



Featuring:
Before the Cortina

Apr 2024

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COMMITTEE 2023-2024

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CLASSIC CORTINA CLUB EVENTS 2024

April

- Sun 7th **Auckland All Ford Day**, Ardmore
Sun 7th **Canterbury Small Ford Sunday** Kirwee A&P 10-2pm
Sat 27th **Arrowtown Autumn Festival**
Sun 28th **Old Skool Kool Classic Car Festival** Ruapuna
Sun 28th **Ashburton Plains Rotary Club Classic Car Run**

May

- Sat 4th **VCC Ashburton Swap Meet**, VCC Grounds Tinwald
TBD **Visit to Allan Woolf's Shed** Auckland

June

- Sat 29th **Geraldine Motor Muster**, Kennedy Park

July

- TBD **Waiuku Shed visits**, lunch at the Kentish Pub
27-28 **Henry Ford Birthday**. Marlborough (details TBD)

August

- TBD **Peter Markham shed visit** Hamilton, lunch Taupiri

October

- 25-27th **New Plymouth Cortina Nationals**



Classic Cortina Club Night Christchurch.

1st Tuesday of the month

Avonhead tavern, 120 Withells Road, Avonhead, Christchurch.

6:30 for a meal. 7:30 for a chat

Classic Cortina Club Night Auckland.

3rd Wednesday of the month

Cleaver & Co in Sylvia Park, Mt Wellington 6:30 til 9:00pm

The club has a Facebook page @ **Classic Cortina Car Club**

There is a link to a members only area @ **Classic Cortina Car Club -Members**

Please notify us of any events in your area.

If you think that the Classic Cortina Club could be involved,
contact your area event coordinator (see committee list page 3)

CLASSIC CORTINA CAR CLUB INC.

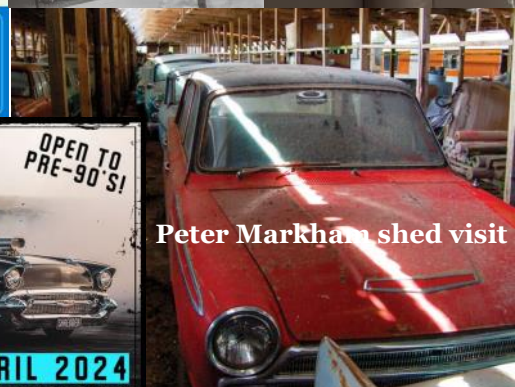
**CANTERBURY
SMALL FORD
Sunday**

SUNDAY 7 APRIL
Kirwee A&P Showgrounds
 Entry \$10 per car, 10-2pm
 Postponement Date Sunday 14 April

ALL FORD DAY



Allan Woolf shed visit



Peter Markham shed visit

PREMIER EVENT

Old School Ford
CLASSIC CAR FESTIVAL
 starinsure

**OPEN TO
PRE-90'S!**

SUN 28 APRIL 2024
 SHOW - TRACK - ENTERTAINMENT
 EUROMARQUE MOTORSPORT PARK, CHRISTCHURCH

ARROWTOWN

AUTUMN

Festival

25-28 APRIL 2024

20th Anniversary
 Ford Club Marlborough
 and Henry Ford birthday
 Show-N-Shine meet

Save the Dates

Saturday 27 July: Shed visit and car rally
 Sunday 28 July: Henry Ford Show -N- Shine birthday meet



Email:
 FordClubMarlborough@outlook.com.au
 Time: 10C
 Location: 10C

AREA MEETINGS

Meguiar's Coffee & Cars

9:00-12:00 Third Sunday of the month (check Facebook). The new venue is the ANZ stadium at Greenlane.

Caffeine & Gasoline

Last Sunday of the month. Hampton Downs top carpark. 10:00-12:00

Talisman Breakfast - Third Sunday of the month

The Talisman Hotel, Katikati, 8.30 – 11.00, full cooked breakfast \$12.50 including filter coffee. All

makes and models of cars and people welcome!!



Classic Car Meet

Cock and Bull, Te Rapa, Hamilton - Last Thursday of the month from 5 pm onwards

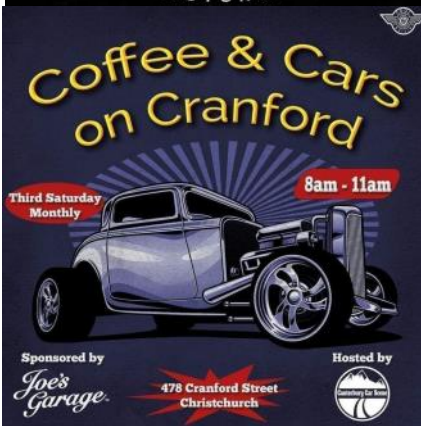
Kustom Car Club Breakfast

- First Sunday of the month Kustom Car Clubrooms, McLeans Island, Christchurch

Coffee & Cars on Cranford

Third Saturday of the month. 8am - 11am

478 Cranford Street, Redwood, Christchurch



2024 CORTINA NATIONALS

25-27th October

Location: **New Plymouth**

Committee: Jill Hughes, Nichelle Hughes, Bryan McKee, Kristine Haughey, Rod Peat, Simon Peryer, Blair Sands

Draft Itinerary:

Friday

Arrive at New Plymouth. Relaxed and informal social night mixing and mingling

Saturday

Morning Car Show and Concours

Around the mountain trip via Oakerua for lunch

Shed visit at Hawera

Evening Dinner

Sunday

Great drive though some amazing scenery, with potentially some shed raids along the way.

Dinner, this is the fun night, with band, dancing, prize giving and auction.

Monday

Breakfast before departure

Accommodation:

Plymouth Int'l: Ph 0800 800 597 reservations@plymouth.co.nz

Auto Lodge: Ph 0800 800 896 reservations@autolodge.co.nz



WELCOME TO OUR NEW MEMBERS

Richard Hogue
Richmond (Tasman)
1965 Mk1



Richard hopes to restore the blue car (above) this year and has a second car (left) as a parts car.

Selwyn Gielink
Kaiapoi
1978 Mk 4 station wagon



It's all in bits in the garage being prepared for panel beating hope soon and has had 1 previous owner. Striped down ready for Ice blasting .

Shay Taylor

New Plymouth

1979 Mk 4

“Bought her back in 2017 as a daily driver. Spent a fair bit of money on her recently on suspension bits, cylinder head rebuild, exhaust etc. You don’t see too many around anymore and she’s super fun to cruze around in so we’ll do what ever it takes to keep her on the road.”



