



*Featuring:*  
*Clyde Collins' Cortina Mustang*

**Jan 2024**

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**Deadline for submissions for the next magazine is  
31st Mar 2024**

**These can be emailed to [simonperyer@gmail.com](mailto:simonperyer@gmail.com)**

## COMMITTEE 2023-2024

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# CLASSIC CORTINA CLUB EVENTS 2023

## January

- Sun 20th **Cromwell Classic Car & Hot Rod Fest.** 8.30am-3pm  
19th-21st **Kumeu Classic Car and Hot Rod Festival**  
19th-21st **Historic GP** Taupo Motorsport Park  
Sun 21st **Wheels with Wings** Browns Rd, Oxford – 10am-4pm  
Sun 21st **Wheels on the Coast Show** Westport – 10am-1pm

## February

- 2nd-4th **Skope Classic** Euromarque Motorsport Park—8:30-5:00pm  
Sun 4th **Nth Island “Xmas” Picnic** Corner Stone Café, Mangatarata  
Sat 10th **Top of the South Motor Show** Richmond A&P S/grounds  
Sun 11th **Wellington British Car day** Trentham Memorial Park, UH  
Sun 11th **Ellerslie Car Show** Ellerslie race course 10am-4pm  
Sun 18th **Canterbury All Ford Day** Air Force Museum, Wigram  
Sat 24th **Hanmer Motorfest** meet BP Pegasus 7:00am

## March

- Sun 3rd **Brit & Euro Classic Car Show** Lloyd Elsmore Park 10-3pm  
8-10th **Twizel Show and Shine** Twizel  
Sun 10th **Twin Rivers Motoring Extravaganza** Canterbury A&P Showgrounds, 10.30am-3.30pm

## 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

## May

- TBD **Visit to Allan Woolf’s Shed** Auckland

## October

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

**Classic Cortina Club Night Christchurch.** Avonhead tavern, 120 Withells Road, Avonhead, Christchurch. 6:30 for a meal. 7:30 for a chat

**Classic Cortina Club Night Auckland.** 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 COVER

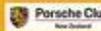
# ELLERSLIE CAR SHOW

# DRESS TO IMPRESS

Sunday  
11 Feb 2024  
10am to 4pm  
Ellerslie  
Racecourse



HOSTED BY



# SKOPE *Classic* • 2-4 FEBRUARY 2024



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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

**TWIZEL**



# SHOW-N-SHINE *Car Show*



# 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.

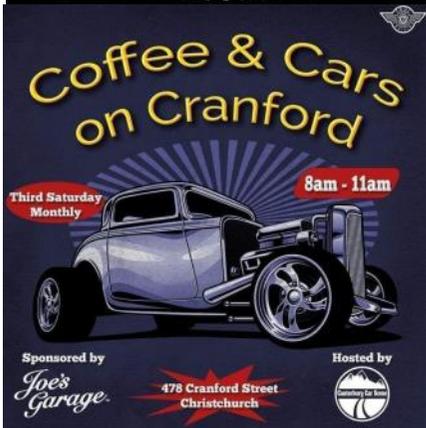
## Caffeine & Gasoline

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 Oakura for lunch

Shed visit at Hawera

Evening Dinner

### Sunday

Drive to Whangamomona for lunch

Return to New Plymouth via Stratford mid afternoon

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

### Monday

Breakfast before departure



# WELCOME TO OUR NEW MEMBERS

## Kelly Heenan

Rangiora.

Kelly has a great looking Mk 2 with Minilites, stripes, spot lights and black accents.

And a 2L Pinto with Sierra 5 speed to make it go as good as it looks!



## Richard Hogue

Richmond (Tasman)

1965 Mk1

## Darryl Alker

Pegasus (North Canterbury),

1971 Mk 1 Escort Mexico Replica

“Been a 6 year project in my garage at home. Did everything myself except for the spraying of the paint and the internal motor rebuild. My first restoration. My daughter has Cerebral Palsy and lives in a wheelchair. The passenger seat swivels to make it easy to get her into it and the rear of the car has hidden mounts that hold a bracket to carry her wheelchair. All home made to suit.”



# TREASURERS REPORT

*By Kristine Haughey*

## **Treasurer's Report for the year 1 Oct 2022 to 30 Sep 2023.**

I am pleased to present the 2022/2023 Annual Financial Accounts for the Classic Cortina Club Incorporated.

On the balance date of 30 September 2023, the bank accounts totalled \$21,111.57 (cheque account \$6,456.10 and event account \$14,655.47).

The financial accounts show an income of \$18,971.01 and expenses of \$25,548.48 resulting in a deficit of \$5,577.47. This deficit was assisted by expenses paid towards the October 2022 Cortina Nationals. Cortina Nationals were held in Christchurch and a \$6,086.76 profit was made.

We have purchased new teardrop banners, gazebos and display boards for the Club members to use at car events. These have been a welcome addition to advertise the Club and Cortinas.

The club's membership for the last financial year was 187 members including 25 new members. The membership continues to grow each year, therefore thank you to all who encourage new members to join.

Thank you to the committee and you the Cortina members for your ongoing support over the past year. Thank you to Karen Lindley, an accountant at Davin Industries Ltd who audited the accounts. Thank you to Jo-Anne Eyre for organising the name badges which generated a small profit for the Club.

Also, thanks to the event co-ordinators and magazine editors who continue to inspire the members to drive, fix or restore their Cortinas.

It is a privilege to be part of this Club and I enjoy meeting people and their cars and attending events together.

***Kristine***

09 December 2023

# Profit and Loss

## Classic Cortina Car Club Incorporated For the year ended 30 September 2023

	2023	2022
<b>Trading Income</b>		
Auction Item	4,834.20	-
Car collection takings	130.00	-
Christmas BBQ	180.00	190.00
Donations	276.31	30.00
Interest Income	338.42	40.90
Membership Annual Subs	6,430.00	5,320.00
Name Badges	47.00	101.50
Nationals Banner	60.00	1,980.00
Nationals BBQ	735.00	1,795.00
Nationals Dinner	1,320.00	6,510.00
Nationals Registrations	1,780.00	7,025.00
Raffle	199.50	-
Sale of beanie	54.00	81.00
Sale of Caps	305.00	150.00
Sale of Club Hoodie	1,470.00	330.00
Sale of Club Jacket	1,362.00	360.00
Sale of Embroided Patch	45.00	90.00
Sale of Grille Badge	1,390.00	375.00
Sale of Number Plates	40.00	-
Sale of Polo Shirts	180.00	270.00
Sales of T-Shirts	1,170.00	798.00
Sponsorship	400.00	500.00
<b>Total Trading Income</b>	<b>22,746.43</b>	<b>25,946.40</b>
<b>Cost of Sales</b>		
Cost of beanie	123.86	-
Cost of Caps	340.52	-
Cost of Club Jackets	1,671.90	-
Cost of Embroidered Badge	148.92	-
Cost of Grille Badges	-	1,341.80
Cost of Number Plate Nationals	-	2,581.81
Cost of Polo Shirts	383.92	-
Cost of T Shirts	1,106.30	588.33
<b>Total Cost of Sales</b>	<b>3,775.42</b>	<b>4,511.94</b>
<b>Gross Profit</b>	<b>18,971.01</b>	<b>21,434.46</b>

Operating Expenses	2023	2022
Catering	203.83	-
Christmas BBQ - North	845.00	789.80
Christmas BBQ - South	-	443.01
Cortina Display Boards	309.00	-
Cost of car ribbons/banners	1,109.75	-
Cost of Club Hoodie	302.36	1,814.15
Cost of Nationals BBQ	5,950.00	300.00
Cost of Nationals Dinner	9,200.00	200.00
Depreciation	1,610.20	625.00
Engraving	-	56.00
General Expenses	95.00	-
Gifts	144.99	154.99
Nationals banners	-	1,935.45
Nationals General Expenses	980.42	-
Postage and Stationery/ Magazine	832.70	1,546.29
Printing	1,491.80	1,404.40
Stationery	25.30	-
Website Maintenance	854.39	854.39
Xero Monthly fee	593.74	613.29
<b>Total Operating Expenses</b>	<b>24,548.48</b>	<b>10,736.77</b>
<b>Net Profit</b>	<b>(5,577.47)</b>	<b>10,697.69</b>

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

Total Members for 2023/24 = **197**. Paid from 1<sup>st</sup> Oct = **151**  
(2022/2023 = 187) and **46** not paid yet

**27** members have paid in advance, **22** for 2024/2025, **4** for  
2025/26 & **1** for the 2026/27 financial year

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](mailto:Jo_annebsl@hotmail.com)

# EDITORS NOTE

*By Simon Peryer*

The cover of this edition features Clyde Collins. Many of you will know his name or have seen some of his famous cars, such as the MoWoG, FoWoG, Fordina and Cortina Mustang. He is also a founder of the famous PDL Racing team.



