



There really is no equivalent today for the excitement that was saloon car racing during the sixties.

On race weekends motorsport fans in their thousands would pile kids, dog, picnic, mother in law etc. into the family car and drive sometimes hundreds of miles to otherwise insignificant little places like Levin, Renwick and Mata-mata for the rivetting duels that took place between such greats as Franicevic, Nazer, Coppins and Phillips on circuits that are today almost forgotten.

Almost. I was still in short pants back then, and being an ardent follower of the sport I hoped that one day I might be able to get behind the wheel of one of my heroes' screaming machines.

It is now 1994, and having found myself in the editor's chair of a nationwide motor-ing magazine I am realising yet another dream come true, and have already sampled the 1964 Wills Six Hour winning Ford Cortina (CS8606) of Paul Fahey (featured in issue #2), while hunting down others along the way.



THE “BREAD VAN”

**This Is One Test Drive In A Ford Anglia
That Our Editor Won't Forget In A Hurry!**

The latest blast from the past to be dropped into my eager hands was the legendary "Bread Van" Anglia, synonymous with "Allcomers" racing success for John Ward during the 1966-1967 season.

The Allcomers class was the icing on the cake of the motor racing scene during the sixties. It was not uncommon during early seasons to see pre-war American

saloons fitted with Chev or Ford V8 engines dicing with the latest Lotus Cortinas, and the field usually included a fair sprinkling of A40 Farinas, Mustangs, Humber 80s and Jaguar saloons. By far the most dominating element though was the Ford Anglia 105E.

Although quite far removed from the innocuous little 997cc Anglia Deluxe that everyone's favourite Aunt Mabel used to pilot between church, bridge club and the GHB, the appeal of these veritable wolves in sheep's clothing was accentuated by their general familiarity.

Usually fitted with highly modified twin-overhead-camshaft Lotus racing engines, the Anglias were hard to catch, sometimes even for the sheer brute power machines like Rod Coppins' Zephyr Corvette or the 7-litre Custaxie ("Colour Me Gone") of 1967 Championship winner Robbie Franicevic. Even the bright orange curiosity that resembled a lowlight Morris Minor, but was really "Morrari", a race-tuned Corvette motor in a Ferrari Grand Prix chassis with a "Mister Blobby" body plonked on top, was often afforded a diminishing rear view of Dagenham's most diminutive der-



riere.

The earliest trackside Anglias ran in standard one-litre form, then came the 1500cc Consul 315 and Cortina engines - even then they held their own quite well. The modified Humber 80s soon fell into place when the little Fords started running 1650cc engines, while the twin-cam Lotus unit set the cars' immortality in concrete. One car, that of Canterbury Neil Doyle, even had a Corvette V8 shoe-horned into it!

The first to achieve success with big-engined Anglias were Jack Nazer ("Sabrina", DA6070) and Robbie Franicevic, and it was soon found that the aerodynamic qualities of these cars could be greatly improved by rounding off some of the Anglia's angles.

So it was that the shape of the racing Anglia changed during the mid sixties to a vehicle that, as you can see from the photos, barely resembled the pedestrian "anglebox" we are so familiar with.

The full-width frontal "grin" was removed and the headlamp pods were rounded off to improve air flow. In order to accommodate the essential Jolly Wide Wheels of the

day on a lowered chassis the guards were flared slightly.

Nowhere, however, was the profile more radically altered than over the car's rear quarters. That reverse-rake rear window that so distinguished the 105E from most other cars turned out to be such a drag on the car's performance that a fastback-like rear end section that tapered down to the boot tail became the solution and the trademark of the "Lotus Anglia" hybrids, spawning the now famous nickname "Bread Van".

The improvement the alterations made to the car's competitiveness was such that drivers went from larger, more powerful cars down to the lightweight Anglias.