Nick & Lucy Oliver

Auckland

Mk1 Lotus

(see article page 34)

Glenn Paul

Auckland

1964 Mk1



Scott MacDonald

Cromwell

1964 Mk 1 (white with red stripe)

Membership Subs - Cost \$40.00 per year (01 Oct to 30 Sept)

Subs of \$40 are due from 01 October (incl. online PDF magazine)

Additional \$40 for printed copies of the Magazine

Internet bank into Classic Cortina Car Club a/c: 030830 0243941 00 with your name as a reference.

Name Badges: Personalised badges available \$12, plus \$5 postage. Subsequent badges \$5. Contact Jo-Anne at

Jo_annebsl@hotmail.com

TREASURERS REPORT

By Kristine Haughey

Treasurer's Report as of 12th March 2024

Account Balances:

Cheque - 00	\$11,988.46
Special Events - 01	\$12,911.58
TOTAL CLUB FUNDS	\$24,900.04

Payments/Income from the last report (22nd January 2024)

Expenses (chq account)

26 Jan – Flowers for member	\$100.00
13 Feb – Xero Feb fee	\$ 28.46
01 Feb – Website Feb fee	\$ 67.85
01 March – Website March fee	\$ 67.85
	\$264.16

Income (chq account)

Subs	\$645.00
Subs in advance	\$ 40.00
Interest Feb 24	\$ 19.60
Interest March 24	\$ 18.84
	\$723.44

Expenses (event account)

23 Jan – Tsf sub to chq A/C	\$ 45.00
26 Jan – B Sands Gift/postage	\$ 266.57
26 Jan – R Peat Airfares	\$ 641.20
09 Feb – Tsf sub to chq A/c	\$ 80.00
09 Feb – R Peat NI lunch	\$ 280.00
19 Feb – Small Ford Sunday posters	\$ 193.20
27 Feb – 2024 Nats stickers	\$ 125.35
	\$1,631.32

Income (event account)

Interest – Jan 24	\$ 24.38
Interest – Feb 24	\$ 21.01
Subs	\$ 80.00
	\$125.39

Membership Subscription - Cost \$40.00 per year per family (01 October to 30 September)

- 175 Current paid membership from 1st October 2023 (2022/2023 year = 187)
- 23 members have paid for the 2024/2025 financial year
- 05 members have paid for the 2025/2026 financial year
- 01 member has paid for the 2026/2027 financial year

New Members since the last meeting:

Selwyn Gielink from Kaiapoi – 1978 Mk 4 stationwagon

Shay Taylor from New Plymouth – 1979 Mk 4

Glenn Paul from Auckland – 1964 Mk 1

Scott MacDonald from Cromwell – 1964 Mk 1 (white with red stripe)

General

- Companies Office – Annual Financial Accounts submitted.
- Added Simon as an authoriser to the Westpac bank account.

Kristine

12 March 2024

EDITOR'S NOTE

By Simon Peryer

This edition of the magazine completes one year of me as editor. I must say I have learnt a lot researching articles and haven't run out of material yet, but I am open to suggestions and submissions. One welcome submission I did receive was from David Moynahan and is on Essential Tools (page 50).

This edition I featured the range of post war English Fords that led to the development of the Cortina. I found it interesting to see how much change there was in styling and engineering over a relatively short timeframe, starting off with some pretty forgettable offerings!

One section I have added is appropriately titled "Weird Cortina stuff" and features various strange and interesting pictures I have come across on the various Facebook pages I subscribe to. It's amazing what you find on the internet including a YouTube clip from a British visitor exploring a 200+ car collection near Hamilton. Rod managed to track down the owner and we now have it as a run in August!

I also have a couple of member's cars articles and I want to continue this in coming editions, so if you want to have your car published, let me know.

As for my cars, I decided I needed to get them out and use them in anger more often. The plan is to use the Bolwell for track days and have a bit of fun in the Cortina at the drag strip, although in reality, both cars can do either.

So in the last two weeks, I took the Cortina to Meremere Drag strip for the Night Speed Drag Wars and managed the 1/4 mile in 11.88secs at 121mph. And I took the Bolwell to Hampton Downs and got down to 1min 17.9secs, nearly reaching 220kph on the straight. But not before a hairy spin where I nearly hit the wall. Rod said "not enough opposite lock and too much welly". Fair call!

Cheers, Simon

PRESIDENT'S NOTE

By Simon Peryer

The Nationals preparation is moving along nicely. Many people have already booked their accommodation (74 people last I checked) and we aim to get the registration forms out over the coming month. I went to Americarna for the first time in



February and was amazed at the reception laid out by the people of New Plymouth.

What a great location for a Nationals, with amazing scenery and a community that gets right behind car events. During the car runs, the streets were lined with locals from the schools and retirement villages. At one stage I saw a Mk2 GTE supporting Americarna, so did a U-turn and had a great chat with some lovely people.



As a committee, we are working hard to make the Nationals memorable and to that end, we are investing a bit more than we previously have on the venue to make it a quality event, including having a band for the Saturday night.

We are coming up to the colder months, so there are less car events on, but still enough to keep busy. However, if there are any run suggestions, please get in touch with the appropriate run co-ordinator from the committee.

Happy motoring

Simon

simonperyer@gmail.com

HOW THE CLUB WAS FORMED

By Ian Downes

In the late eighty's, MK1's were common place our roads and MK5's selling on car yards in the modern car section.

I had grown up hearing stories of tyre shedding GT's and V8 beating Lotus Cortina's.

My first decent car was a GTE and I soon become passionate about it. I saw something special in that car. I liked how Ford had enhanced a bread and butter model car into something sportier with a touch of class. I, like many others, recognized the sporting Cortinas as desirable and an appreciating future classic.

I started to recognize the MK1 and MK2 GTs, GTE and the highly desirable 1600E that were around town. Friendships were formed with a number of these cars owners with most conversations being held in petrol station forecourts.

One Easter weekend I stumbled across the Ford Zephyr and Zodiac Club annual convention. I was stunned at the quality of the cars, the mile deep paint jobs and attention to detail that I had never seen before.

My mind was made up; I was going to restore a Cortina to a show standard. My GTE was in very good condition and, on reflection, would have been a cheap and easy restoration. But I was concerned that the GTE's were not gaining in value like the MK1 GT and 1600E was.

While I would have loved a 1600E, any that became available were rusty and seemed overpriced. A Lotus was out of my league. Top of my wish list was a MK2 series 2, two door GT and that is what I ended up buying.

I still have that car today.

When I started the restoration I encountered an unexpected problem. I could not find a car restoration panel and paint businesses that would even take a look at my car and even struggled with getting chroming and powder coating done.