Why Clyde Collins? He built a replica of his Mk3 Cortina Mustang and it is currently for sale. So after a call to his son Adam and brother Wayne I became absorbed into the amazing history of



*Clyde Collin's well known "Fordina"*

the man and his cars. Thus, in addition to a write-up of the Cortina Mustang, I felt it warranted an article on the Allcomers racing days and one on Clyde himself. Thanks to Steve Holmes who is a font of knowledge of NZ's Motorsport History (Google or YouTube The Roaring Season) and has written many excellent NZ motoring books.



During the early days of the Cortina, Ford imported a batch of 6 Lotus Cortinas into NZ and I happened to meet a chap called Terry Mikkelsen who was involved with Ford's Racing program at the time. Ford was keen to promote their brand and wanted the exposure that comes with race wins in NZ. I sometimes feel that if this history isn't documented now, it will be lost forever. Thanks to Terry for taking the time to tell his story and for the pile of books he gave me!

Earlier in December, a friend from Adelaide, Roger Trethewy came over. Roger has a similar interest in cars, and also owns a Bolwell (a V8 Mk7) amongst other cars. There is one other known Bolwell in NZ (other than mine), a Mk7 with Australian racing history, so we went out to Hampton Downs to RaceFX who are preparing it to get



*Roger's V8 Mk7 Bolwell in Aust*

back into racing, including plans to take it to Goodwood in the UK. Roger is also a talented artist, so we commissioned Roger to sketch each of the Cortina models to update our club logo, which you can see on the cover of this issue.



*Holden 186 powered Mk7 Bolwell*

*New artwork for Cortina Club*

I must say, I'm pretty happy with how it looks. Thanks Roger!

Next magazine I thought I'd introduce a page on the weird & crazy Cortina stuff you see on the Internet.

Articles, pictures and suggestions are always welcomed!

Thanks as always to the contributors to the magazine: Kristine, and as always, Rod and Buck for their event reports.

Happy motoring & all the best for 2024!

Simon

simonperyer@gmail.com



# PRESIDENT'S REPORT

*By Simon Peryer*

We had the AGM last month and while all of last year's committee are still on board, we have one new face, Mike Jones and a few changes to positions. Due to work and family commitments, Blair has stepped down as President, but his knowledge and experience isn't lost as he is still on the committee as co-Secretary. Thankfully Kristine is still Treasurer & co-Secretary and I have taken up the role of President as well as continuing as the Editor.

We have the Nationals coming up in New Plymouth in October and we have a great team headed by Jill Hughes working to make it a success. As well as catching up with club members from throughout NZ, expect to have some great runs, as well as the usual Car Show, dinners and festivities. Mark it in your diary now and we'll formalise registration in the coming months.

With summer here, there is the usual increase in car events coming up. Check the calendar, as there is plenty on. I went to the Stragglers Charity car show at Lake Karapiro on Nov 26th in my Cortina and while there I saw a number of Cortinas I didn't recognise, but I didn't get to speak to the owners. I want to be able to put a club flyer on my windscreen for people to take as well as on other Cortinas. The flyer needs to have Website, Facebook and Email



*Some of the Cortinas at the Stragglers Car Show at Lake Karapiro*

contacts, but at present our Website hasn't been updated in years and we have two Facebook pages, one featuring the South Island and one for members and we don't have the correct access to club emails, so sorting these out are some of my initial priorities. The members Facebook page is well utilised, but we can make much better use of the Website page to promote events, post photos etc.

From what I've seen, the Cortina Club gets a lot of exposure at the events we attend. People often come up for a chat as it seems everyone and their uncle had one in the day. We have some big events coming up with the Eilerslie Concours in Auckland and the Canterbury Small Ford Sunday in April, so I would encourage you to get along and fly the flag for the Club.

The club is looking to join the FoMC (the NZ Federation of Motoring Clubs). This is the group that conducted the NZ wide survey valuing the classic car economy at \$11.4B. This figure will be used to lobby for the survival of classic cars in NZ in the face of increasing regulatory pressure. In the UK, the world's first Bio-fuel for classic cars has been launched and over here the FoMC are lobbying to make WOF's every 12 months for classics, instead of 6 months.



As for my cars, last I wrote, I was getting the Cortina pulley system redesigned. After 2 months that's all done, with a new plate, power steering pump and tensioner, so all set. The Bolwell's oil leak was actually coming from a few places including the timing cover and the China Wall, so after chasing a few leaks, it's booked to be finally fixed in the New Year. I hope! Each time I think the cars are sorted and problem free, something new comes up!

I'm looking forward to a great year with the Cortina Club, so all the best to you and your families for 2024.

Best regards,

Simon

# ALLCOMER RACING

*By Simon Peryer*

*(thanks to Steve Holmes for his reference material )*

I know that few members would have been around then, but back in the late 50's and early 1960's, single seater and sports car racing were the main focus of motorsport in New Zealand. However, production Saloon car racing had become popular through support programmes at major meetings. Initially the cars were the best that Britain had to offer in the late 50's. Zephyrs, Austin A30s, Standard Vanguards, Borgwards, Morris Minors. If you had deep pockets, the twin cam grunt of the Mk1 & 2 Jaguar would put you at the front of the field.

Place	Driver	Car No.	Make
1	F. Cantwell	6	Jaguar
2	A. P. Stringer	10	Porche
3	J. Hayes	11	Zephyr
4	R. Jensen	25	Austin A105
5	N. Dickson	4	Ford Zephyr
6	T. E. Cark	5	Jaguar
7	V. D. Neate	22	Borgward
8	J. MacKintosh	21	Austin A105
9	G. H. Pierce	24	Riley
10	J. Seabrook	27	Austin A50
11	J. Boyd	14	Ford Consul
12	D. L. Gardner	8	Goliath
13	J. Windelburn	26	Austin A30
14	I. D. Lyliau	16	Wolseley

**The following car failed to finish:**  
R. Roycroft      2      Simca

## 1957 Ardmore GP

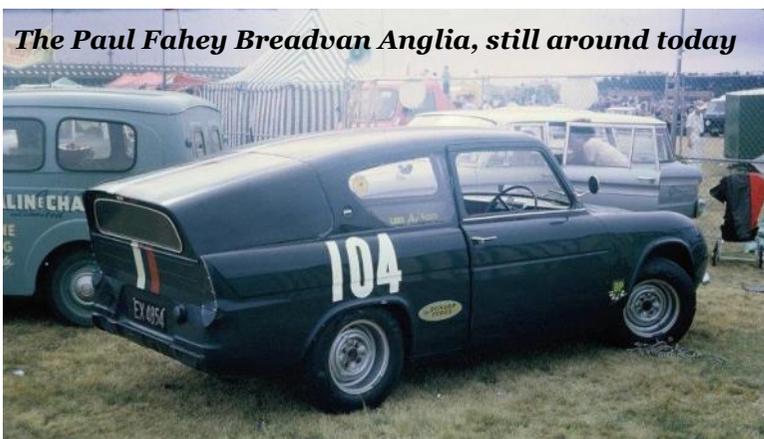
Since saloon car racing was a lower priority, little time had been spent on the rules and regulations by the governing motorsport body. This category was, after all, a support act designed to pack the timetable and provide entertainment while waiting for the "real racing".