If 1965 was the year of the Cortina in all-comers racing, 1966 was "the year of the Anglia", with Paul Fahey battling to retain the championship title he had so easily earned the previous year in his Lotus Cortina. He was however to face some tough competition from 23-year old Auckland Dave Simpson who burst onto the scene with a very quick Anglia (DA 6316), a car that had been built up by Jack Nazer's

engineer, Bill Norrish. Nazer meanwhile kept a fairly low profile during '66., leaving the two aforementioned "breadvans" to battle it out for the title in his absence.

Tired of clutch problems with his Anglia, Franicevic had turned for one season to single-seater racing before returning with something big, bad and unbeatable (except at Renwick, where Nazer's little Anglia managed to romp home well ahead of Franicevic's fearsome Ford Custaxie).

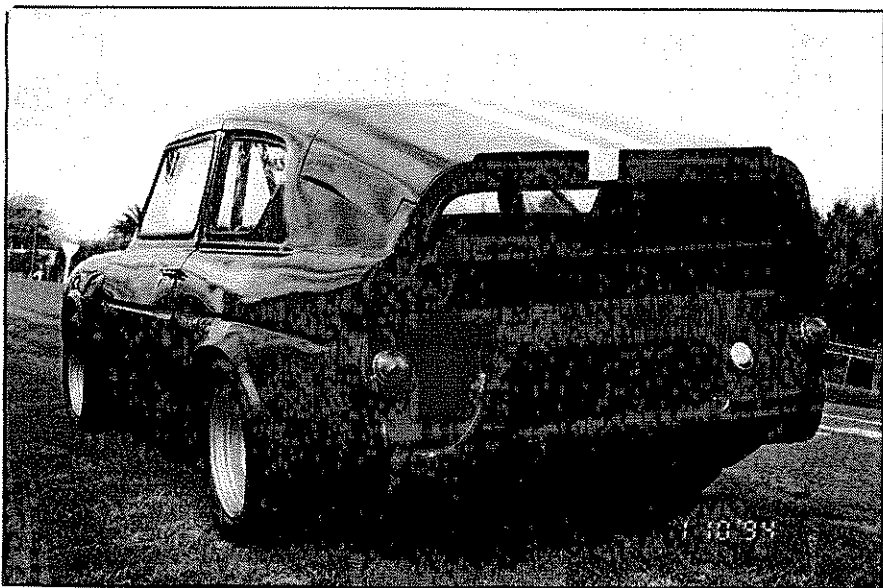
The championship title that year went to Simpson with Fahey not far behind, beating such noted racers as Rod Coppins in the Zephyr-Corvette and Neil Doyle's V8-engined Anglia. Simpson subsequently sold his car to Frank Radisich (father of current world touring car champion Paul) who campaigned it fairly successfully the following season, while Paul Fahey's breadvan (EX 4854) passed into the hands of John Ward and Rod Coppins.

Anglias battled hard once again during the 1967 season, with Jack Nazer back on the scene in a new breadvan Anglia (EW 1287) with a chopped roof-line. Nazer took second overall that year behind the Custaxie, but ahead of Fahey, now in a Shelby Mustang, and the Anglias of Radisich and Ward.

It is John Ward's breadvan Anglia, the ex-Fahey car, on which we now focus, a car that is every bit as exciting today as it was back in 1966. The car's general appearance is "just as if it had rolled out of a time capsule", and is basically "ready to race."

First registered to Paul Barrett Fahey of Manurewa on November 4th, 1965, the car (with 12 miles recorded on the ownership papers) was converted to all-comers racing specifications and immediately set a new lap record of 1:44.4 on November 6th before winning the open invitation race at Pukekohe. The following weekend it withdrew with engine problems while leading the field at Renwick.

EX 4854 was never used, as we understand, as a road car. Had it been though, it would certainly have left egg on the faces of many a driver of so-called more exotic and



thoroughbred machinery. The Lotus twin cam engine with steel crank, Cosworth steel rods, fully worked head and block, 85mm bore and stroked crank (giving a capacity of 1953cc) was (very conservatively) good for around 160bhp and was certainly capable of 150mph. Add to that the Lotus Cortina diff, Bucklers close-ratio gears and a skilled pilot, and absolutely nothing would have left this car at the lights.