The paint and panel shops, which had a reputation for top quality work, did not recognize a MK2 as worthy of their efforts. The chrome and powder coating shops had been stung with work or parts not being collected and paid for by other Cortina owners.

I resorted to telling them the parts were off an old Ford. I even told the chromers that the Rostyles were from a MG. This seemed the only way I could get work done and to a high standard.

Admittedly MK2 Cortina's were a popular car with the boy racers of the time and were gaining a bad reputation. Little did I know that other Cortina owners were having similar problems with their own project cars.

A chance encounter with some other enthusiasts leads to a commitment to forming a Cortina club. We wanted to raise the profile of the early Cortinas, share information, get referrals to businesses which were happy to do quality work on our cars and, of course, we wanted to socialize with people with the same interests.

We borrowed the necessary paper work off the local Capri car, pretty much twinking out Capri and replacing it with Cortina, and got the club officially registered.

The club was restricted to MK1 and MK2 Lotus, GT, GTE and 1600E in an attempted to keep out the riff raff boy racers. It didn't take long before the club was approached by passionate owners who cherished their deluxe and supers and the club soon welcomed them in.

Those early day's were magical. We would have club meetings at someone's house but, with membership expanding, we soon out-grow even the largest of lounge rooms.

The first club magazine was published August 1990.

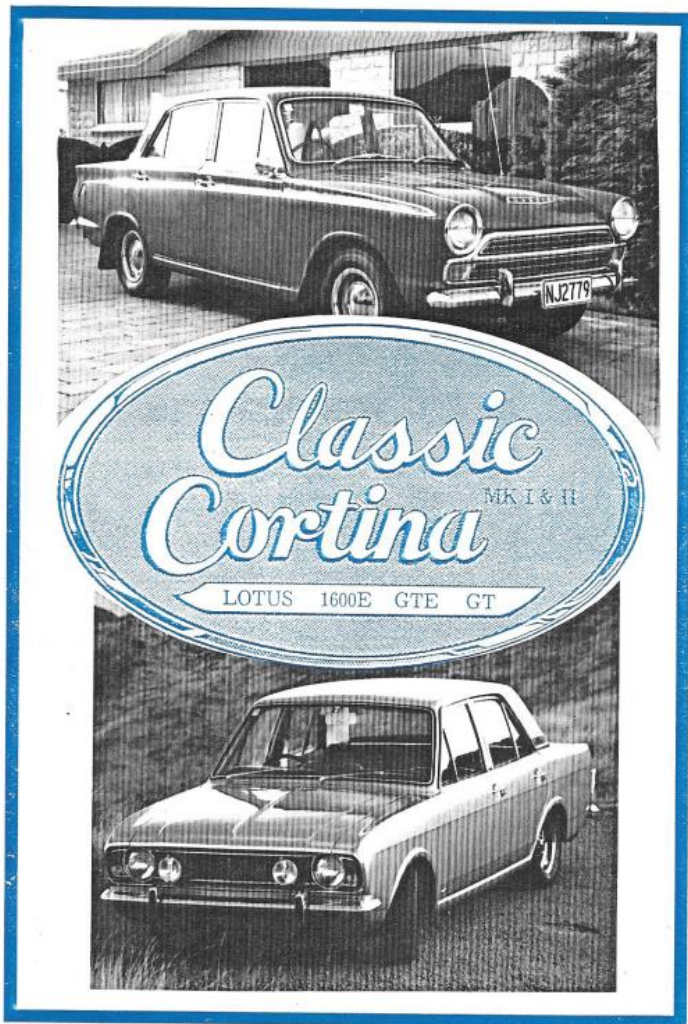
The club continued to grow and the model was becoming recognized as a future classic. This was helped with the club being invited to display three cars in the annual Inter-Marque Concours and Classic car show and the MK2 GT becoming eligible to race with the Historic and Classic car racing club.

Several club members gained success racing their cars.

When a club member was on holiday in England he attended a classic car show where he saw a restored base model Sierra on display. By this time Sierras had disappeared from British roads but were still regarded as a modern car here. After returning to New Zealand he took a taxi from the airport and while sitting at a set of lights a mint MK5 pulled up beside them. At the next committee meeting he said we needed to open the club to all Cortina's. Plenty of mint MK4 and 5 cars were still around and if garaged and cared for could be enjoyed without any restoration required.

It has been a pleasure watching the club continuing to grow.

Ian.



BEFORE THE CORTINA

By Simon Peryer

Before the Cortina arrived in 1962, there was quite a selection of Ford UK's finest available. Most of you wouldn't have been around, so I thought it might be useful to review Ford's range in the years before the Cortina arrived, if only to make us appreciate the huge advances made by the time the Cortina arrived.

1945

The first car after the war carried over the dated pre-war design, using the old 933cc side-valve engine. Very basic and most were black.

4-door Prefect (E93A)

Ford

2-door Anglia (E04A)

1945

1945



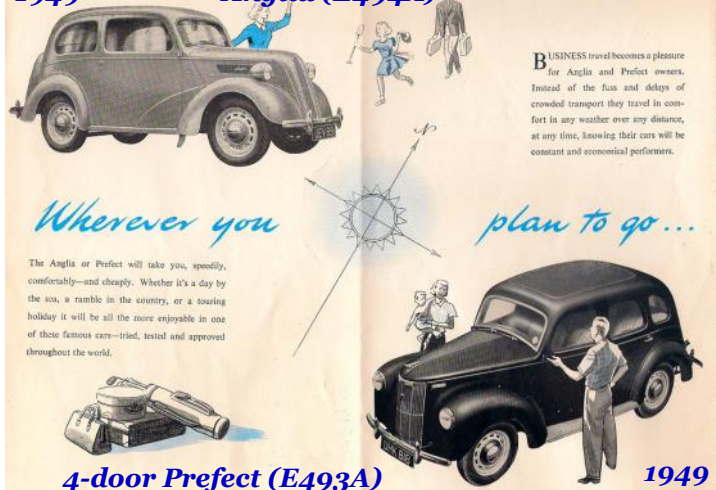
1949

A facelift arrived in 1949 with a more "modern" front end.

It was a very basic and spartan vehicle and in 1949, it was Britain's lowest-priced four-wheel car.

1949

Anglia (E494A)



1951

In 1951, the large Zephyr range was introduced. The first uni-body car (no separate chassis). The Consul was the entry level model with an OHV 4-cyl 1.5L engine, whereas the Zephyr Six was in the "Executive" class and had more refinements and a 6-cylinder engine. Top of the range was the Zephyr Zodiac with two-tone paint, leather trim, heater etc as well as a higher compression engine.