Keep in mind that at the time the Tasman series was attracting superstars such as Bruce McLaren, Jim Clark, Graham Hill, Jackie Stewart & Denny Hulme.

By the time of the 1965-66 saloon championship season, there were two main categories. The Allcomers open saloon class allowed extensive modification to bodywork, engine modification and transplants. This was still the elite class and the most prized goal. The other series, Group 2, was for more production-based cars with limited modifications. The "Allcomers" category effectively give carte blanche to engine swaps and body modifications.

With typical kiwi ingenuity, there were plenty of highly modified vehicles to come out of this period. There were two favoured engine swaps at the time. The 1500cc Ford Kent engine introduced in 1962 and the Chev 327V8. Then in 1963, along came the Lotus twin cam derivative of the Cortina engine.

The 1964 season was won by Kerry Grant in his Lotus Cortina and in 1965, the Lotus Cortina of Paul Fahey took the championship, winning 5 out of 7 rounds. However, for 1966, Fahey was back with a streamlined and Lotus twin-cam powered Breadvan Anglia. Same twin-cam power, but in a smaller, lighter platform.

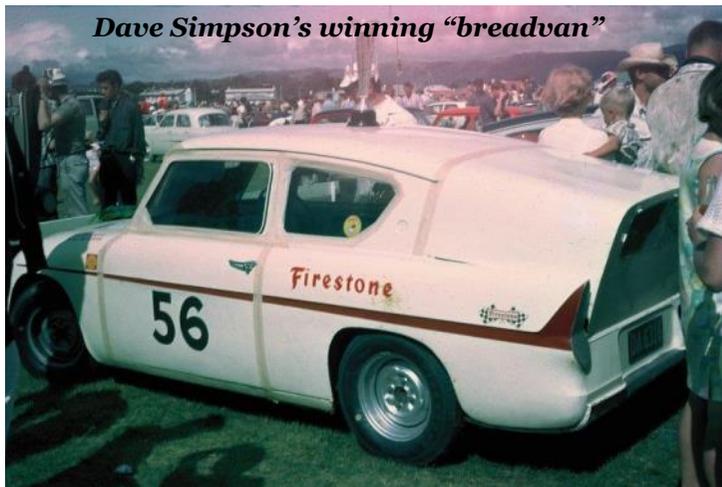


*The Paul Fahey Breadvan Anglia, still around today*

Also there in 1966 was the 23 year old Dave Simpson, also in a breadvan Anglia. Simpson sourced twin cam heads to mate to the 1500cc Cortina engine, bored to

1650cc.

The 1966 championship was a battle between the two breadvans, with Simpson taking a dominant win, with 63 points out of a possible 70, with Fahey second with just 31 points.



*Dave Simpson's winning "breadvan"*

Typical breadvan modifications were to remove the grille and reverse the headlight buckets to give a shape reminiscent of the popular actress Sabrina. The reverse rake window that gave the 105E the “angle-box” nickname was such a drag on performance that a fastback style rear section was developed that tapered to the boot line.



*English actress Sabrina*

Rod Coppins had been runner up in 1965 with his Zephyr Corvette and returned in 1966 with the same car to finish 3rd behind the breadvans. The Mk2 Zephyr had a Corvette 327 with the exhaust prominently exiting straight through the bonnet.



*Rod Coppins' Zephyr Corvette*



*Note exhaust through bonnet*

Also back in '66 was Kerry Grant in a lightweight A40 Farina.

Other notable contestants in 1966 were Jack Nazer in another Lotus

twin-cam powered Anglia, Neil Doyle in a Chev V8 powered Anglia, Warner Collins in a Lotus twin-cam powered Morris Minor and Garth Souness in the Chev v8 powered Morrie (Morrari).



*Jack Nazer's twin cam Breadvan*



*Neil Doyle's Chev powered Anglia*

The Morrari is stuff of legend in NZ. The Morrari started life as a works Ferrari 555 Super Squalo front engined Formula 1 car which by the early 1960s was owned by Auckland car dealer Garth Souness. At the time, nobody wanted a front engined race car, and Souness couldn't rid himself of it, so he removed the Ferrari body, fitted a Morris Minor body, dropped in a small block Chevy V8, and went saloon car racing. Initially it ran with the Ferrari Borrani wire wheels, but these were replaced with the wider steel wheels as pictured. Note also the exhaust pipes exiting through the hood.

The Ferrari chassis has in recent times been rebuilt back to original Formula 1 guise and I understand Greg & Mark Stokes have made a recreation of the Morrari.

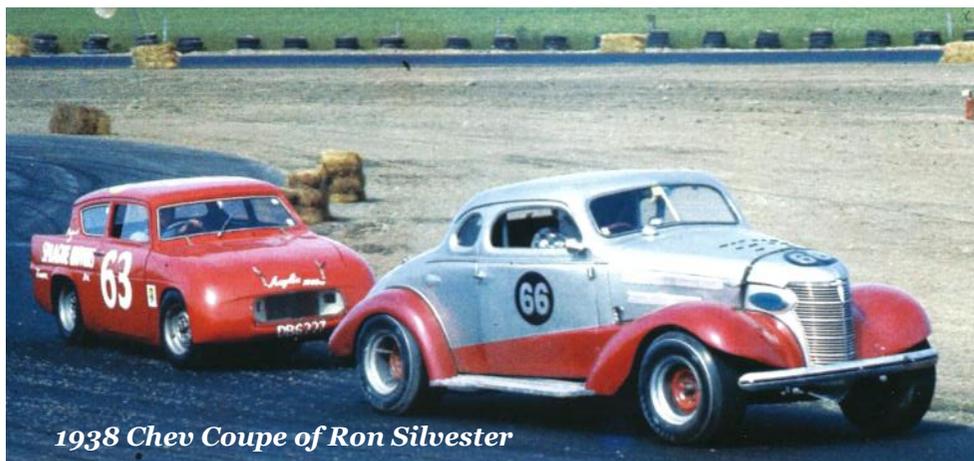


A couple of other legendary Allcomers were the pre-war Willys of Red Dawson, 327 Chev powered of course,

***Red Dawson's Willys***



and Ron Silvester's 1938 Chevy Coupe, also 327 Chev powered. Ron purchased the car from Rod Coppins and continued its development until it met its demise at Ruapuna in early 1966. Silvester came hurtling down the long Ruapuna front straight. As he went to jump on the brakes for the hairpin, his sandal became stuck beneath the pedals. At a full rate of knots and unable to stop, he ploughed up and over Clyde Collins' Ford powered Morrie "Fowog", before clambering straight into Neil Doyle's Anglia Corvette.



***1938 Chev Coupe of Ron Silvester***

Silvester sustained injuries and his car was a write-off and MANZ promptly issued a new safety rule regarding footwear. No more sandals for Ron!

The 1967 was the final for Allcomers, before they were banned. Robbie Francevic won the 1967 NZ Saloon Car Championship in the 'Custaxie'. It was a 1956 Ford Customline, with an aerodynamic one-piece nose fitted, and running a 427ci Galaxie engine, hence the name. The body was set so low in the chassis that the exhaust ran on top of the floor!

It's interesting to note that there were severe import restrictions at the time with huge import duties placed on auto parts, whereas "marine" items incurred no Import Duty. The 427 was initially installed into a ski-boat and run up and down the Waitamata Harbour for a while to ensure meeting the "letter of the law." The 427 was then removed from the boat, stripped, reworked and prepared for its new life in the Custaxie on the racing circuits of NZ.



After the Allcomers were banned, the Custaxie's 427 was pulled out, and replaced by a flathead V8, and it was driven on the road for a couple of years!

