



Featuring:
the Ford Cortina GT500

Oct 2023

CONTENTS

Club Update

Committee		Page 3
Events		Page 4
New Members		Page 6
Treasurer's report	Kristine Haughey	Page 7
Editor's note	Simon Peryer	Page 8
President's report	Blair Sands	Page 10

Feature articles

Cortina GT500	Peter Walker	Page 12
Kiwis & Cortinas	Gordon Campbell	Page 20
V8 Mk1 Barn Find	Simon Peryer	Page 26
Cortina Utes	Simon Peryer	Page 28

Event reports

60 years of Lotus Cortina	Sarah Selwood	Page 34
Allan Woolf Funeral	Simon Peryer	Page 36
Taupo & Napier run	Simon Peryer	Page 40
All Ford Day	Rod Peat	Page 44
Henry Ford Run	Buck Harrison	Page 48
Geraldine Motor Muster	Buck Harrison	Page 52
VCC Daffodil Rally	Buck Harrison	Page 54

Cars on the market	Simon Peryer	Page 56
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Advertisers		Page 58
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**Deadline for submissions for the next magazine is
31st Dec 2023**

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CLASSIC CORTINA CLUB EVENTS 2023

October

- Tues 3rd **Classic Cortina Club Night Chch** (see details below)
Sat 7th **Howick village HOP** (entries closed 22 Sep)
Sat 7th **Taranaki Meat-up Festival** Durham Lake 11am-4pm
Sun 7th **All British Day** McLeans Island, Christchurch, 10am
Sun 7th **Aroha Cruise In** Te Aroha
Wed 18th **Classic Cortina Club Night Auckland** (see details below)
Sat 21st **NSRA National Show & Shine** Albert Park, Te Awamutu
Sun 22nd **Classic Car & Hot Rod Festival**, Christchurch, 10am-4pm
Sun 29th **Auckland Club Run** (details TBA)

November

- Sat 4th **Kaponga Hardpark** Kaponga Primary, 9am-1:30pm
Sun 12th **Hawera Lions Car Show** Hawera Racecourse
Wed 15th **Auckland Club Night** (see details below)
Sat 25th **Arrowtown Show & Shine** Arrowtown Primary (11:00-3:00)
Sat 25th **Stragglers Charity Car Show** Lake Karapiro Domain
Sun 26th **Caffeine & Classics**, Hampton Downs
Sun 26th **Selwyn Motorfest** Rolleston, 10am-3pm

December

- Wed 13th **Auckland Club Night** (1 week early due to Xmas, TBC)

January

- Mon 1st **Vintage & Classic Vehicle Picnic**, Little River, 10am-4pm.
Sun 20th **Cromwell Classic Car & Hot Rod Fest.** 8.30am-3pm
Sun 21st **Wheels on the Coast Show** Westport – 10am-1pm

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

As Events turn up we will update and add to the calendar.

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

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

The Website will be updated regularly so watch it for any changes.

Please notify us of any events in your area.

If you think that the Classic Cortina Club could be involved and you're happy to be the contact or co-coordinator.

Email: secretary.classiccortina@gmail.com or contact the committee.

2024 EVENTS

11-Feb - Ellerslie
Concourse, Auckland

8-10 Mar—Twizel
Show & Shine

25-27th
Oct 2024
Cortina
Nationals
New
Plymouth



AREA MEETINGS

Meguiar's Coffee & Cars

9:00-12:00 Last Sunday of the month. Note that they are on hold until they find another venue.

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, Chch.

Coffee and Cars on Cranford

Third Saturday of the month. 8am - 11am

WELCOME TO OUR NEW MEMBERS

Kyle and Rhonda Smythe

Mk 2 Lotus, Mk 1 Lotus,
Mk 1 2dr GT
Orewa



Michael Parker

Mk2
Christchurch



Darren Bustin

1965 4dr repowered Mk 1 with a 1600 twin cam Toyota motor



Robert Elson Mk1 Super, Lincoln

Peter Dellaca 1969 Mk 2 GT, Christchurch

TREASURERS REPORT

By Kristine Haughey

Treasurer's Report as of 18th September 2023

Account Balances:

Cheque - 00	\$ 6,325.64
Special Events - 01	<u>\$14,631.42</u>
TOTAL CLUB FUNDS	\$20,957.06

Payments/Income from the last report (18th July 2023)

Expenses (chq account)

01 Aug – Website fee	\$ 67.85
10 Aug – Magazine printing	\$ 158.50
14 Aug – Xero fee	\$ 26.74
1 Sept – Website fee	\$ 67.85
10 Sept – Website domain fee	\$ 40.19
13 Sept – Xero fee	\$ 26.74
	\$ 387.87

Income (chq account)

Subs	\$290.00
Interest – July	\$ 10.85
30 Aug – Name badges	\$ 16.00
Interest – August	\$ 10.83
	\$ 327.68

Expenses (event account)

25 July – Bags for banners	\$ 115.00
10 Sept – Courier for banners	\$ 49.50
	\$ 164.50

Income (event account)

Interest – July 2023	\$ 24.60
31 Aug – prize @ Concours	\$276.31
Interest – Aug 2023	\$ 24.38
	\$325.29

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

Paid from 1st Oct = **187** (2021/2022 = 169) and **6** not paid

29 members have paid for the 2023/2024 financial year

1 member has paid for the 2024/2025 financial year

Subs of \$40 are be due from 01 October ,

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

EDITORS NOTE

By Simon Peryer

This is my second edition of the magazine. So far so good and I even got some positive feedback, particularly on the articles and having more colour pictures.