Mk1 Zodiac 1953



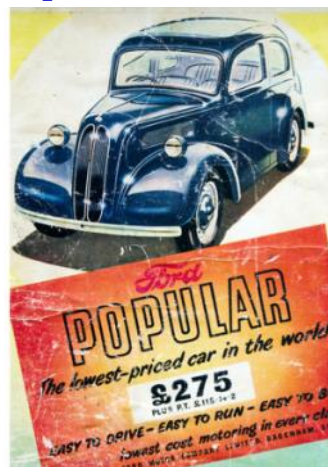
Mk1 Consul & Zephyr 1951

1953

The 3rd iteration of the Anglia/Prefect saw significant changes, bringing Ford out of the pre-war era styling. They had different grilles with the Prefect having more chrome and a more lavish (ahem!) interior. They both had a 1172cc sidevalve engine, with horsepower up at 36, rocketing it through the 3 speed gearbox to 50mph (80kph) in a mere 19.6 seconds and on to a top speed of 69.9mph!

Also in 1953 was the introduction of the **Popular**, which kept the pre-war styling and was very basic, with a 30hp side-valve engine, a single vacuum-powered wiper, no heater, vinyl trim, and very little chrome, even the bumpers were painted. Electrics were 6 volt and the starter handle was often necessary. Brakes were operated by a rod (not hydraulic) and synchro was only on 2nd & 3rd (top). But there was demand for an entry level car, and as a result, the ancient 103E Popular was offered until 1959. The Popular was very common in NZ, often modified as a hot rod in later years.

Popular 103E, 1953



1955

Also introduced in the 100E range were the “Spacewagons”, the Escort and Squire. The **Escort** had the lower level of trim of the two, whereas the **Squire** was a bit more flash, similar to the Anglia vs the Prefect.

Escort & Squire (100E) 1955



For loads and leisure

TWO FORD '5-STAR' SPACEWAGONS



SEE THESE CARS AT YOUR FORD DEALER'S



★
'5-STAR' MOTORING
THE BEST AT LOWEST COST



FORD MOTOR COMPANY LIMITED - DARRAGON

POPULAR	.....	895	PAULEY 100.00.00
ANGLIA	.....	895	PAULEY 100.00.00
ANGLIA 6 Van	.....	895	PAULEY 100.00.00
PREFECT	.....	895	PAULEY 100.00.00
PREFECT 6 Van	.....	895	PAULEY 100.00.00
...and the Three Graces			
NEW CORNELIA	.....	895	PAULEY 100.00.00
NEW CORTINA	.....	895	PAULEY 100.00.00
NEW VERONA	.....	895	PAULEY 100.00.00
...and Ford Service, too!			

They used the doors of the 4-door and were a fair bit shorted than the 100E. The Squire competed in the same segment as the Hillman Husky and Austin A30 / A35 based estate. The rear seat could be folded flat to convert from a four-seater to a load carrier.



Not to be confused with the **Thames 300E**, which was a commercial vehicle with no rear side windows and was produced from 1954 to 1961. the Thames and **Trader** names were applied to all of Ford's commercial vehicle range.

1956

In 1956 the **Zephyr** range was updated to become the Mark 2, with the Consul's 4-cylinder engine increased to 1.7L and the 6-cyl engines enlarged from 2,262 to 2,553cc. As with the Mk1 Zephyr a two-door convertible version was offered, but because of the structural weaknesses inherent in the construction of convertibles, few are around today.

1959

1959 was to see big changes in the small car range with the introduction of the **Mini**, a revolutionary car with front wheel drive and Tardis-like internal space. Ford introduced its new **105E Anglia**, with its American influenced styling and infamous reverse sloping rear window. The 105E also saw a new engine, the over-square (bore wider than stroke), overhead valve 997c Kent. This engine was transplanted into the old 4-door 100E Prefect and continued for sale until 1961 as the **107E Prefect**. The old 2-door 100E Anglia was continued for sale as the **100E Popular** until 1962 as a budget alternative with the old side valve engine.

NEW CONSUL

Now! The Three New Graces!

NEW ZEPHYR

Without Increase In Prices!

NEW ZODIAC



Anglia 105E, Popular 100E & Prefect 107E, 1959



1961

And now for something completely different: The **Consul 315** (called Consul Classic in the UK) and the **Consul Capri**. Initially powered by a 1,340cc engine (109E), this was upgraded to a 5-bearing 1,500cc engine in 1962 (116E), which would be used in the Cortina a year later.



The Consul 315 styling was similar to the 105E Anglia, but the Capri had sweeping lines that added an element of glamour to the range, proving popular with many a dapper hairdresser.



Consul Cortina , 1962

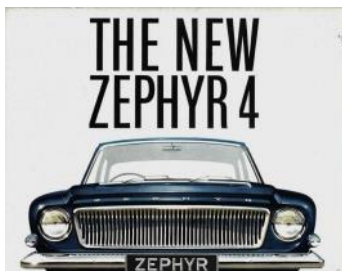
1962

And now, what we have all been waiting for, the Consul **Cortina**!

Also new in 1962 was the **Mk3 Zephyr** range, although the entry level 4-cyl Consul became the Zephyr 4. The Consul name was also dropped from the Cortina in 1964 with the updated aeroflow model.



Zephyr 4, Zephyr 6 & Zodiac, 1962



1963

Out of left field came the **Consul Corsair**. Initially powered by the 1,500cc engine, in 1965 it was powered by a V4 engine and the Consul branding was dropped to become the Corsair V4, being sold up until 1970. The Corsair came in 2-door, 4-door and convertible. Of the 300k Corsairs made, it is estimated that only 300-350 survive, which is about how many Mike Jones has!



Consul Corsair , 1963

1966

Then along came the **Mk2 Cortina**, with styling from the US Ford Falcon and slogan of "New Cortina is more Cortina". The Mk2 Cortina was available in

Deluxe, Super, GT, and later, 1600E trims, with NZ having the 4-door only GTE as the GT & Lotus were not assembled here.



Our best advertisement yet.

In 1966, we haven't responded to anything as fast as we have to the Zephyr. It's the most exciting, most beautiful, most practical car we've ever seen. It's the most exciting, most beautiful, most practical car we've ever seen. It's the most exciting, most beautiful, most practical car we've ever seen.

Ford leads the way.

CORTINA 1600E

Mk4 Zephyr, 1966



Big is beautiful

The Zephyr is the most beautiful, most practical car we've ever seen. It's the most exciting, most beautiful, most practical car we've ever seen. It's the most exciting, most beautiful, most practical car we've ever seen.