With at least a dozen more wins under its belt the dark blue breadvan was sold to Ward & Coppins Motors in Gisborne two years later and repainted in Coppins' trademark colour, red.

After the 1967 season the car was sold to John Pettitt of Rotorua (still having only travelled "12 miles"), then a succession of owners over the years until it ended up, back in its original blue livery, with its present owner, Gary Price of Palmerston North.

"I was told that prior to Fahey owning the car it had been a race car in England", Gary told us, "but I haven't been able to substantiate that as yet".

He even went to the trouble of phoning Paul Fahey, who was adamant that the car had been supplied to him as "a rolling chassis", by Ford, so it is possible that somebody has possibly confused this car with another somewhere along the line.

The first few meetings that the Anglia attended were in its original form, but Fahey had drawn inspiration from a Ferrari GTO in Europe that had been given a "breadvan" type body in order to improve its dynamics, and deduced that if it could work well for the Ferrari then why shouldn't it work for the little Anglia?

Paul's theory that the reverse-slant back window was slowing the car down proved correct - the fastback body mods turned out to be good for an extra ten to fifteen miles per hour down the back straight at Pukekohe.

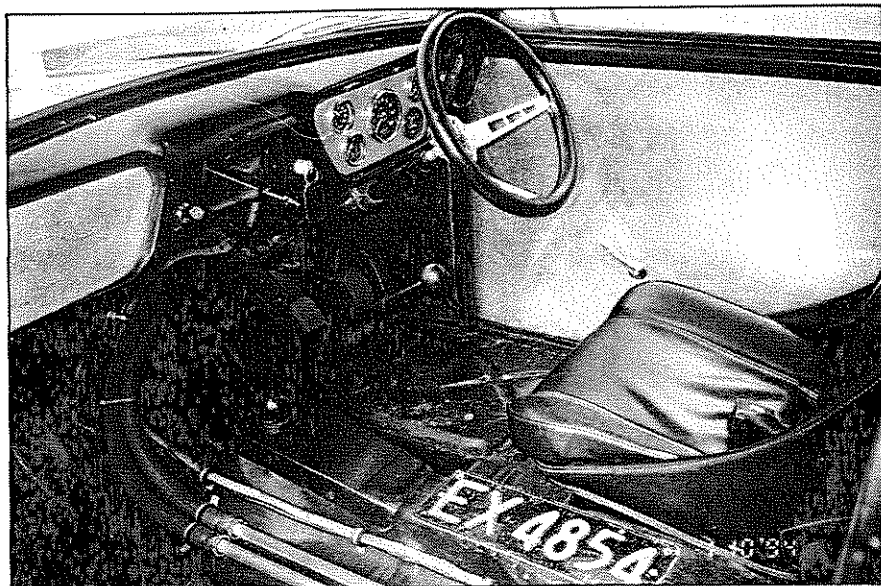
The car quickly achieved notoriety, and everywhere the car went it attracted a swarm of admirers. One day back in 1966 the car was trailed through Pahiatua, and it was here that young Gary Price, a 12 year-old from Masterton, caught his first glimpse of the breadvan. First impressions were so memorable that some twenty years later he tracked the car down once again and ultimately bought it.

"It was five years ago when I caught up with it again", relayed Gary. "It was in a barn just out of Wanganui, sitting in a shed, not going anywhere. It had flat tyres and it hadn't been run for a long time."

It took a further two years before the previous owner finally agreed to sell Gary the Anglia.

"My wife (Liz) and I couldn't get up there fast enough. We didn't have a trailer to bring it back with, so we raced up there with a tow-rope."

Liz recalls seeing the car in the shed with



rubbish stacked all over it at Wanganui for the first time. "It looked shocking - I took one look at it and asked Gary which end was the back and which was the front!"