*"Colour me gone"*

Also in the 1967 season was Jack Nazer, back with a breadvan Anglia with a chopped roof line. Jack had created one of the first Breadvans and his mechanic Bill Norrish had developed Simpson's winning Breadvan in 1966.

Nazer took second in 1967, ahead of Fahey, now in a Shelby Mustang and Frank Radisich driving the ex-Simpson Breadvan and John Ward driving the other Breadvan from 1966, ex-Paul Fahey.



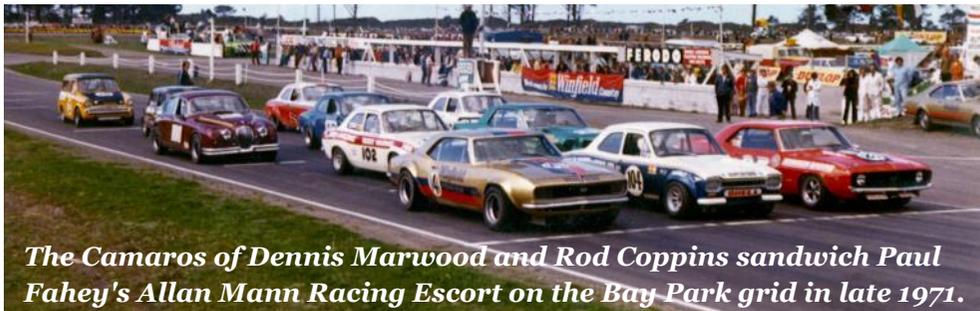
*Paul Fahey's Shelby Mustang coupe, which now resides in the David Bowden collection in Australia. Note the Mk1 Cortina wagon*

The crowds loved the Allcomers, but not surprisingly, the Motor-sport Association considered things had gotten somewhat out of hand with cars no longer recognisable, hence the introduction in 1968 of the altogether more restrictive Group 5 rules, meaning no major modifications to bodywork and no extravagant engine swaps.

A car had to be raced, in effect, as it left the factory and an elaborate class-based index of performance was introduced, with Mini driver Roger Anderson taking the title in the first season in 1968.

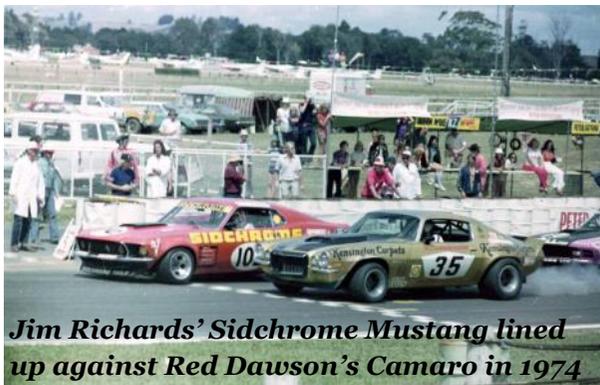
The new championship formula enjoyed strong support, with Paul Fahey, Red Dawson, Rod Coppins, and Frank Bryan all entering Ford Mustangs, while reigning champion Robbie Francevic imported a Ford Fairlane, powered by a big block 427 cu. motor. The smaller classes were also strongly supported, with hoards of Mini Coopers, Anglias, and Lotus Cortinas.

The Mustangs were joined by various Camaros, Ford Falcons, and Holden Monaros, while in the smaller ranks, the hugely successful Ford Escort RS1600 model became the high-benchmark. Drivers such as Fahey, Jim Richards, Jack Nazer and Don Halliday all enjoyed great success with Fords pocket-rocker racer. Others, such as Alan Boyle, opted for a different route, and built a very fast Vauxhall Viva, while Rodger Anderson built an equally quick BMW 2002. Meanwhile, in the 1 litre ranks, the Mini Coopers dominated numbers, if not always the results, as a handful of Hillman Imps challenged for the top placings.



*The Camaros of Dennis Marwood and Rod Coppins sandwich Paul Fahey's Allan Mann Racing Escort on the Bay Park grid in late 1971.*

Long distance racing such as the Benson & Hedges 500 were for locally produced cars, with the Valiant Chargers dominating, often at the hands of Leo Leonard & Ernie Sprague.



*Jim Richards' Sidchrome Mustang lined up against Red Dawson's Camaro in 1974*

By 1978, the regulations had changed again to become the Shellsport 2-litre Saloon Series, created to hopefully provide bigger and more affordable fields.

Amongst all the confusion and changing regulations, a group of South Island enthusiasts created OSCA (Open Saloon Car Association) in 1970. This class would provide a home for the Allcomers and the V8 swapped big-bangers. It is in this category that the feature car, the **Cortina Mustang of Clyde Collins** won the 1973 championship.

# CLYDE COLLINS

*Extracted from Steve Holmes' Classic Racers series*

Clyde was born into a motorsport family, with his father racing a speedboat called "Whoopie" and his older brother Warner also having an extensive career in racing.

At the age of 14, Clyde fabricated a Micro-midget speedway car. His skills were such that the local panel-beater offered an apprenticeship. Clyde turned out to be a skilled driver, but had his first run-in with motorsport authorities when, after he won the 150cc & 200cc go-kart championships, he was disqualified for his tyres: wheel-barrow wheels with grooves cut by hacksaw!



Clyde moved from karts to cars, firstly in MGs, TD, TF & MGA. Then came his first significant race car. A damaged Morris Minor, powered by a rebuilt 250k mile Morris Oxford taxi motor and named the **MoWoG**, being the acronym for the Morris, Wolseley & MG group. Built with friend Phil Williams, it had a genuine close-ratio gearbox, twin side-drafts, coil-overs and A-frame rear suspension with trailing top links.

They were convinced that "this thing would have so much bloody power and go so fast" that they figured it would need some extra weight in the rear to get traction, so they filled a sack full of stones from the local river and lashed it into the boot. Unfortunately the weight in the back acted like a pendulum and Clyde took out the entire chicane of hay bales on the first lap of practice at Renwick.



The Morrie was a high-headlight model, so to improve aerodynamics, they made fibreglass "boob-like things" in place of the headlights. "At Renwick, we knocked one off in the race and some guy found it and brought it to the "do" afterwards. So we all spent the night drinking out of the headlight".

The MoWoG was raced in the 1963/64 season, but the Oxford engine proved unreliable and the MoWoG was sold off to fund the next venture, the Mk2 version called **FoWoG** (Fo for Ford).

The FoWoG was built for the 1964/65 season, initially powered by a 105E Anglia engine, but soon upgraded to the 1500cc Cortina unit, developed and stretched to 1720cc. It also had an early attempt at streamlining with its infamous windcheating alloy bonnet.

The car ran incredibly well, but the Cortina engine was pulled to be used for the third incarnation, the A40 Farina bodied **Fordina**.

The FoWoG body was repowered by a twin-cam Lotus engine by brother Warner and campaigned in the 1966 season. The car



*Cortina powered FoWoG*

was very quick and Warner attracted the attention of several of the leading runners until, over the extreme bumps and very high speed corners of Wigram, the twin cam engine suffered terminally from oil surges.

Warner's Ford Twin Cam engine was removed for repair and a new replacement Cortina engine was built and installed. Peter Yock bought this updated version of the Fowog and campaigned it for the 1966/67 season.



*FoWoG under Peter Yock ownership*

Clyde then got married and did the sensible thing and sold off everything to buy a house. But turning his back on motorsport proved impossible and he and Phil were soon planning their next project. They bought a tidy little Austin A40 Farina and began the massive project that would become the Fordina

They set about significantly modifying the A40, sectioning the body, removing a horizontal 38mm, then cutting a further 25mm out of the roofline through the pillars. Then they took the front off forward of the bulkhead and fabricated a space frame chassis up front. Alloy doors were made up, along with an alloy rear, Perspex windows and a one piece lift-off alloy nose cone. The 1720cc Cortina engine from the FoWoG was installed.

Funds were tight at the time and Clyde “couldn’t afford to take it around the bloody block”. However the Fordina impressed a Shell executive who provided enough sponsorship to enable them to take the car to compete in the North Island.