As far as content for the magazine, I quite enjoy researching Cortina history. Racing history, NZ history, rare models, that sort of thing.

For this issue, I wanted to do a bit of research into the legendary Mk1 GT500 Bathurst special. I ended up talking to a very knowledgeable expert in Sydney. Although there was a piece of the GT500 history that was incomplete around a third batch of 125 cars that may or not have been built. After nearly 60 years of speculation, this piece has finally been solved. Read the article for the full story.

I also reached out to Gordon Campbell who wrote the recent *Kiwis and Cortinas* book and he wrote an article for us on the story behind the story, along with sending me some great photos. With Christmas coming up, I'm sure the book would make a great present for spouses and I even have a copy for my wife stashed away. Lucky her!

Gordon included my car in the book and met me in Auckland for a photo shoot. Of course I took him for a bit of a blast afterwards and ended up blowing a head gasket! Somewhat embarrassing, limping home on 7 cylinders, but all part of the experience. Fortunately that didn't make it into the book! It now has steel Cometic head gaskets and chrome molly dowels, so that shouldn't happen again.

One of the events the Cortina club went to was the All Ford Day at Hamilton. It was my first time at the event and I even managed to coax the wife out of bed at an ungodly hour on Sunday morning with the promise of a nice picnic for a couple of hours. I took my Mustang for a run as it hasn't been getting enough love and is suffering from lack of use, developing a number of oil leaks due to dry gaskets.



I don't normally take the Mustang to car shows as you get lost in a sea of Mustangs. They're a bit like belly buttons... everybody has one!

It was a great day and fantastic for the Cortina club to win the prize for the best club. Again! Although I'm not sure the wife enjoyed it as much as I did. Maybe I'll bring some wine next time.

The other reason I didn't take the Cortina was that I wasn't happy with the serpentine belt alignment after I replaced the water pump. The belt runs around 5 pulleys and is a custom set-up, but it didn't seem to have enough adjustment to align everything without rubbing. So I drove it get new pulleys custom made to get it right, but of course the belt shredded itself on the motorway. The police arrived within minutes, but fortunately I had already installed the spare belt I had in the tool box. This was the sort of encounter with the Police that I don't mind!

As for the Bolwell, it has developed a leak from the gearbox output shaft seal. The only problem is to fix it is a gearbox out repair. And you can't get the gearbox out without taking



Note the Mk1 Cortina door handles & indicators



the engine out due to the spaceframe design. So that's going to take some creative redesign to make the gearbox removable. Nothing an angle grinder & welder can't fix!

Thanks to all contributors to the magazine, including Sarah and as always, Rod & Buck for event reports.

Happy motoring.

Simon

simonperyer@gmail.com

PRESIDENT'S REPORT

By Blair Sands

Spring and Summer Greetings Members!!

Welcome to yet another edition of the Classic Cortina Club Magazine! And the second magazine under our new Editor Simon Peryer – I must say the first was an impressive read and I again cannot wait to get into this next one!

We are finally out of winter and as my greeting would suggest, the Summer season is upon us, with a lot more car events and shows to attend as day light saving kicks in and the weather improves. If you know of any events/shows happening in your local area, then please send the information for these through to the committee – We are compiling a list of events and keen to add any that you, our members, may want to attend.

Unfortunately for me, due to work and family commitments, I haven't been able to attend many (make that any) of the recent local events since the last magazine came out. However, I am sure there will be a few articles in this magazine from those regulars who did attend.

One thing I have managed to do over the last couple of months is to start and get the clutch system working on my 1970 GTE. It's been a few months since I last started it, which was a few years since the start before that (I am absolutely impressed by how resilient this little Kent engine is even after long periods between starts).

Unfortunately, the GTE suffers from the "Blue Oval Tin Worm" or rust in the usual locations preventing it from being driven on the road (at the moment), but just hearing it purr back into life provides the inspiration to get stuck back into my Cortina projects now that it is lighter and warmer in the evening. Watch this space for updates!!

The preparation for the next nationals in 2024 has started and I must say that I am definitely looking forward to crossing over the Cook Straight and heading north once again. Watch this space for more information to come on this event. On that thread, the Australians have finally come to the party and are hosting their next nationals' event in 2025, celebrating the dominance of the GT500 on Bathurst/Mt Panorama. This is sure to be a not to be missed event and I already know of a few of us are planning to head across. Again, watch this space for further information about this event.

The Club AGM is just around the corner, and we are planning to be a bit more prepared this year for the growing need to have this as a live event on one of the team meeting/streaming platforms. More details to follow on this. Speaking of the AGM – We are seeking some new blood for the committee – if interested, but not sure what it's about , then please contact me or Kristine to discuss.

With that I sign off here for this edition – Apologies if it's a bit all over the place. As always, please take care of each other, stay and drive safe and enjoy your Cortina.

Now, I believe I owe Dave Payne a pint as the first person to correctly send me “Hill Street Blues” as the show/TV series from my last quote.

For this magazine the same deal to first person to tell which movie franchise the following quote comes from.....
“I live my life a quarter mile at a time!”