"I suppose it was hard for her to understand quite what all the fuss was about", explained Gary. "I can tell you right now it's the most expensive Anglia in New Zealand, possibly the world. I paid a fortune for it, but I really wanted it!"

Thankfully the old racing tyres stayed up once inflated and the Prices towed the Anglia back home to Palmerston North on the tow-rope. After a few nights out in the shed, Gary, an A-grade mechanic by trade, had the car running well once again.

The previous owner had semi-restored the car back in the late seventies, so little more was required in the way of work on it.

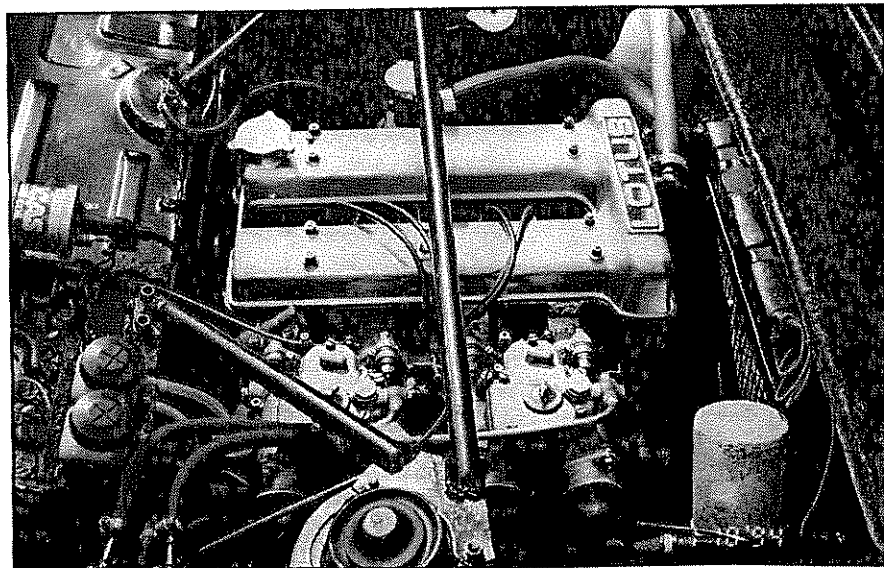
The odometer reading now, according to the papers, is 18,750. Gary finds this amusing. "I have no idea where they got that figure from, as it has never had a

speedometer fitted."

As the car progressed in age it took on several different roles. The demise of All-comers racing in favour of the international Group 5 class for the 1968 season put the car out of the limelight until the introduction of the (mainly South Island) Open Saloon Car Association (O.S.C.A.) racing class of the early seventies. By 1970 Nazer was campaigning a Chevrolet V8-powered FD Vauxhall Victor while Paul Fahey was cleaning up in his Cologne Capri, and the somewhat outdated and obsolete Anglia eventually ended up as a club racer, running at one time a modified 1600 pushrod.

The breadvan now runs a Lotus engine once again, thanks to the efforts of previous owner Colin Thompson, who tracked down many of the original parts, including the original cylinder head, gearbox etc.

For those waiting for the car's current specifications they are, as follows: Lotus 1760cc steel twin-cam engine (not the origi-





nal block - that one has proved untraceable), 45DCOE Weber carbs, highly modified heads and cams, early Elan gearbox, 4.125 ratio limited slip diff, Cortina brakes (state of the art back in 1965) drilled for ventilation, Consul 315 front suspension with chopped Zephyr springs, Panhard rod rear suspension, Cosworth dry sump in boot cavity, oil cooler in front of radiator, estimated output about 180bhp.

Doors are aluminium and the bonnet is made from fibreglass. The car came to Gary with a set of fairly modern mag wheels, but he managed to locate a set of those essential sixties fittings, Jolly Wide Wheels, to lend the car further authenticity. "I do also have a set of Lotus wheels that I'll get around to putting some tyres onto and fitting", Gary told us.