“We put it on a trailer and headed north. Warner came up too with his Anglia. That’s (1967 season) when Paul Fahey had his first Mustang and there were the Breadvan Anglias. I did a couple of laps at Levin and this thing seemed to be okay. In the first race, I took off and I think we were in second, but the problem was, in this little car, we were surrounded by all these big cars, which if they ran over us, they’d be picking us up out of the grass and seal. And I’ll never forget, on the second lap, I was charging down the front straight and I looked in the rear vision mirror and there was Fahey right behind me in the Mustang with the nose of this thing sticking up in the air and I thought “he’s going to eat me up, this guy!” He chased me for a couple of laps and coming out of the hairpin he got beside me and drove me off the track coming around past the pits and I spun onto the grass.”



“Then the next meeting we went to was Wigram. For the whole final race I chased Jack Nazer in his Breadvan Anglia. And I was revving this thing out to ten grand and the electric tacho started to come back again. But he beat me, I just couldn’t get onto him. He had a full-house Lotus Twin-cam. Anyway, after the meeting, Nazer’s mechanic came up to me and said, “that must be a bloody good Lotus motor you’ve got in that thing”. I said “it’s not a Lotus motor, it’s a 1500cc pushrod” and I opened the bonnet and showed him. He asked how hard I was revving it, I said. “well it didn’t blow up, but it should have”. Anyway, later that night he told me to come back to the local camp-site, where he was staying and he sold me a set of genuine Lotus con-rods which we put in it for the rest of the season. Jack didn’t know about that!”.

The great tragedy of the Fordina, like many other radical new all-comers prepared for the 1967 season, was that as the car was being built, Motorsport NZ was in the process of killing off the class, meaning the Fordina was redundant almost immediately and it was sold to brother Warner.

That’s how OSCA started, instigated by Clyde, Ron McPhail, Trevor Crowe (V8 Starlet) and a few others.

However the spirit of the Fordina lives on with a faithful and well recognised replica built and run by the Collins family and campaigned by Ben Collins under Collson Family Racing.



(c) Kevin Corin  
Posters, Framed Prints and Digital Copies available  
at [www.actionimages.nz](http://www.actionimages.nz)

Clyde was working as a design engineer for Sir Bob Stewart and over lunch one day formed the PDL Racing team, running a pair of Minis in the newly formed Group 5.

Clyde won the 1000cc NZ Championship in the Mini, but after being targeted by Motorsport NZ to change their suspension to hydragastic and update from Mk1 to Mk2 in order to run 5.5" wheels, they found they were the only ones to have made that change. After all that carry-on, Sir Bob dissolved the PDL team.



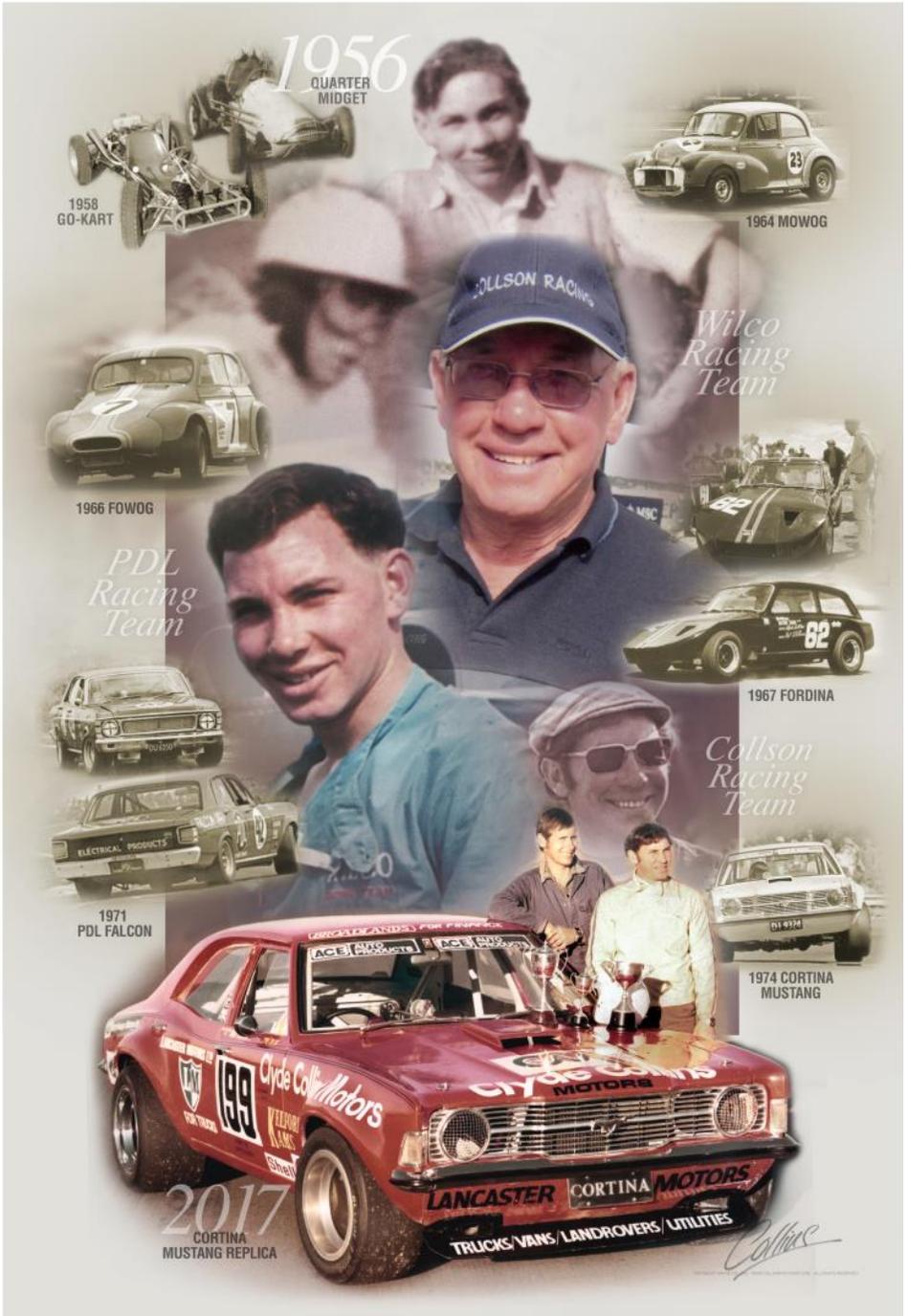
They then bought a burned out Falcon shell and started building it at PDL, but Bob came along and said “look, if you really want to do this, we’re going to do it properly, not with a pile of sh\*t like that”. So they brought a brand new Ford off the assembly line and that was the start of the PDL Falcon and PDL were back into motorsport.

The Falcon ran in the hotly contested 5.5 litre championship against the likes of Rod Coppins’ Camaro, Red Dawson’s Mustang and the twin-cam Escorts of Paul Fahey, Jack Nazer, & Jim Richards.

Although it had plenty of “snot”, overheating was an issue, so after the second time being forced to pull in, “Bob came storming up and said “if you do that again I’m going to fire you!” I told him it was a little hard to fire someone who he wasn’t actually paying!” In the last race Bob put black tape over the temperature gauge, but when Clyde came into the pits overheating, Bob didn’t talk to him for a week! The engine was wrecked before they discovered the solution was drilling an extra waterway in the head. The PDL Falcon was converted back to a road car and sold.

PDL next teamed up with Paul Fahey to run the 1970 PDL Mustang as Clyde was focusing on his own business, Clyde Collins Light Commercial. But the racing bug was still in him and thus started the Cortina Mustang.





**Tribute to Clyde Collins who passed away in 2022,  
prepared by Clyde's brother Wayne.**

# CLYDE COLLINS' CORTINA MUSTANG

*By Simon Peryer*

*(with thanks again to Steve Holmes)*

The bug was still with Clyde, so he went and built a Mk3 Cortina for OSCA (Open Saloon Car Association). He started by buying a spare engine off Red Dawson's Mustang, a 302 V8 with 4 IDA Webers "and everything".