ZEPHYR

Mk2 Cortina, 1966



The updated and boxier styling carried through to the **Mk4 Zephyr** range, which had the Zephyr 4 with the 2L V4, the Zephyr 6 with a 2.5L V6, the Zodiac with a 3.0L V6 and the top of the range Executive, with sunroof, walnut and all the flash bits a cigar smoking city executive would want.



The new Zodiac and Executive for 1966. More style outside. More style inside. And more comfort too. Zodiac £4,475; Executive £5,795.

Mk4 Zodiac, 1966

Ford leads the way.

ZODIAC

Looking back at the what was on offer since the war, it seems to me that there was a huge step ahead in the 20 years from the late 40's to late 60's. Not just in styling, but in performance and handling.



1949

The E494A Anglia looked ancient by comparison to the Capri. Pod headlights, skinny wheels, vinyl section on the roof to save steel. Cable and rod brakes were needed to rein in all 36 galloping horses. Compare that to the Capri, with modern

son
strut sus-
pension, rack &
pinion steering and
up to 138hp.



McPherson



1969

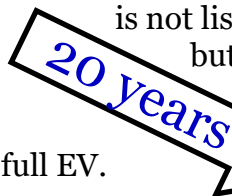
By contrast, I don't feel that too much has changed in the last 20 years in terms of styling. It's harder to pin down the age and model of more recent models, with less distinctive features. It's almost as if most investment has been in fuel efficiency, safety and bells and whistles. And how much petrol vs EV you want! If you go on-

to Ford's website, your selection is not listed by model,

but rather starts at

Hybrid through to
Then you

full EV.



2004

select your model. And don't start me on the Mustang Mach-E. Not looking forward to the day one of them turns up to a Mustang Club event!



2024

FORD CORTINA DE TOMASO 105

By Simon Peryer



The Ford Cortina De Tomaso 105. I bet you've not heard of that one! That's understandable as it was made in very small numbers, (between 5 and 7) for the Italian market, plus one Mk2. The 105 in the name represents the horsepower, which matched that of the Lotus Cortina by boring the 1500cc Kent engine out to 1600 and fitting twin Weber 40 DCOE sidedrafts amongst other engine tweaks. Other mods were the magnesium Campagnolo wheels, reclining seats and De Tomaso steering wheel.



De Tomaso is name well known to car aficionados, with the 351 Ford engined De Tomaso Pantera being the stuff of dreams.

Born in Argentina in 1928, Alessandro De Tomaso started out racing Maseratis and OSCAs in the 1950s, before moving into building single-seater racing cars in 1959. He would go on to try his hand at making F1, F3 and even Indianapolis racers.

Then he decided that it was time to move into road car production, and his first effort was a car that was one of the earliest mid-engine cars, the Vallelunga, launched in 1963.



The Vallelunga pre-dated the Cortina 105, but they both shared the same Cortina engine making 105hp, although there was a more highly tuned option of 135hp available.

The gearbox was from Volkswagen, with Hewland gears fitted inside. There was independent suspension front and rear and disc brakes all around, with rack and pinion steering. The suspension was by unequal-length wishbones and coil springs with telescopic dampers, with an anti-roll bar at each end. Everything was rose-jointed and to top things off, De Tomaso commissioned Campagnolo to cast some magnesium alloy wheels especially for the Vallelunga.



De Tomaso Vallelunga

The Vallelunga had a fibreglass body produced by Ghia. The engine at the back sat under a Perspex rear window and had a removable plywood rear deck lid. It was small (110cm tall) and light (700kg) and had perfect 50/50 front/rear weight distribution.

However, it was expensive and compromised and being an unknown brand at the time, only 50 were produced along with three aluminium-bodied prototypes and five alloy-bodied competition cars.



Cortina powered Vallelunga

The Vallelunga chassis design was then carried over into the next venture, the Mangusta. The word "mangusta" is Italian for "mongoose", an animal that can kill cobras. It was rumored that the car was so named in retaliation for a failed deal between De Tomaso and Carroll Shelby. Alejandro de Tomaso offered to help Carroll Shelby build a new Can-Am race car at the end of 1964 when Shelby found that the Shelby Cobra would not be able to compete there.

De Tomaso was planning to develop a new 7.0-litre V8 engine for racing so he saw this as a perfect opportunity. Shelby agreed to finance the project and also sent an SCCA approved design team headed by Pete Brock to Italy in order to handle the design work.

De Tomaso had conflicts on the design of the car. He also failed to deliver the agreed 5 race cars within the deadline for the 1965 Can-Am season. This caused Shelby to eventually back out of the project and join the development team of the Ford GT40.

De Tomaso then modified the prototype race car for road use and it became the basis for the Mangusta, which was designed by Giorgetto Giugiaro at Ghia. The Mangusta entered production in 1967, at the same time De Tomaso had purchased Ghia.



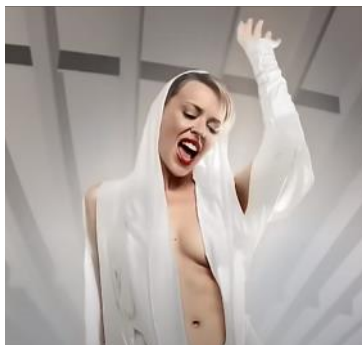
The Mangusta initially had the HiPo Ford 306hp 289 V8, before using the less powerful 230hp 302 in later cars, mated to a 5-speed ZF transaxle, with disc brakes and independent suspension all around.

The main design highlight was a center-hinged, two-section hood that opened akin to gullwing doors. As per the Cortina 105 and the Vallelunga, the Mangusta came with special Campagnolo wheels.



With a 44/56 front/rear weight distribution, it reportedly suffered from stability problems and poor handling. The car's cabin was also cramped and it had extremely low ground clearance. 401 Mangustas were built in total and are very desirable and expensive today.

More importantly, Kylie Minogue drove a Mangusta in the video for “Can’t get you out of my head”. 430 million views and counting, must be a lot of De Tomaso fans out there! In a dream world, I’d have both the car and the girl!



Then in 1970, when Kylie was barely out of nappies, along came the Pantera, Italian for Panther. The Pantera was designed by Ghia's American born designer Tom Tjaarda.

Unlike the Mangusta, which employed a steel backbone chassis, the Pantera's chassis was of a steel monocoque design, the first instance of De Tomaso using this construction technique. The Pantera was launched with the mid mounted 330hp 351ci Cleveland V8 and 5 speed ZF transaxle.

De Tomaso sold the rights to the Pantera to Ford, who distributed the cars in the US through their Lincoln Mercury dealerships, while Alejandro De Tomaso retained the rights to market the Pantera in Europe.