Cheers
Blair Sands
President

Mk1 CORTINA GT500

Article by **Peter Walker (Australia)**

No article on the Cortina GT500 would be complete without a firsthand description from a famous motoring writer describing what driving one of these monsters was like on the open road when David McKay took a new GT500 from Sydney to Melbourne and back in Sept 65 and averaged a respectable 56 mph (90 kph) over 1100 miles of single lane tared undulating goat track that was the Hume Highway. .. Quote ...” such a trip can be tiring, but I was out on the mountain that night in the 500 – and really enjoyed myself. The car is a fine example of a GT – a real dual-purpose beastie which must be the best Ford yet. A triumph for Ford Australia and Harry Firth for making such a car available here.” There are very few cars that have three gears that could be used over 70mph.



The 1965 Bathurst winning GT500 of Barry Seton and Midge Bosworth

The Australian designed and built Cortina GT500 has the unique privilege of being one of the first of Henry Ford II race car creations when he declared in 1962 that Ford Motor company would start a ‘racing revolution’. This edict then flowed into the Ford family of cars and resulted in a range of cars that successfully adapted to being used as race cars in a variety of arenas. These include the Lotus Cortina, Falcon Sprint, the Mustang GT350 and the famous GT40 as well as cars that used Ford engines like the AC Cobras (260, 289 and 427), the Sunbeam Alpine Tiger and a variety of Indianapolis race cars using Ford engines.

In Australia the Cortina GT's had won the Armstrong 500 in 1963 at Mount Panorama Circuit at Bathurst in New South Wales. Ford Australia was concerned that the new Cooper S with long range tanks could provide a real threat to their potential to win the 1965 race. In 1965 the Bathurst 500 race was intended only for 'production cars'; and the rules provided minimum production limits in order to be defined as a 'production car'. Imported models had a high minimum limit of 250 units in country but locally built cars could have a minimum of only 100 cars.



2nd at Bathurst '65 was the GT500 of Bruce McPhee & Barry Mulholland

Following Henry's edict, Ford Australia decided to build their own racing Cortina to compete in the 1965 Bathurst race. Ford commissioned a local racing driver Harry Firth to design and build a Cortina to ensure success. To understand the Cortina GT500 however one must first understand how Ford found itself in 1963. A global range of quality products that could be turned into race cars and a bureaucracy bent on volume production. The two clashed severely. This was further complicated by a chairman determined to rebrand the Blue oval as a producer of quality cars that could be raced. Reading "Shelby Mustang" one discovers a range of similarities that occurred between the creation of the Cortina GT500 and US designed and built GT350 Mustang. This comparison is important because it explains the variations in the specifications of the GT500 Cortina. Both projects were severely influenced by meddling accountants. In the case of the GT350, Shelby had to beg for funds from Castrol and Goodyear to build the prototype and Firth had his initial production run stopped to save a few Pounds. Both projects relied on the using of parts from Ford's standard parts bin.

Both projects started out with fire breathing monsters more suited to racing and moved more towards cars that resembled standard street cars. For example the original GT350 had no trim, radio, muffler, a/c, auto or back seat. This gradually mutated into fully equipped luxury sports cars with every conceivable option including automatic trans and air. And both projects created two different vehicles. Shelby the GT350R and Firth the GT500 type 1. Specification creep can also be seen in the production of Lotus Cortinas. The original Mk1s built by Chapman started out with 'A' frame rear ends, alloy panels and range of other variations and ended with the last Chapman units with steel panels and leaf springs. Ford took control with the release of the Mk2 Cortina Lotus and built the whole production run in house with the result that the Mk2 was a lot more civilised and consistent in their specification as they were produced as a finished, refined and much detailed end product.

The original specification for the Cortina GT500 was announced in May 1965 'Wheels' magazine and included an updated motor, lowered suspension, modified driver's seat, air scoops for the brakes and a long range fuel tank and a range of other modifications. Ford took delivery of 122 CKD (Complete Knock Down) two door GT body shells from the UK. Some of the production run used for this order where originally intended for other markets as some 500 bulkheads have LHD tags riveted to them and it's been suggested this could have been destined for the Canadian market as they had recently converted from RHD to LHD. These first 122 shells are easy to identify as they have the diagonal braces connecting the turret tops to the bulkhead and use a heavier gauge steel as well as the universal ford E number stamped on the drivers side McPherson strut turret.



There were 3 batches of GT500 produced:

Type 1: Harry Firth started production but found the going tough. Ford accountants found the labour costs associated with building cars one at a time created a situation where the 500 cost more to build than it was selling for at £1498. According to documents produced by Firth this initial batch was somewhere between 20 to 30 cars. The list of modifications were extensive and differed from the units used in the actual race (Type 2) by having a different steering that was faster, lower front suspension, different front end geometry, hand cut front bumperettes, mesh head light covers, alloy bell housing, modified bonnet release and modified driver's seat. The engine used in both Type 1 and 2 were the same and the spec is covered below.

Type 2 : Distressed at the cost of production and unable to reason that winning the Armstrong 500 race was the goal, the bean counters pulled the pin and opted to run the remainder of the 122 units down the production line where the motors/gear box, tanks and famous air scoops were fitted. These cars were the ones used in the race and the winning car of Bo Seton was purchased off the show room floor of his local Ford dealer !