*Red Dawson's genuine 67 Trans-am Shelby Mustang*

He then got a brand new Mk3 Cortina body shell from Ford. It was the first one they did to set up the jig at the factory. He went to Wellington in an old truck, stuck it on the back and drove it home. He chose the Cortina as it had a nice wide track and a long wheel-base and far better dimensions than the Anglias and Escorts that the competitors were running.

He built the whole car himself at home in the garage, fitting Morris Minor torsion bars and coil overs on the front and coil overs, Watts linkage and an A-frame on the rear, similar to the Fordina. He had to freshen up Red Dawson's engine, but he finished the car and it won its first race.

He ran Red's Mustang motor for the first season, but it proved too fragile and needed stripping down after each race. However, though a friend Gavin McKye who knew the Australian F5000 driver Warwick Brown very well, they were able to purchase a F5000 engine, a Chev 302 with fuel injection and everything. In fact, the engine came straight out of Warwick's Lola T332 that came 2nd in the Australian Grand Prix. With this engine it went well enough to win the 1974 OSCA championship in his 2nd season.



*Warwick Brown's Lola T332, Teretonga 74*





In the 3rd season he was at Wigram in the first race when he got t-boned by Jack Nazer in the Victor Chev, breaking a Watts linkage.

After repair he was relegated to the back of the grid, despite qualifying 6th, which sparked a screaming match with an official, with Clyde stating “He was the bugger who dated me, how come I have to start off the back?”

However he got up near the front on the first lap, chasing Fahey, the Mustangs and McCormack. “All around the inside of the corners were these red cones, and these bastards in front of me were run-



ning over the grass and cones were flying everywhere! One came past and I thought it was going to go through the wind-screen, but it took the driver’s mirror off!”

“Anyway, I kept chasing them around and as I went to turn into the corner by the hangars, the bloody thing wouldn’t answer the call, I spun the car up, that was the only way I could get it to stop and what happened was one of these cones got under the car and slit a tyre. I nearly took out the bloody speaker tower!”

I was a bit upset after that meeting and following the meeting, Bruce Bellis came up to me wanting to buy the car and I said “It’s yours”. I thought bugger motor racing, I’ll go yachting, which is what I did”.

Clyde spent the next couple of years buying, selling, building and racing yachts at many of the big international races.

But it seems that when petrol runs through your veins, no matter how many times you try to quit racing, sooner or later you’re going to come back.

Although no longer driving, he built a Chev V8 powered Capri for a young Avon Hyde to drive. Although they hadn’t been racing for a few years, they won their very first race in the Capri.



The next car was a Commodore built from a brand new shell, becoming the PDL Commodore alongside the PDL Mustang, resurrected out of the Ferrymead Museum. Then Clyde went truck racing, then he ran a couple of NZ V8 Touring Cars.

Asked what his favourite car he’d owned, the answer was pretty obvious. “The Fordina was a work of art and as fast as anything!”



In 2018, Clyde and son Adam built a close replica.

Despite the original Cortina Mustang being Chev powered after the first season, it retained the name, Cortina Mustang. This recreation also has a Lola T332 Chev 302, ex Tony Richards. The Chev 302 was quite a rare and special engine, winning the US 1968 & 1969 Manufacturers Championships and performing extremely well in NHRA and the SCCA Trans-am series. The Chev 302 was homologated in the Camaro Z28.

The engine also has period correct fuel injection, which was a huge job to source and set up.

Adam Collins has been competing with this Cortina Mustang in Classic car racing events in the South Island over the last 5 years.

Weighing only 1,100kgs and having around 550hp, I'm sure it would



be a weapon on the track. At an asking price of \$70k, it's a lot of car for the money, even putting aside the heritage aspect. I'm sure the engine alone would be worth the price!



# SHAWCRAFT MODELS

*By Simon Peryer*

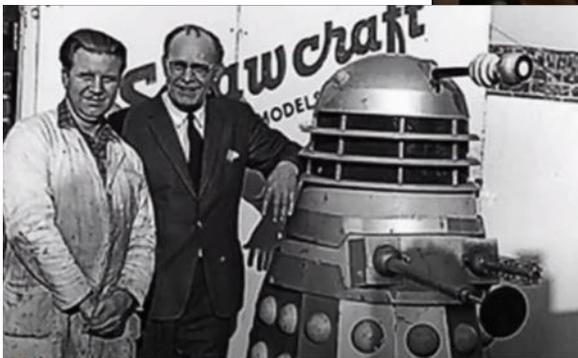
Shawcraft models was started in 1947 by three English gents, an ex-Army intelligence officer and artist, an aircraft engineer and an ex-RAF toolmaker. All had been post-war model makers, so in order to set up a model making business, they rented an original 90x25ft rat infested carpenter's workshop. One end was set up with wood and metal lathes and at the other end was a series of benches for the rest of the model making process. They set up a painting booth in nearby rented garages.



In the early days they produced full size components for aircraft, such as rudders, controls and fuselages as well as aircraft scale models used for motion pictures and travel agents to promote BEA & BOAC (prior to British Air-

ways) and Aer Lingus.

Shawcraft's models and full size replicas for special effects appeared in over 25 films in the day, including "The Abominable Snowman", "The Curse of Frank-



enstein", "A Night to Remember" (featuring a 40' replica of the Titanic) and "Chitty Chitty Bang Bang".

They were also commissioned by the BBC to make the six original Daleks for the tv series Dr Who.

Shawcraft were commissioned by the Ford Motor Company during the 1950s and 1960s to produce promotional models for the dealers. In the day, it was typical to produce detailed scale models for sales purposes, promoting an accurate example of a new vehicle prior to stock becoming available.



The production of the models was extremely time consuming as old



school modelling methods were used. The bodies are made of wood, but the smaller intricate components are manually lathed and hand turned using old school technology. No plastics, computers, CAD or 3D printing.

And they even came in a wooden suitcase! As a result of the work involved and the subsequent cost, very few were produced and likewise, very few remain today. I understand that the Ford Museum (Heritage & Innovation Centre) has 13 of the models, which is the largest collection. Apparently the next largest collection and the largest private collection belongs to our own Mike Jones. I did come across a Consul enthusiast who has 4 of the models, see below, but other than that, there appears to be very few around, let alone available to buy.

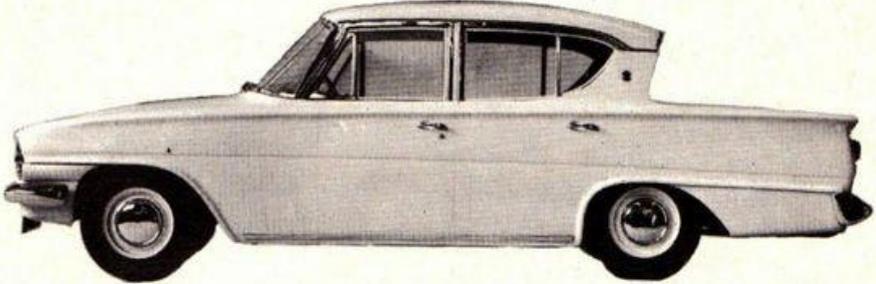


*The below is “A trusty copy of the Ford Anglia 105E, made by the specialist company Shawcraft Models in the UK, where no detail escaped from the exterior and interior. Only two examples of the 105E were made, to present to two employees, by merit, who held a high position at English Ford (EnFo), in 1968”.*



## THIS £220 MODEL CLASSIC CAN BE YOURS!

IT'S been built by craftsmen—and there are only two or three in existence. Ford had this Consul Classic model specially built to an exact one-eighth scale (it's nearly 2 ft. long) and it was used for exhibition work by the company's network of dealers. Because of the absolute accuracy demanded, it cost £220 to make. It is *not* a toy, but a precision job that any boy would be proud to own. 'Junior Ford Times' readers are invited to compete for it by writing an essay under the title: 'What I Would Do If I Were Minister of Transport'. Entries,



which should be between 300 and 500 words in length, should be headed with your full name, address and age, and sent to: **The Editor, 'Junior Ford Times', Ford Motor Company Ltd, Dagenham, Essex**, and should be posted not later than July 31. In judging the results, consideration will be given to originality of ideas and to whether they are practicable; grammar, style and spelling will also be taken into account, as will the entrant's age. There will be a second prize of 5 gns. and ten consolation prizes of 2 gns. each. A report on the competition, together with the best two or three essays, will be printed in an early issue of 'Junior Ford Times'.