After 1974, Ford discontinued the Cleveland 351 engine, but production continued in Australia until 1982, so De Tomaso started sourcing engines from Australia once the American supplies stopped.

Ford stopped importing the Pantera to the US in 1975, having sold around 5,500 cars. De Tomaso continued to build the car in ever-escalating forms of performance and luxury for almost two decades for sale in the rest of the world, with around 7,000 built in total.

The Pantera is up there with the Mangusta and Kylie on my wish list and I nearly bought one many years ago in Melbourne. The test drive was memorable for how floaty the steering was at speed. Any stories of dating Kylie are restricted by confidentiality agreements.

FASTBACK CORTINA

By Simon Peryer

In 1933, a Gippsland farmer's wife wrote a letter to Ford Australia, asking: "Can you build me a vehicle that we can use to go to church on Sunday, without getting wet, and that my husband can use to take the pigs to market on Monday?"

Lew Bandt, who was then a young designer at Ford's Geelong plant, modified a 1933 coupe, by incorporating tub bodywork in the back and strengthening the chassis so that it could carry a load. The prototype was approved and the Ford Australia ute went into production in 1934 as the Model 40-A Light Delivery.



Fast forward more than 30 years to 1966 and Lew is Ford Australia's chief designer and this time he penned a fastback ver-

sion of the Cortina to be built by Geelong bodybuilding company Bodycraft, who made specialist bodies for Ford Australia, including Mk2 Zephyr station wagons.



Only 4 concept cars were made as, despite a good reception from the motoring press, production never went ahead. Of the 4 made, there was one 2 door 240, two 2 door GT's and one 4 door 440 for Lew's wife Nellie, who kept it until 1987. Nellie's car is now with a collector



in Queensland. One of the 2 door GT's was initially green and is now painted blue and resides in Tasmania.



Opinions are divided on the styling, but there is not doubting its rarity.



OGLE CORTINA GT

By Simon Peryer

The Fastback Cortina from Australia is not to be confused with the Ogle Cortina GT from England.

David Ogle was an industrial designer who established Ogle Design and had previously penned the Mini based Ogle SX1000, which they put into production themselves. However Ogle met his early demise when he was driving one of his own cars and collided with a lorry in 1962.

Tom Karen stepped in and tweaked the design to create the attractive Scimitar GT SE4 coupé in 1964.



Ogle SX1000



Reliant GT SE4



*Ogle Cortina GT
of Stirling Moss*

The Ogle Cortina GT, was commissioned by Stirling Moss who wanted a 4-seat GT coupé based on proven components. The car was presented by Stirling Moss at the Earls Court Motor Show in 1963.

Production was by Harold Radford Coachbuilders in West London, but plans for a limited production run came to nought.

Stirling's car was loaded with accessories, including demisting rear window, Webasto sliding roof, electric-operated door windows, radio, tape-recorder and thief-proof lock.



Initially it was thought only one car was produced, until a second car with a Lotus twin-cam

engine turned up in the Philippines of all places and has since undergone a full restoration in "Moss" green.

Stirling's old car is believed to reside in London in a derelict state.



MEMBERS' CARS—Nick and Lucy Oliver

By Nick Oliver

The car I have is a 1965 Lotus Cortina, which has been in the family since 1968. My father bought the car when it was 3 years of age, when he was around 23, in South Devon UK - which was quite a car for a 23 year old to have.

I have a complete history for it including the paperwork when my father bought it. As a new born in 1973, I would have come home from the hospital in the back of this car, and its been commented that I might have started life there too!

My father used it for work as a real estate agent for many years until he changed to a newer Cortina. He had to change the A frame out for regular leaf springs as he kept breaking the bracket on the differential. (I may change it back again and the broken bracket is still on the diff). He also fitted a Webasto sunroof and changed the original 5.5J wheels for 2000E Rostyles which have been on it ever since - This was the 1970's!

He has a good story about having to reverse up a steep driveway on a house he was showing to some clients. The car was too highly geared and too heavy with people to go up in 1st gear. They eventually had to get out and walk.

Despite all the changes in vehicles, my Dad kept the car and my parents even had two LC's for a number of years. My mother drove a Special Equipment model to take us kids to school in, which is a good story on its own. That's now in Japan with only a handful left. My Grandfather had one too.

It was around 2001 that it had the carbs rebuilt and the two of us took it up to a local farmers field that was used for car boot sales on weekends. My dad knew the farmer. The site had an oval track in the centre which was half gravel and half sealed.



For about 20-30 minutes there were two people grinning like idiots with a twin cam bouncing off the rev limiter and the steering wheel on hard lock. Father and son stuff of good memories.

My Dad has had some work done on the car over his time to keep it roadworthy but its not been used for over 20 years and not been made wet for over 30. Its never been subject to a full restoration, so quite original and some panels still have factory paint on them. But its now needing some love and maintenance. I brought it over to NZ at the end of 2023 after meeting with the Auckland Club members who have LC's back in July last year. I think it was a bit of an emotional moment for my father to send it off on a truck bound for NZ and it made it though the Suez Canal just as all the mayhem in Gaza was kicking off - that caused a sleepless night or two.



I've been preparing it to meet the compliance checks for NZ roads since Xmas. It runs, drives and still had the factory suspension bushes in places. I'm currently working on repairing some rusty bits and patch ups which kept it on the road in the UK. Did I tell you how much I love removing the oily factory underseal? I've restored a number of classic cars and this car is family. Finding repair panels has been a challenge, though I did get some original Ford Mk1 jacking points out of California of all places.

I hope to see you all soon.



MEMBERS' CARS—Graham Haughey

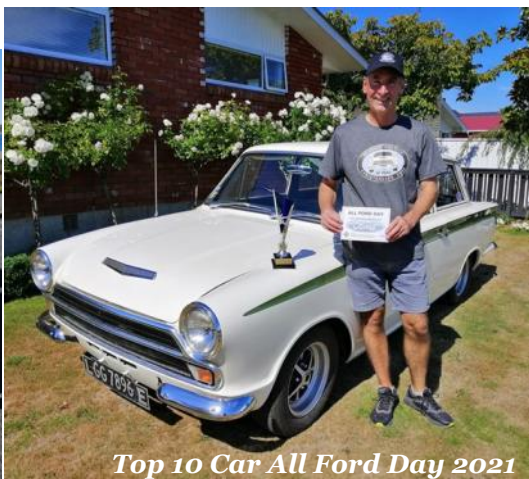
This car is an English-assembled 1500GT 2-door. It was built in the Dagenham Factory in England in late August 1966 with green through the sides and rear panels. The English model does not have moldings through the sides like the export model GTs.