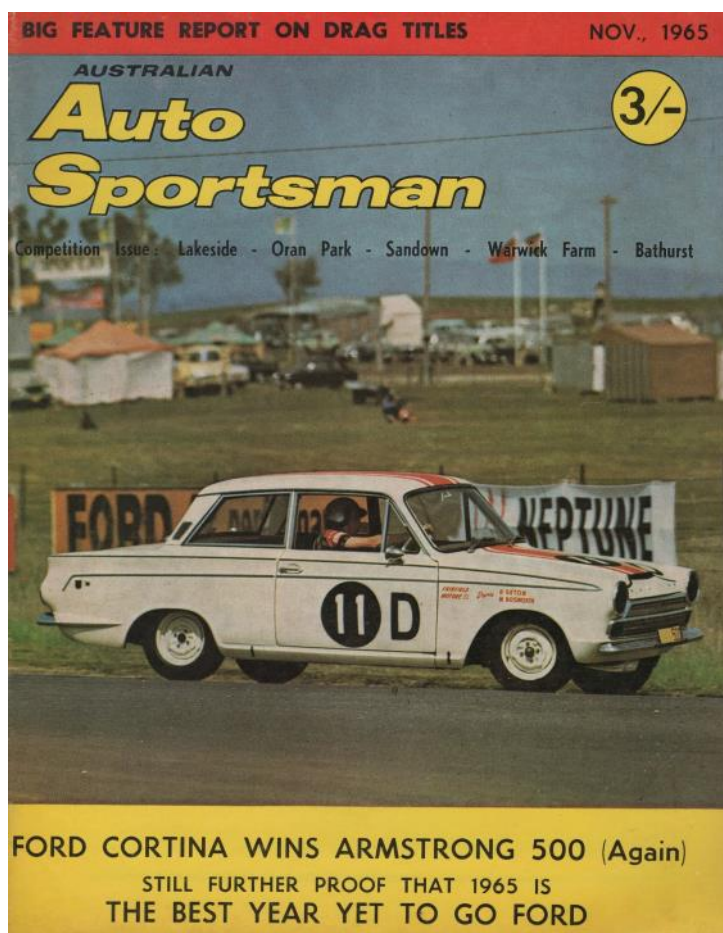
Type 3 : After the race British Leyland complained that Ford had built a 'special' for the race. Ford replied that the 500 was a standard model and that anyone could buy one. To support this decision Ford build a third batch of 125 units (type 3s) using Australian built 220 and 240 - 2 door body shells. There is some evidence that these types 3 could have been built by dealers which produced

some 1200cc models but this cannot be confirmed. Something like the Holden Dealer team only run by a Casual collection of Ford dealers is also possible.



August 2023 amendment. The author (who has owned several 500's) decided to sell an upper tank from a Type 1 500 with bolted baffles. The add generated an inquiry from a gentleman who, at the age of 14, worked at weekends in his uncle's fabrication shop and recollected his uncle supplying a large quantity tanks (that 'looked exactly like' the tank I had on gumtree) to a Ford dealer in South Australia. This amazing revelation confirms the often-theorized suggestion that it was Ford Dealers, after taking a large number of sales enquiries from customers wanting to buy a 500, decided to take the shortage into their own hands and produce another batch of 500's. Its distinctly possible that a lot of 500's that are considered a tribute or fake are actually build by Dealers vastly increasing their value.

As the cars were built after the race there was zero pressure to spend



money on special bonnet releases and elevated driver seats but they did have all the equipment necessary to make them a lethal machine in the right hands. Given the rules for 1966 increased the local build quantity to 250 its likely Ford still considered running one in 66 as the total build quantity has been confirmed by Ford themselves at 247 made up of all three types.

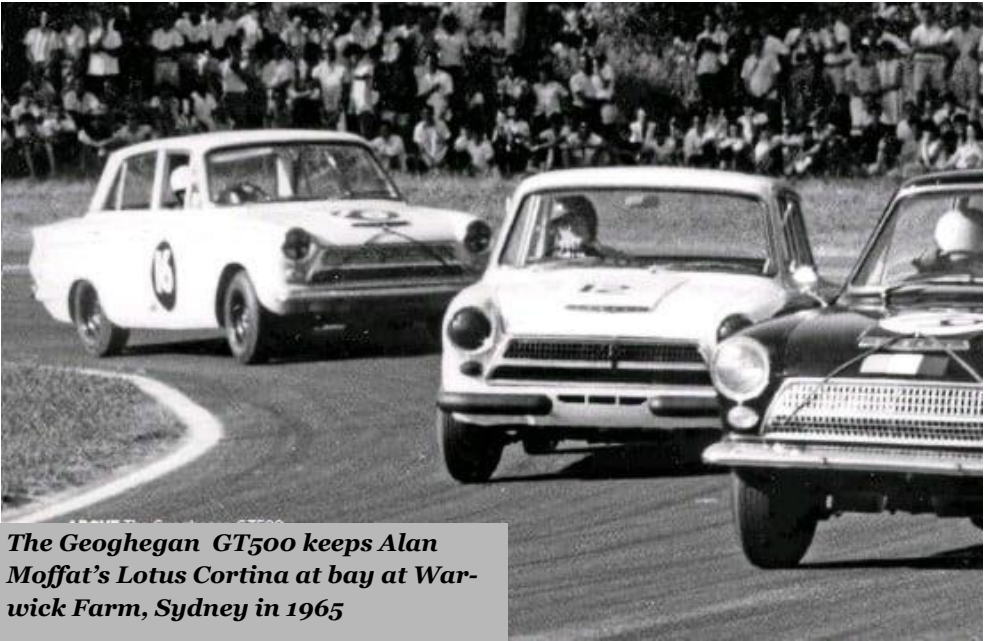
In material produced by Harry Firth after the race it was revealed that he also built several variations including a 4 door GT500, and the next version of 500 with twin side draft Webbers. Firth describes his time was then consumed developing Fords next weapon, the famous Gold XR GT Falcon, which made him unavailable to supervise the Type 3 build. He also confirms that Ford did not pay him the £10 design royalty per car for the type 3's which annoyed him considerably. Another confirmation of the existence of the type 3's has occurred in a variety of interviews over a period of years Firth's states the type 3 quantity varied somewhere between 85 and 185 which highlights his non involvement in the third batch.