*The above Shawcraft Consul Classic (315) model was a prize in a competition in the kids section of the FORD TIMES in 1964. It was said to have cost £220 to make (about half the cost of a real Anglia at that time)! It was won by a young lady who entered the competition hoping to win*



*One of Mike Jones's collection*

*the second prize (around £20), as she was going on holiday. Less than delighted with first prize it remained under her bed for the next 35 years. Her son, who was 18 when spoken to, had never even seen it.*

# TERRY MIKKELSEN

*By Simon Peryer*

A couple of months ago I was organizing my father's funeral and turned up in my Cortina. The funeral director's father came out and started talking Cortina and his involvement in importing the original batch of Lotus Cortinas for Ford. So I thought I'd better catch up for a chat.

A few months later we caught up for coffee and he came armed with a big stack of motoring books for me, as he's in the process of moving house. Some really great ones in there, many motorsport related and a number of NZ specific books. Great stuff!

He also came with a book showing the 70+ cars he's owned over the years. Some great cars in the "wish I'd never sold" category. It's worth showing some of the highlights and his comments:



## **1952 Sunbeam-Talbot 90.**

*That was a great car. It was the one he courted his wife Marion in. Snappy looking car that went fast, but it had to go when they got married to pay for rings etc.*

## **1961 Chevrolet Bel Air.**

*Worthwhile and beautiful car that he did a lot of miles in. After not putting on the handbrake properly, it rolled down the driveway and demolished the garage with the kids in the back, who never woke up!*



## **1987 Mercedes 2.3-16.**

*Cosworth developed engine designed to go rallying. Very fast and handled superbly, but it proved too compact for a growing family on road trips.*





## **1987 Ford Sierra Cosworth**

*“I went over to England to buy a Ford Sierra Cosworth. It was a street legal racer. Ford over there had had so many problems with young guys crashing them and writing them off that insurance companies*

*wouldn't insure them, so they were selling them off cheap. So I managed to get one new at a pretty good price and imported it into NZ.”*

*“After I'd only had it a few months (it had only done 1,068 miles) the young fellow next door, the son of the British consul, came over and was oohing and ahing over the car, so I said “well why don't you take it around the block? “ He did and took my sons Adam and Andrew with him. But he didn't just take it around the block, he took it for about a 30 or 40 mile block and wrote it off.”*

*“That was the end of that, I wasn't happy about it, but there wasn't much I could do, I was just pleased to see my sons weren't too hurt. They arrived back with the boy's Dad who had picked*



*them up. I didn't know what happened and they came back and I saw them all. Adam had a cut ear and Andrew was on crutches , but they were still okay, and I said, well you boys all need a whiskey, that's what you need.”*

Terry worked for Ford throughout the 1960's in the Product Analysis area, determining what products would work in the NZ market. At the time Ford were bringing in Cortinas, Escorts then Falcons, all very popular in NZ.

During the 1960's, the Tasman Series was attracting the top international drivers, such as Jim Clark, Graham Hill, Jack Brabham, Jackie Stewart, up against local talent Bruce McLaren, Red Dawson, Kerry Grant and Kennie Smith amongst others.



*Start of the 1965 NZ GP at Pukekohe, winner Hill on the outside, Clark in the middle and Lex Davison on the inside*

The Tasman series was held in the Formula 1 off-season, between January to early March between 1964 and 1975. F1 were running 3L engines at the time, but the Tasman Series specified 2.5L, which was an older F1 capacity. We had the best drivers on the planet visit us every summer and whilst the racing was 'take no prisoners' the atmosphere off

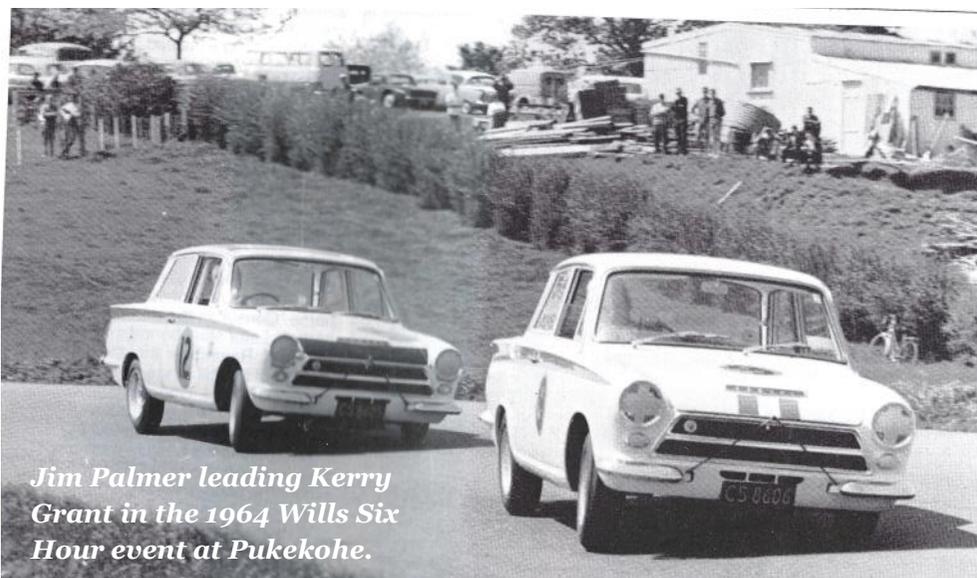


*Jim taking in some sun on top of a Zephyr in Levin Jan 1965, while mechanics fettle his Lotus 32B*

track was relaxed- the parties, water skiing, golf and annual cricket matches at the Amon family beachhouse are stories told many times over.

Ford had achieved attention with their GT40 win at Le Mans in 1966 and were using motorsport for brand exposure to sell cars. Win on Sunday, sell on Monday. Jim Clark was keen on the Tasman Series and Ford HQ were equally keen to support him racing a Ford product in NZ. Jim's keenness to run the Tasman Series might have something to do with a certain good looking Australian girl he used to pick up with while over, according to Terry. Jim Clark clearly enjoyed his time in NZ and took Lotus to victory in 1965, 67 & 68.

According to Terry, to support Jim and others and to get further brand exposure, they imported 6 Lotus Cortinas. The cars were demonstrator cars, prepared by the dealers, although they did fit Rocket close ratio competition gearboxes. The accountant in Terry noted that the gearboxes cost £5k, whereas a whole Lotus Cortina was just over £3k!



Once these first 6 cars were finished with, they were passed to the dealers to sell according to Terry.

It would be great to know where each of these cars ended up. I know one is the Alan Woolf car, one was Jim Palmer/Paul Fahey's and yet another Kerry Grant's. All successful cars and part of NZ's motor-sport history.

Sadly, Clark was killed in a Formula 2 accident in April 1968 in Hockenheim, West Germany, aged 32. At the time had won more Grand Prix races (25) and pole positions (33) than any other driver.

# SHEFFIELD WINGS & WHEELS

01-Oct-2023

*By Kristine Haughey*

Six Cortinas started at the Yaldhurst Hotel car park and then convoyed to the event, led by Shane Coster in his blue Mk II to the venue of a very large farming paddock north of Darfield. We met other Cortinas and Escorts at the event, resulting in nine members attending.

The sun was out, however, with the snowy mountains nearby, the strong wind was chilling.