After making contact with the owner and finding him more than agreeable to a track test, Ken and I decided that we should pick the "breadvan" up one weekend and bring it back up to Thunder Park for a run. We got back to Gary and arranged to take the car over the weekend of the Manawatu Swap Meet.

We turned at the Price residence just after mid-day on the Saturday, and after spending some time around the table talking cars Gary led us out to his shed where we were to encounter not one, but three fine examples of British engineering. As well as the breadvan there was a Jaguar E-type 3.8 series I, unrestored and original with 77,000 miles on the clock. Gary has nothing but praise for Browns Lane's finest. "When you drive an early E-type it's hard to

believe, even though the Moss gearbox is a notchy old thing, that you're driving a thirty year-old car."

Beside it sits a 1964 Austin Mini Cooper S 1275, again unrestored and in tidy condition.

Absent from the fleet at the time was the ex-Jim Richards 1972 Holden Torana XU1, one of the 150 genuine Bathurst models produced. Gary first saw this car in action at the Glenvale 200 (which it led from start to finish) at Bay Park in 1974. "I still find it hard to believe that twenty years later I actually own the car I used to follow around New Zealand, watching it race." The car was in for a repaint at the time we called.

Another car that we didn't get to see was the black ex-Andrew Teesdale 1980 Ford Escort RS1800 BDG rally car (1982 Rally championship winner JQ 2400) that Gary had recently sold.

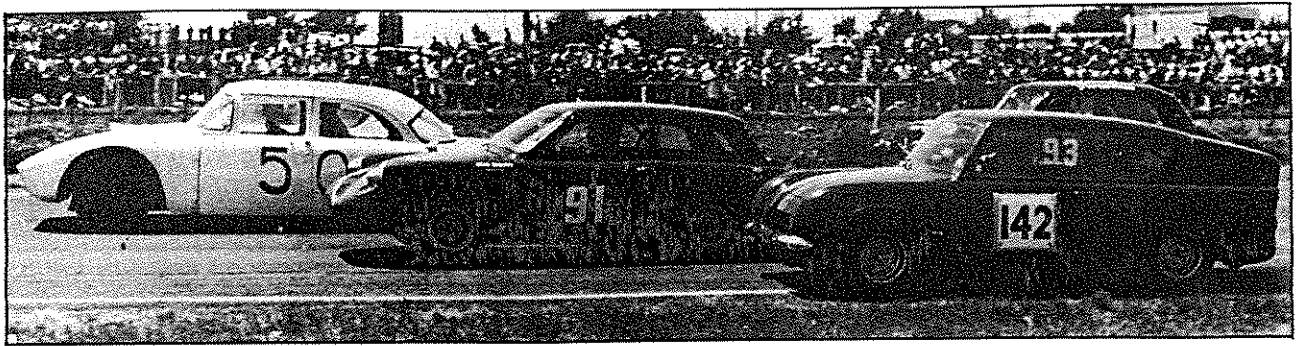
"It will be good to see that car back on the track", Gary reckons. "We bought it last year, then totally stripped it and restored it as a road car. It's gone to Christchurch and we believe the new owner will be bringing it out for classic racing down there. 265 brake horse-power - a lovely car to drive."

How did the Escort compare to the Anglia?

"They were really totally different cars. Whereas the Escort RS1800 was designed by Ford to go fast, whereas the Anglia was designed by Ford for little old ladies to drive to the shops in. So, to make an Anglia do 140mph like this one does, there's a lot of development needed. You know you're doing the speed in the Anglia, but the Escort didn't seem as fast because it did it effortlessly.

Gary and Liz have owned several other interesting cars in their time, including E49





(Left) Our featured car was not the only racing Anglia of the period to undergo aerodynamic body surgery - the Anglias of Frank Radisich and Jack Nazer (DA6070, then EW1287), as well as Dave Simpson's car (DA 6316) were all given the Bread Van treatment. Here John Ward "battles it out" with Dave Simpson at Levin.