Visual appearance The GT500 is visually recognizable by the two lower front air scoops, two door export chrome GT trim, twin fuel caps behind the rear window, a 500 badge in front of the GT symbol on the back mudguard and a round blanking plate covering the old fuel entry hole. Ford used the serial number 27134 for the 500 on the alloy tag in the engine bay which has been turned around to read from outside the car and attached by screws not rivets.

Brief Technical description.

The 500 differs from a normal GT in its fuel load, engine spec and gearbox. Fuel was feed into a large 8.5 gallon tank under the rear window which in turn feeds into a standard floor mounted tank through a front connection from a Cortina estate wagon giving a total capacity of 17 gallons. The gearbox used was a 2.5 first gear ratio Lotus gearbox with a standard GT 3.9 diff. This gave a first gear top speed of 59 mph (95 km/h) and lead to the continual consumption of clutches due to the need to slip considerably to get moving. It was like a 6 speed box without the first two gears but once moving provided immense driving joy over a wide range of road and track conditions.



The Geoghegan GT500 keeps Alan Moffat's Lotus Cortina at bay at Warwick Farm, Sydney in 1965

Engine : The engine used was a Ford OHV Kent GT 5 main bearing unit with a variety of modifications which raised the HP from 78 to 98. Modifications included a '113' camshaft from George Wade, re-jetted down draft Weber carburettor, raised compression, solid small harmonic balance, clipped fan blade, heavy duty generator bracket and a wide range of other refinements. The only thing not changed in the engine was the big end bolts, the failure of which contributed to some of the 500's not finishing the 1965 Bathurst race.

Records show that there are approximately 40 to 50 left which makes them one of motor racing histories rarest Ford factory built race cars. Some of their passionate owners belong to a series of car clubs but the numbers are too low and dispersed to justify a special-ty organisation. Unique Cars Magazine gave the valuation in Dec 2013 at A\$65,000 and it's appreciated that this is for a Type 2. Type 1's were valued at \$75,000 and Type 3's at \$55,000. According to Wheels magazine, Cortina GT500's have been appreciating at a steady 17% PA since 1969 and this growth is not expected to slow given their rarity and formal factory endorsement.



Foot note Harry Firth also confirmed that he was in discussion with Colin Chapman (Lotus Cortina fame) in the UK for Chapman to use 'some' 500 parts in a low cost 'budget' Lotus Cortina that Chapman was planning but never apparently eventuated.

Editor's note: there is one known GT500 in NZ in the hands of a well known Ford collector and Classic Cortina Car Club member.

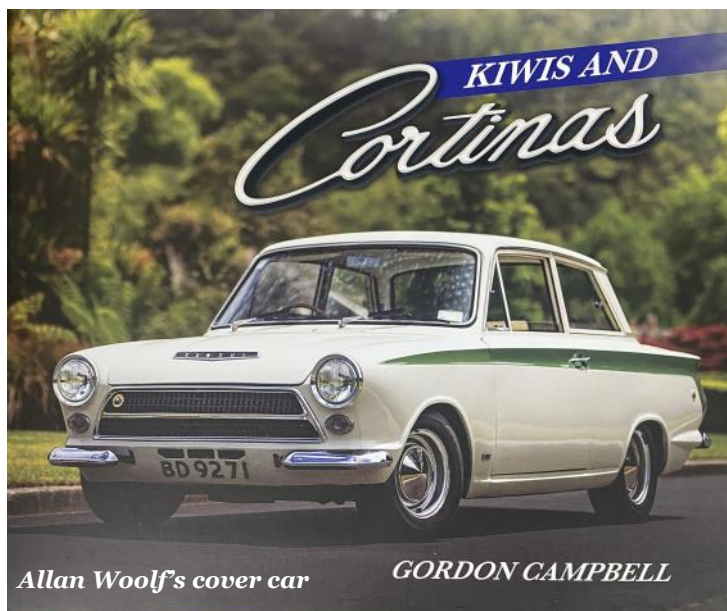
If anyone knows of another, please get in touch.

THE “KIWIS & CORTINAS” JOURNEY

By Gordon Campbell

It would never have occurred to me to write a book about Cortinas. I wrote for NZ Classic Car for nearly 20 years and I've been a contributor to NZ Classic Driver for the last six years or so, as well as some years writing about classic motorbikes for NZ Bike Rider Magazine. More recently, I'd written and self-published two biographies of former motor racing mechanics and Bill Honeybone, of the publishers, Bateman Books, knew what I'd done. He asked if I'd like to write 'Kiwis and Cortinas', and I thought it would be something completely different that I would enjoy, and I was right. I'd never owned a Cortina even though I've always liked them and spent a lot of time in friends' Cortinas as a teenager.

