

# CLASSIC DRIVER

## 1969 Ford Cortina

- Lot sold  
USD 0  
GBP 0 (listed)  
**Year of manufacture** 1969
- **Mileage** 13 mi / 21 km
- **Gearbox** Manual
- **Lot number** 188
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Exterior colour** Other
- **Car type** Other
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### Description

"The Ford Cortina Savage was the incarnation of racing driver Jeff Uren and produced by his own company, Race Proven Limited, who took a Ford Cortina saloon and 'shoehorned' the Essex V6 three litre engine into the vehicle. The gearbox was taken from the Ford Corsair 2000E. Weber carburettor, uprated brakes, electric cooling fan, differential, dampers, additional fuel tank and exhaust were all modifications together with the dashboard, alloy wheels and badges made for this unique motor vehicle. Jeff Uren had raced for and managed the Ford Works team before joining the Willment race team, which fielded Ford Falcons, Galaxies, Cobras, GT40s, and, most famously, the humble Cortina Mk. I. Uren was responsible for the development of the Willment Sprint GT Mk. I Cortina. When John Willment gave up racing, Uren set up Race Proved Performance and Racing Equipment Limited as his own company in 1967. The first car to have the Savage treatment (by dropping in a Ford 3.0 litre Essex V6 engine and re-engineering the suspension) was the Mk. II Cortina; this then progressed to Mk. IIIs, Mk. IVs and even a one-off Mk. V Cortina. In Graham Robson's 'The Story of Ford's Best-Seller', Uren recalled, Walter Hayes (the then head of Ford GB's PR), wangled quite a lot of 1600E Cortina's for us to convert although they were very scarce at the time. He approved of the Savage because it put Fords into the hands of a different class of user, older people, quite well-off, who bought them as fun cars. This example of the raucous Savage Cortina is presented in black with matching trim and complementary wood veneer wrapping the 1600 dash. First registered in April 1969, the car has been owned by the vendor since 1989. The car is in

stunning fully nut and bolt condition and testament to the skills and persistence of Mr. Monkley whom cherished and restored this car that also boasts a Simpson exhaust. The car has a comprehensive history file and is well known to the Savage register/owner's club as was Mr. Monkley. The engine is a 3.4 litre Ric Wood Essex engine and was rebuilt in 2009 for which the invoice is found in the history file along with countless invoices and receipts. Interested parties should note that this example has very recently been restored and thus some minor fettling and running in will be expected"

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