There is only one other car like this in New Zealand, that I know of, therefore making it a unique car. It does get mixed up with a Lotus due to the same colours.

It has been owned by two people, with the first owner driving around England for seven years before bringing it out to New Zealand. I bought this car in 2017. I always wanted a 2-door GT to go alongside my 4-door GT.

It has had a bare metal restoration done by Tin Rabbit Restorations in Kaiapoi and the motor is getting a recondition soon. It still has the original black interior. I have replaced several items (tyres, front struts, leaf springs, steering bushes, radiator, fuel tank).



Top 10 Car All Ford Day 2021

VCC PICNIC - NEW YEAR'S DAY

01-Jan-2024

By Kristine Haughey

A small group of five gathered outside the Tai Tapu School and headed off to Little River Domain. Simon in his Avenger took the lead and left the rest of us behind.

The weather was lovely, and we all sat in the shade and sun celebrating the beginning of the new year with our picnics. We were entertained by the local brass band and singers and the local volunteer fire brigade treated us with a lolly scramble.

Getting there early was good, however, we soon were boxed in by the Wolseley Car Club.

Approximately 400 cars attended with the funds going to the local Fire Brigade.



WINGS & WHEELS

21-Jan-2024

By Buck Harrison

For the last few years, the Oxford and Districts Lions Club have hosted their own "Wheels with Wings" on the outskirts of the small North Canterbury town. Cortina Club members who attended the last Cortina Nationals in Christchurch will remember the 50km drive from Chch to Oxford Domain which was nearby to this event.

Kristine advertised it and a few members were interested so Gary, Darren and I met in Darfield and drove the 20km to the event venue. The venue was held on a private property which was almost like a domain, complete with a grass airstrip for light aircraft which were flying in as we arrived. There was quite an array of all types of classic vehicles including trucks and motorcycles and in all over 100 vehicles turned up which was quite good for a small town event.





The light aircraft were quite busy during the afternoon taking people for flights from the airstrip which was right beside the car display area, the only thing separating the two was a row of large square hay bales!! There turned out to be quite a few Cortina club members arriving during the morning and about fifteen members cars ended up parked all over the display area. These included a few Cortinas, Escorts, a Falcon and my Capri.

The temperature got to 28 degrees at lunchtime so the many trees provided much relief from the sun !! There was several food trucks and a few stalls and the ice cream truck did a roaring trade.

Most of the cars began to disperse around 2pm and I headed off home from what was a great and well organised wee car and aircraft show and I will be keen to go again next year!



ELLERSLIE CONCOURS

01-Feb-2024

By Neil Fraser

The day didn't start well. I Left with lots of spare time just to find the stationary entry queue all the way out to the left hand lane on the motorway. Not good. However we soon gathered everyone up in the car park, even Alan, that was so keen he'd already gone in.

Space was at a premium this year and our allocation was reduced to 8 cars. We featured the mk2. Naturally, as organizer I volunteered the mk1 , Rod , Alan, Graham and Kirsten the mk2's. Chris (well Frances really) with the mk3, Richard with his mk4 and Mike with yet another from his stable of Corsairs.

All in all a really lovely selection of Cortinas and a credit to all the owners for not only bringing your pride and joy, but for spending "the whole" day there. Thankyou.

Judy kept her promise and the baking was impeccable as usual.



Richard's very tidy Mk4

It was quite a windy site and erecting gazebos and signage was only possible with the boot of Alan's mk2 providing all manner of tiedowns and rope etc. Thanks Alan.



So we all ran into old friends and it was quite the chatfest (Rod's word) But all the better for it. Paul had his lovely mk1 on the Lotus stand and of course Andrew's Kombi is a permanent fixture on the VDub stand. Next year, it follows we should celebrate the mk3 , despite a current shortage. If you know of a nice mk3 to join the Kitzens, bend his/her arm to join us. Looking forward to it.



NORTH ISLAND XMAS PICNIC

04-Feb-2024

By Rod Peat

February the 4th might seem a little late to have a Xmas party, but with everyone busy in December and January sailing by, this was the only date that seemed to work.

Our normal meeting point in Bombay was already well Cortina'ed up when we got there at the appointed hour of 11.00am. After a bit of chat, we left to go out through Bombay village and Paparimu to meet up with the old SH2 at Mangatawhiri, then on



through Mangatangi to meet up with SH2 at Maramarua. Carrying on down to our venue for the party, the entourage of Cortinas all safely made the right-hand

turn to park up in the spacious grounds of the Corner Stone Cafe.

A special area had been reserved for us, outdoors but under a roof. This was ideal as it was a hot day and a pleasant cool breeze wafted through.

After my welcoming speech, Neil Fraser outlined what was to happen at the Ellerslie Concours the following Sunday and President Simon gave us a run down on progress that had been made in the organisation of this year's Nationals in New Plymouth.



The meal arrived - a Christmasy fare of ham, chicken, salads and buns. There was no shortage of conversation - the group over the last few years have got to know and like each other, with the underlying Cortina glue giving us all something in common. The first folk started drifting off about 3.00pm and it was just on 4.00 when we left.

We called into that renowned ice cream venue, Pokeno, but the queues were miles long so we settled for a soft serve at Maccas in Bombay.

Another very pleasant outing, however Judy



and I have run out of ideas for the Xmas do and would welcome some fresh thinking.

Nothing is off the table, date, venue, menu, all can be changed or altered. Let me know if you are keen to organise the next one.

Happy Cortina-ing,
Rod



ALL FORD DAY — CHRISTCHURCH

18-Feb-2024

By Buck Harrison

The Canterbury Mustang club run a very popular All Ford Day held every year in February at the Air Force Museum grounds in Christchurch. The Classic Cortina Car Club always has a good turnout but this year was to be a little special. The feature car of the show was to be the Cortina, so Kristine asked for a good show from club members. As the Mustang Club wanted the Cortinas through the gate first by 08:30 and many members live in rural areas out of Chch, it was an early start for many on a Sunday morning!



I left Darfield in beautiful sunny weather and blue sky for the 40 km trip to Wigram, but as I approached Chch I ran into a belt of thick fog blanketing the city and the temperature was rather chilly! We met up outside the

Wigram Hotel and Kristine asked us to form up into the different Mk's of the Cortina in the Air



Force Museum carpark and from there we were directed into rows facing each other in a chevron fashion on the display paddock.