(Above) Allcomers off the line at Levin for the Gold Leaf Trophy Meeting of November 26, 1966. Practice had seen Robbie Franicevic setting fastest lap time of 57.7 seconds in the Custaxie (far left). Jack Nazer's Lotus Anglia is hidden behind it, while Peter Bennett's Lotus powered A40 Farina heads off (but not for long) the "Bread Van" driven by John Ward, with the MacPherson Holden FJ just visible in the background.

So we were quite happy to settle for a sample of the car's capabilities at 120mph, and at that speed the extremely lightweight Anglia showed absolutely no signs of instability or steering wobble.

Gear changes were quite easy once I had mastered the hair-trigger clutch - this was almost switch-like - you were either in gear or out, and all it took was a slight tap on the pedal to engage.

The brakes, too, turned out to be more efficient than expected, and stopped the car with ease, even when applied with a little extra force at speed. In fact, the entire car was so user-friendly that it could quite easily have been taken, albeit unregistered, for a shopping excursion into town.

After a few more runs, one of these with Ken crouched on the hard cockpit floor, we called it a day, restricted not only by the diminishing quantity of avgas in the tank, but also by the time it would take to trailer the car back to its anxious owner before dark.

Having last year sampled Paul Fahey's 1965 steed and now his 1966 race-winner our aspirations turn to his 1967 car, the Shelby Mustang. Who owns it, and where is it today - we would love to get out and drive it, wherever it is.

Meanwhile, we at Classic Wheels now view Anglias from an entirely new perspective.



Valiant Charger, Porsche 930 Turbo, another XU1 Torana, two 998 Mini Coopers, two Mini Cooper S, a '69 Boss 302 Mustang, XY GT "Shaker" Falcon, Mark I Cortina GT and Lotus Cortina, RS1600 Escort and Twin Cam Escort, an ex-B & H Fiat 125T, Daimler 2.5 V8, Commodore VH SS, '36, '39, '46 and '51 Ford V8s, and yes, a Bedford JO truck... qualifying them as undisputable enthusiasts.

I turned the key.

The little Anglia fired up almost immediately much to my surprise, then sat low on the tarmac, idling away quite happily and smoothly.

The noise in the cockpit was terrific - Ken was saying something to me from outside the driver's door but the rumble of the straight pipes and the reverberation through the bodyshell completely drowned him out.

With the period bucket seat enveloping me I buckled myself into the full harness seat belt and braced myself. So much was I savouring the experience of simply sitting at idle that I felt a slight reluctance to take things a stage further. Looking around, there wasn't much left of the interior - all the other seats had gone and the only other fittings were a fire extinguisher and the car's original number plate rivited to the transmission tunnel. The oil and fuel lines ran through alongside. The only reminder that I was indeed inside a 105E was the shape of the dash, and the sharpish tops of the guard tops as I looked out over the dark blue bonnet.

I closed my eyes and imagined I was on the start grid at Puke, and gave the throttle a blip. Very light, and instant it was - I felt that it was time to venture forward.

I had faithfully promised myself previously that my first run would be gentle. Just get used to the car before you start giving it too much - the feel of the clutch, the best

times to change up and the effectiveness of the brakes...

All right in theory, but not in practice - as soon as the revs started to rise I felt that wicked boyish grin extending across my face and I knew that I couldn't hold back. The tacho read 4,000 as I made the change into second, rather more quickly and smoothly than I had expected, inspiring me to push the little car to an eventual 120mph on that first run. It was so effortless, as if the car was meant to run at that speed all day. And that was only at 6,000rpm in top - Gary had told us that Paul Fahey used to regularly rev the car out to 10,000 through the gears. Simple arithmetic later suggested that at 7,500 the car would have been travelling at 150mph, and it certainly felt at the time like it wanted to get up to that speed.

We were, however, here simply to test-drive the car, not to explore its upper limits.

