiac from 80282270.

January 1965: Executive Zodiac introduced.

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

Zephyr 4 Estate 725, Zephyr 6 Saloon 105,058

Zephyr 6 Estate 1948, Zodiac Saloon 75,674

Zodiac Estate 1649

Note: Zodiac Saloon figures include Executive models.

An additional 2375 MkIIIs were produced in 1966. 1961

data 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

engine overhaul, 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 concours 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.

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

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

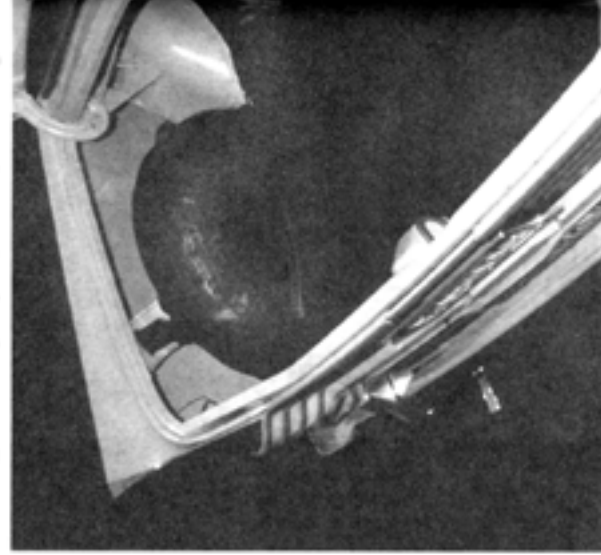


suitcases. One thing I have always particularly liked about the Zodiac is the gold lettering on the boot and bonnet of the car but I have never been able to understand why Ford chose to paint the rocker cover and air cleaner on Zodiacs pale yellow.

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