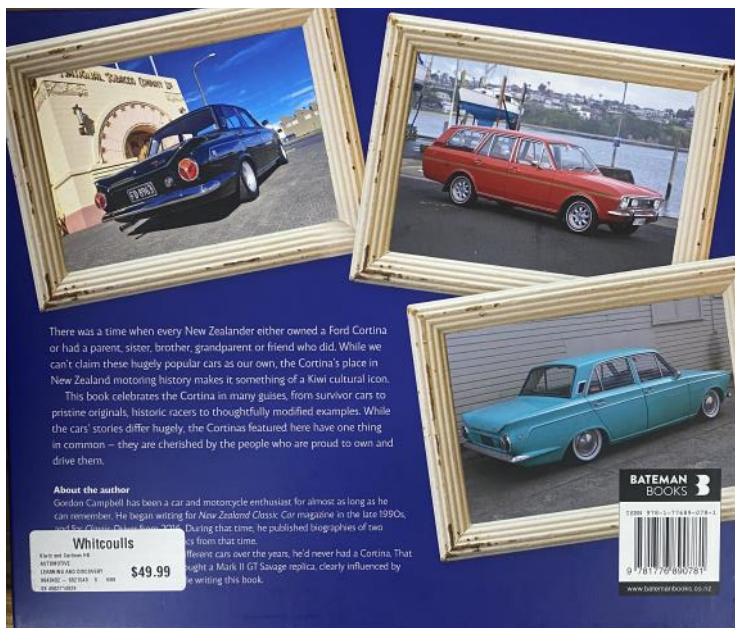
I knew of a couple of Cortinas and put the word out on my Facebook page, NZ Auto Legends. That brought a couple of responses, but



then Michael and Kevin at The Classic Workshop in Christchurch posted on their Facebook page that I was looking for Cortinas for a book. The power of social media – I was just about flooded with responses and one contact would lead to another and so on. In no time I had

enough to more than fill a book and then it was a matter of making contact and getting around to see everybody, talk to them about their Cortinas and get photos.

I travelled from my home in Taranaki as far north as Auckland, as far south as Invercargill and many places in between. I did three trips to the South Island in six months, although I managed to also play tourist on one trip, visiting places like Cromwell, Wanaka and Queenstown that I hadn't been to for more than 40 years.



I already knew Cortinas fairly well, but I learned a lot more about them along the way, and other stuff as well. For instance, I now know that Rangiora is the Cortina capital of New Zealand, and I learned that there is a Classic Cortina Club.

Most importantly of course, I learned that Cortina owners are an awesome bunch of people – friendly and welcoming, knowledgeable, passionate about their cars and happy to share them.

Standout colour of Joel Hughes' Mk1



While they were all great people, there were some that stood out. Richard in Motueka with his 26 Cortinas was one. Allan Woolf, whose car is on the cover of the book and who recently passed away at 93 years of age was another. A true gentleman, still a good and enthusiastic driver until shortly before he died, New Zealand Saloon Car Champion in 1975, his life story could fill a book. One of the nicest people I ever met.

There was Stuart, who said he had ten Mark III, IV and V Cortinas, but on the day I went to see him he'd had a count-up and it was 12.



Simon's supercharged Ford V8 Mark I was an absolute standout and Keith's Mark II Lotus, tuned to perfection by Richard W, was a stunning and memorable car to ride in.



Rod's red Mark II GT Estate was a beauty as well.

Ross's two Mark I GT's – a two-door and an Estate – were stunners. Overlooking Lake Tarawera on a perfect day only added to the experience.



Cathy's lovely dark blue Mark I Super was a surprise with its capable performance; obviously a nice car to drive.



Ian's pristine red American-spec Mark



II GT was another that stood out, not just for its looks but also the driving experience.

And Joel's outstanding bright pastel green Mark I – what can I say? (see previous page)

I hope purists don't object to Mike's Corsair being in the book. I think of a Corsair as a Cortina in a fancy suit, and its presence is justified in my opinion, so I make no apology for including it. And Mike is such a character.

I could easily go on! Out of all the cars I saw, all the cars in the book, which one would I most like to take home? I can't answer that, because it would be a toss-up between Brent's 1600E, always my favourite model, and Richard W's red Mark II Cortina Lotus.



Sadly, that's a decision I don't have to make.

However, I did end up taking home one car mentioned in the book, with the consequent collateral damage to my bank account. It was

Pete's Mark II GT Savage replica, which is now at a local workshop, getting



a few things sorted as a fill-in job. Before long it could be legally on the road, and then there will be some minor tidying up of the body and paint. I totally blame Bill Honeybone for that purchase. If he hadn't asked me to write the book I wouldn't have bought the car.

Was there anything I didn't like about doing 'Kiwis and Cortinas'? Yes. I'm not used to writing to a deadline and I had to sign a contract and deliver by a certain date. As I work full time and have other projects on the go, the pressure of time was an issue and the other projects mostly had to wait. I also didn't enjoy telling a few people that their cars couldn't be included in the book. (Ed: that includes you Peter Bell!) Space limitations meant I couldn't write as much as I wanted to about many of the cars and owners. Apart from that, it was a thoroughly enjoyable and satisfying project, and I'm pretty pleased with how the book turned out.



Part of the Richard Horrell collection

Some people might say the cars were the stars and, yes, they were special. But in the end, it's all about people, as a wise man I know often says, and he's right. All of the cars are truly unique and special in some way, but they are cars. It's the people and the stories that make it all come alive. I'm so very grateful to all of the people in the book who gave up their time to suit me, who shared their cars and enthusiasm and were so hospitable.

An amazing bunch of people.