**SHEFFIELD VOLUNTEER  
FIRE BRIGADE**

# WINGS & WHEELS

KIMBERLEY ROAD, DARFIELD  
1ST OCTOBER (8TH OCT. IF WET)  
NO DOGS . NO ALCOHOL

SUPPORTED BY  
RD petroleum

CONTACTS: NEV CROY 021 650 554 / CHARLIE DRAPER 0274 332 628  
ADULTS \$10 FAMILY \$25 GRAEME PIPER 0276 041 824



There were various cars, tractors, aeroplanes, and motorbikes on display. Also, there were 18 stalls of various products to look at and food and coffee caravans to buy hot drinks and food from.

There were model aeroplanes from the McLeans Island Model Aero Club, who displayed a model jet and acrobatic planes. The jet can fly at a speed of up to 400kms per hour. Other displays included the workings and capabilities of the Christchurch Airport Crash Fire Tenders, 1972 Scorpion tank and World War II memorabilia and The BACA (Bikers Against Child Abuse) motorbike enthusiasts.



***Graham Haughey in his 2-door GT that came out from the factory in Lotus colours!***



# RUN TO WAIKARETU

**29-Oct-2023**

*By Rod Peat*

The country was in mourning, the Rugby World Cup had been stolen from us, not by the South Africans - we beat them easily, but by the referee and the TMOs.

October the 29th 2023 will go down as the day the Rugby music died for many Kiwis, but the Classic Cortina Club run made up for it, for the twelve of us who attended.

Chris and Frances Kitzen, yellow Mk3 2 door, Steve Hayward and Peter Bell in Steve's red Mk1, Bruce and Sharon England (they are our club badge makers) in their lovely maroon Anglia 1200 Estate, Judy and I in our Mk2 GT Estate and Andrew and Heather Bayliss in their Lotus Mk1 left from Z Bombay soon after 11:00am for just over an hour's drive to Waikaretu.

We wound down to Pokeno via Razorback Rd, and headed out towards Tuakau. We crossed the much-photographed bridge over the Waikato River and followed SH 22 with its twists and turns through Pukekawa and Glen Murray.



To get to Waikaretu, you turn off where all the cell towers and radio masts are, and follow that road for 16 odd kms. This road is full of magnificent vistas and incredible rock formations that are quite prevalent on the west coast of our very scenic country. We arrived at our Nikau Cafe and Caves destination, only to be joined by Graham and Myra Hosking in their Mk2 GT.

The weather men had been predicting stormy conditions for later in the day, but even though the rain held off, sitting outside wasn't an option. We all sat around the same table and the conversation went to and fro while the lunch arrived and very soon it was 2.30! We all took off at different intervals and the drive home was uneventful.



Thanks to all those who attended, the day was very relaxed and enjoyable. Thanks to Jo-Anne and Alan Eyre (Plumber) who helped us plot the run.



# CORTINA RUN TO LEITHFIELD PUB

05-Nov-2023

*By Buck Harrison*

Matt and Simon organised a mystery run for the Canterbury members on Nov 5th and the meeting place for the run was at the Yaldhurst Pub at the start of the Main West Coast Road. Barb and I decided to meet the group about 30km up the road close to our house and, on time, a convoy of Cortinas appeared on what was a bit of a light drizzly morning in places.

We then turned off over the historic Waimakariri Gorge bridge on the inland route north of the little village of Oxford and further inland onto the Ashley Gorge Road. We had a 15 min stop for a few photos and during that break we were joined by a further four Cortinas who were trying to catch up with us!!



We then travelled the back roads for MANY kms and up through the back of Rangiora back onto State Highway 1 North, and starting to wonder if we had put enough fuel in the tank!

However in a short time we turned off the main road and stopped outside the lovely Historic Leithfield Hotel.



It was a typically busy Sunday lunchtime, however Matt had booked us into a backroom of the restaurant. A lovely and very large pub meal followed with a great banter between all who attended.



I must add there were quite a few new Club members and families who attended which was absolutely awesome and we all agreed to do this again!!



Thanks again Matt and Simon who organised yet another great Club outing.



# SELWYN MOTORFEST

26-Nov-2023

*By Buck Harrison*

On the 26 November we planned to attend the annual Selwyn Motorfest held at Rolleston just south of Christchurch. Matt had arranged for club members to meet at the local Primary school so we could drive in as a club group. However there were two lanes, one for pre-booked and one for buy-tickets-on-the-day!! Therefore we were split up into two ends of the park!!

With a very hot day (compared to the last two years), a record number of Classic, modern and vintage cars turned up from all over the South Island, over 800 in total.



The strange thing from the Club point of view, even though only a small number of members attended this year quite a few didn't bring a Cortina! I for one brought my Cologne Capri, Gary brought his lovely mk1 Escort and Phil brought his stunning new built Mk2 Escort! As I mentioned, sadly our few club Cortinas were spread out. However those who attended enjoyed a very hot and busy day.



For the first time in the few years the Motorfest has been running, there was a large amount of craft and food stalls which did a roaring trade along with a stage featuring quite a few different musical artists!



The whole day was enjoyed by those who attended and there were some amazing vehicles on display.

# NEW YEAR'S DAY KAIUAU RUN

01-Jan-2024

*By Rod Peat*

The first day of any new year is a bit special, for the young it can be a day of recovery, but as you get a bit older it's a day when you make soon to be broken resolutions, or it's a day you do a club run in your classic car!

This year a few of us gathered at our normal start point in Bombay, and off we went down to Kaiaua to watch the Vintage cars complete their run which had started in Drury.



The club gazebo and flag were soon erected and we sat under the shade, chatted away and the cars soon arrived. Luckily the weather was fine and sitting around talking with like-minded people is an ideal way to kick start the new year.



Thanks to all those who attended. Sharon and Bruce who make our badges from Pukekohe in their lovely Anglia, along with their cousins Kent and Sandy who are visiting from British Columbia in Canada. Andrew and Heather Bayliss and Peter and Raewyn Bell made up the Mk1 Lotus duo and Lance and Doreen Slater from Huntly in their recently V8 repowered blue Mk5 made the trip, just to reinforce the reliability of the new engine after the troublesome supercharged 6 cylinder which has been ditched.



Alan and Jo-Anne Eyre came down from their Kawakawa Bay bach in their CX5 to meet up with the group. John and Jan Gardner who had done the run in their very nice Model A came and visited us, ex member Don Johnson dropped in in his 39 Ford coupe and John Blom from Tauranga came and introduced himself.

2024 promises to be an epic year for the Classic Cortina Club with events planned up until June and the Nationals looming in October.



# CARS ON THE MARKET

By Simon Peryer

At the time of writing this, there were 19 Cortinas on Trade Me: 4xMk1s, 3xMk2s, 5xMk3s, 1xMk4 and 6 Mk5s.

It seems that quite a few Mk5's are coming out of the woodwork. Matt Walters bought one just for the 2022 Nationals to drive to Christchurch in comfort and style. He gave it a freshen up before the trip including a coat of paint. It drove beautifully and faultlessly there and back and he has since moved it on, making enough on the deal to cover the costs of the Nationals and some, so there are deals out there to be had.

One interesting car currently for sale is the Mk1 4-door project car with a 454 Chev v8 and it's registered in the system with the V8. It has one of the old paper Vehicle Modification Declarations from the 90's, but it looks like the Rego is on hold, so it may well be good to go once put back together. I think if you tried getting a car like this on the road now as a new build, you'd be struggling! Asking \$16.5k



One from across the ditch, the Aussie 4.1L 6-cylinder Cortina Mk4!  
This one is from 1977 and has been in NZ since 1984. It's done 333k kms, has WOF & Reg and a Trade Me starting price of \$17k.



A 1967 Mk2 4-door GT. I know it's a GT because it's embossed into the backs of all the seats! Asking \$43.5k.



And finally for something a little different. A 1969 Mk2 Super Automatic Estate. Plenty of patina, but what's cooler than a retro estate, right Rod & Judy? \$12k ono.



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