In total we had 26 Cortinas, 1 Corsair, 1 Laser TX3, 3 Escorts and my Cologne Capri, all Club members cars which was a great effort!! Unfortunately the WOF on my Mk5 Cortina Ghia had run out while we were on holiday and we only arrived back on the day before the event, not good forward planning on my part!

As the public arrived we managed to divert a few non club Cortinas to the end of our line and also managed to score the Clyde Collins



V8 Mk 3 Cortina race car from the 70s to join us! By then the fog was burning off into a beautiful and very

warm day and the crowd and more cars continued to arrive as club members put



up the gazebos and Club banners. Graham had made up some absolutely awesome standup signs with information on the Mk1 and Mk2 and also some signs for the upcoming Small Ford Day being run by the Club down here in April. Calvyn has organised coffee and food carts for the event so hopefully it will be another great day.



As the day progressed judging of various categories was carried out and Blair and Matt were coerced into judging one of the categories, pre 39ers and best interior, not an easy category to judge! A band on a truck provided background music with various food trucks and stalls adding to the days event.



Normally around midday the crowd gathers for the inter club challenge involving the Falcon/Fairlane Club, Mustang and the Cortina Club. Our club has won it for four years in a row, so we were hoping to do it again! It involves a skills challenge and this year Calvyn had set the challenge of a ramped board with a hole in the middle and from about 4 metres you had to throw a small wheat type bag through the hole. However sadly the opposition, for whatever reason, failed to field a team and with our team already ready to go, won by default!



At the Trophy presentations, Darryl won two trophies for a place in the Top 10 and also Entrants choice with his stunning Mk1 Escort Mexico. Phil and son Riley won Best British for their beautiful Mk2 Escort 1600! Calvyn picked up the Team Challenge trophy.



Calvyn with team challenge trophy.

***Darryl Alker, Mk1 Escort,
Top 10 & Entrant's choice!***

Well done to all!

A slightly smaller turn out than normal with around 650 entrants but there was great interest in our cars and the Club itself, which was great and hopefully we managed to recruit some new members.

Mid afternoon saw cars starting to head off from what was another great All Ford Day and the hot 27 degree day certainly helped draw the crowds!

Well done to the Cortina Club, I was proud to be part of the great display!!



***Phil Gurney, best
British. Mk2 Escort***

BRITS & EUROS

03-Mar-2024

By Rod Peat

The first inkling I had that the weather might not behave itself for this year's Brits and Euros show was when Peter Bell rang on the Wednesday prior with the pessimistic view of the likelihood of rain on the Sunday. Being an overly optimistic kind of guy I dismissed his predictions, but in hindsight I should have taken heed.

The day dawned to an overcast sky, but the rain looked to be held at bay. Only a handful of Cortinas arrived at Z Botany in time for the 8.15am departure time, so off we went.

Neil Fraser had predicted that probably by lunch break, we'd be huddled under our tents and be spectator-less. Judging by the lack of Consuls and Zephyrs which had the space next to us, they had listened to their Peter Bell and had pulled the pin.

We set up our two gazebos and parked our cars in a rough big C, (for Cortina, in case you were wondering), and put up our flags. The clock had ticked over to 9.30 by now and the weather was looking OK. Plenty of cars did arrive and plenty of lookers were there to see the huge assortment of British and European machinery.



The rest of the morning was dry, but by 12.30 the promised, and predicted rain had set in. Neil's predictions had eventuated, but in my own funny way, sitting under a perpetual threat of being doused in cold rain-water, I enjoyed sitting around chatting with my fellow Classic Cortina Club members, whom I now regard as my friends. There was a break in the rain about 1.30, so we all got stuck in and dismantled our display, threw everything in the back of the wagon and called it a day.

Thanks to all those who braved the inclement weather and came out to put on a show. Thanks to Judy who managed to dry all the flags and gazebos in our garage and Jo-Anne who took the sides of the gazebos home to dry.



I have said to Judy that if it clouds over on April 7th, the All Ford Day at Ardmore, we'll join the pin pullers and stay at home!



ESSENTIAL TOOLS

By David Moynahan

A recent club outing reminded me that my Mk5 isn't that new anymore and that I should perhaps carry a suitable toolset in the boot.

The question is what it should contain and what else should I have onboard too.



The list will depend on what is expected to be tackled roadside and the era of the car. Everyone will have their own thoughts, so I thought it may be interesting to compile a list of tools and spares perhaps by era and popularity. I guess that the Mk1 & 2 used imperial sizes while the Mk3, 4 and 5 used metric. Correct me if I'm wrong on that.

Tasks that I may expect to undertake away from home might be:

Check/Change Spark Plugs – A plug socket and extensions to enable extraction and replacement on a hot engine.

Ignition points gap adjustment – Feeler Gauges, Flat Blade Screwdriver

Distributor Ignition timing adjustment – 13mm/1/2" hold down clamp bolt

Fuel Hose, Heater Hose, Coolant Hose clamps – spare of each size, screwdriver to fit each type and/or socket.

Air cleaner removal for carb access and adjustment. #3 Pozi Drive screws for the plastic lid in my case.

Battery hold down, Terminal post connectors – Spanner to fit, flat blade screwdriver to spread open the clamps, Linesman, Long nose, Side cutter pliers.

Utility knife, Insulation tape, Screw strip connectors.

A couple on non-tool items would be some Rigger Gloves for those hot areas and places where you're likely to lose some knuckle skin or worse. Heavy Duty wipes for removing dirt and grime from your hands and the odd rag or two.

I find an EVA foam knee pad is ideal for those "on the knee" jobs (BNT have a Jonesway one, P/N AG010193).



Out of all my socket sets, 1/4, 3/8, 1/2 and 3/4 inch drive, I tend to use the 3/8" set the most followed by the 1/4" set. Unfortunately, they are all just socket sets so I recently purchased a Toolset with 3/8 & 1/4 sockets and ring/OE spanners, various pliers, screwdrivers and a folding knife.

I may augment this toolset with a set of proper screwdrivers in their own case.



An alternative is the trusty rusty tool box with a collection of specific tools that suit the tasks that are likely to be encountered. Garage sales and second hand stores are a good source of serviceable tools or tool shops where specific spanners, screwdrivers etc can be bought individually.



Let me know your inclusions and exclusion and what spare parts you carry and for what model. Should make for interesting reading and sharing.

Email me at mrmoytahan@gmail.com

WEIRD CORTINA STUFF

By Simon Peryer



When too much is not enough



Alan Mann Mk2 Lotus



Bob Byrne's V8 Mk1 1972

1965 Ford Cortina MK1 (corvette V8 engine) and matching 1975 Liliput Gazelle Caravan (in New Zealand)





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