V8 MK1 CORTINA GT

By Simon Peryer

A few months ago I got a message from a car friend to let me know he had a friend with a Mk1 Cortina V8 for sale. Now my marriage wasn't going to survive another car, but I know someone who would be into this sort of thing, so I passed on the lead to Matt Walters.

As with many of us, plenty of time had gone by since the car was taken off the road with the motor pulled due to a stuck valve. With little progress made over the years, then health and financial situations changing, sadly it was time to find a new home for their much loved Cortina.

The owners of the car, Tracy & Vern, had it since the late 1980's, when aged 21, but it hadn't been registered for around 30 years and unfortunately the rego had lapsed, which is not great for a modified car. Although it did come with a 30+ year old modified vehicle declaration, which is great to read as it lists out the components of the build.



The car had a V8 transplant in the early 80's by a previous owner. Back in the day, a Cortina with a Zephyr V6 was a seriously fast machine, but this particular car had no less than a modified 302 Windsor out of a jetsprint, complete with tunnel ram and a 4 barrel carb out the bonnet. How quick would that have been in the day!



Normally tunnel rams are to enable twin 4 barrel carbs, but this set up had a period Weiand adaptor to enable a single 4 barrel 650 Holley.

Behind the 1969 302 is a Muncie 4-speed dated 1964/5. Not sure why they used a Muncie rather than a Toploader or other Ford box, but often these builds are whatever you have lying around.



In the rear is an open Ford 9". There must have been lots of single black lines left up the road! The front axle and disc brakes are Mk3 Zephyr. The declaration form also notes the modifications to the firewall and gearbox tunnel to fit the V8.

One story that came with the car from the days of Auckland street racing was through a tow-truck driver monitoring the police radio. Seems the police were reporting a black Mk1 Cortina street racing, with passengers 4-up, police radio calling out increasing speeds until the Cortina outran them and disappeared. I can believe it!

As you can see by the photos, Matt did buy the Cortina. Partly to help them out, but also because he just had to! Matt confirmed it had the correct bits to match its GT identity. Although the paint hasn't aged well, once safely back at Matt's and on the hoist, it proved to be incredibly sound and rust free.

Matt's plans are to re-install a 302, as he just happens to have one lying around, and get it running and driving and have some fun with it.

But how good is it to have this time machine from the days of Queen St street racing in his collection.



CORTINA UTE

By Simon Peryer

Ford of England never did make a Cortina Ute. The only models available were 2 door, 4 door or station wagon. You may have noticed that I specifically said Ford of England as I didn't want to talk about South Africa just yet.

Now utes are a pretty practical, utilitarian vehicle, so there are plenty of people who would have liked one, so it's no surprise to find that a few have been put together over the years.

With the wonders of Cortina based Facebook groups, I put it out there to find any other Mk1 Cortina utes, after sharing a few photos of Matt Walter's newly purchased Ute. Yes, the same Matt Walters that a few weeks later bought the V8 Mk1 Cortina also in this edition.

Matt's ute was built from a station wagon by "experienced craftsman" Eddie Jones from Rotorua. The advantage of using a station wagon is that you can use the lower half of the wagon's rear door as a tailgate. The shorter front doors also give more load capacity.

The other school of thought is to use a 2 door car as a base. Some favour the aesthetics of the longer front door and the more traditional "ban the bomb" taillights of the sedan.

The following are a couple of photos of Matt's wagon based ute, complete with Minilites and in Lotus colours.



The next photo is of another NZ based Mk1 ute, built in a similar style to Matt's with wagon tailgate and lights and similar stripe.



On the right is a couple of photos of a 2-door based ute.

For the wagon, Ford re-designed the taillights, making them slimmer to accommodate the rear door, so using the “ban the bomb” tail lights on a ute has an impact on the width of the tailgate.



And for something completely different, how about a blown 3 litre V6, with a Jaguar rear end. Photographed in 1980, as a show car it was built with a full width rear light, so not really something Ford would have done! The photo of the rear is taken from the YouTube clip "The Private Life of the Ford Cortina". Worth looking up.



How about this Photoshopped Lotus?



The last photo is of a 4 door sedan based Ute conversion that Matt Walters also owned many years ago.



Now back to **South Africa**. England may not have put a Utility vehicle in the Cortina's lineup, but that didn't stop the South Africans, who successfully shoe-horned a range of much bigger engines into their vehicles. What would the English engineers have said!

Extracted from Classic Car Africa:

In 1962, the Ford engineers in South Africa were tasked with developing a mid-sized utility vehicle. Their first attempt was to convert a German-built Taunus station wagon into a load carrier, but the cost proved exorbitant and wouldn't sell to the masses. Next up on the experimental list was the Mk1 Cortina station wagon, but its monocoque proved too weak and the lack of heavy-duty differentials in the range meant the load capacity was too small to carry out real workhorse functions. Over the next seven years they pushed on with eight prototypes based on the Corsair, MkII Cortina station wagon, MkII Cortina sedan and Escort panel van. While some looked promising, the diff issue was still a thorn in the side and the engineers felt that a frame-type chassis, although primitive, was still required.

When, in 1969, Borg-Warner set up an axle-manufacturing plant just down from Ford in SA, the engineers were able to call on a heavier duty diff that met local manufacturing content regulations, so that conundrum was solved. They were also let in on details of the upcoming Cortina sedan design, so got an early start on penning a rear ladder frame to graft onto the new model. The solution was a frame section that, by means of what Ford called a torquebox, joined to the front half of the MkIII Cortina sedan's monocoque. In simple speak, the torquebox was a box section running transversely at the back of the cabin and tied the front and rear with numerous braces under the seat.



Ford launched the 78% local content Cortina Pick-Up in November 1971 and its 750kg payload, car-like interior and performance saw it sweeping the utility vehicle sales charts. Power initially came from a 1600cc Kent 4-cylinder petrol engine, and a 4.1:1 diff ratio ensured the heavy loads could be moved. Having a saloon as a starting point meant that the cabin was relatively spacious and the bench seat moved on rails. With the torquebox under the seat it did mean that the squab was raised and headroom reduced though. It also had a harsher ride compared to a sedan version, with the coil-sprung rear setup replaced by a leaf-spring and rubber cone system. The desire for the Mk3 Cortina Bakkie was there and Ford took it one step further by adding a 2.5-litre V6 version to the mix.



By 1975 the MkIV Cortina was becoming a reality and Ford SA set about using this to make an even better bakkie, with a load capacity goal of one tonne. This model was ready by 1977, and although the Kent-powered unit remained as a base vehicle, the Essex 3-litre (2994cc) 6-cylinder replaced the 2.5 as the top tog. Thanks to a 2.6m² double-skinned steel load bin, the engineers hit the 1 000kg-carrying goal and Ford took the chance to drop the title 'Pick-Up' from marketing material and went straight to the point, replacing it with 'Ford 1-Tonner'.

On a good wicket the firm then soldiered on, face-lifting the 1-tonner in line with the new MkV model in 1980 and hit the export market with some slightly longer-wheelbase models sold under the P100 banner. From 1983 Ford officially added the title ‘Bakkie’ to the party with the arrival of the more refined 3000L Leisure Bakkie. With the higher-specced fittings, the 3000L pushed the Ford 1-Tonner into the world of multi-functional tool/weekend toy and the advertising team jumped with images showing the bakkie at play and wording not normally associated with a utility machine.



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A few of these “bakkies” have even made it to NZ and I’ve seen one at cars and coffee.

The white one below was on Trade Me.



The Cortina ute is certainly something a bit different!

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60 YEARS OF LOTUS CORTINA

2-July-2023

By Sarah Selwood

To celebrate 60 years of Lotus Cortina, a Lunch at Soljans Vineyard in Kumeu was organised. The event was well attended with 41 people and 11 Lotus Cortinas, as well as other Cortina Club cars joining the event.



Following the meal, attendees were invited to share their memories of Lotus Cortina. Two-time NZ saloon car champion Rodger Anderson shared his fond memories. Roger raced in period and during the running of his Lotus Cortina he was very much a front runner. Bill Williams, Chris Atkinson, Mel Clark, and Poul Christie shared their memories of racing in the 80s and 90s, the heyday of Lotus Cortinas in classic car racing.



It wasn't all about the racing though, many stories were shared amongst passionate enthusiasts, some going back many years and some more recently.

A surprise addition was Mike Jones 24" hand carved wooden Ford sales model used by traveling sales reps to promote the vehicle in the day. The model apparently cost the same to make as a full size car at the time. An impressively intricate and detailed example. Rumour has it Mike owns the largest collection of these models outside of Ford UK. *(these will feature in next month's magazine—Ed.)*



Mike Jones' rare model on the roof of his equally rare Mk2 Lotus Crayford Cabriolet



Awards were given for the longest continuous ownership, which went to Poul Christie who has owned his Lotus Cortina for 43 years. Best effort went to Mike Jones for arriving home from the UK on Wednesday, and driving his car up from Christchurch in time to attend the lunch on Sunday. Club leaders pick was awarded by Rod Peat to the Woolf family, Alan's two grandsons came in his Lotus Cortina.

It was a most enjoyable afternoon and an excellent display of Lotus Cortinas, maybe one of the best ever seen in New Zealand.

ALLAN WOOLF

22-July-2023

By Simon Peryer

Many of you would have heard of Allan Woolf. Through his exploits on the race track or through his Woolf Mufflers business, or even with his Lotus Cortina featuring on the cover of the Kiwis & Cortinas book.

So it was fitting that the call was made for the Classic Cortina Club to pay their respects at his funeral service in Browns Bay, along with many others in the car community, forming an impressive car display outside the church.

Along with the Cortinas of Rod, Neil, Peter Bell & myself was everything from Ferrari to Hillman Imp, as well as a number of Allan's cars, which included his Lotus Cortina, Jaguar XK120, Triumph Vitesse, Daimler SP250 and his Brabham BT9.

The Vitesse and Brabham were both on display and the Brabham was fired up to lead the procession at the end of the emotional family focussed service. Having passed away at the age of 93, his family included 12 grandchildren, 23 great grandchildren and 1 great great grandchild.



Allan's son John and his co-driver Grant Whittaker had lost their lives in an accident on the fifth stage of the 1982 Chisum Trail Rally, in Oklahoma, U.S. when their ex-works Peugeot 504 met a rally official's car head-on in a special stage. Apparently the rally workers had somehow become lost on the way to their assigned position, and driven onto the stage by mistake from an obscure side road not shown on area maps.



The sentiment that came through in Allan's service was of a family man who had a long and fulfilling life and was successful at both work and play.

He was a man of few words, but was noted as saying "you only get one crack at this life, so you'd better make the most of it".



Allan was a regular with his wife Colleen at Rod Millen's Leadfoot Festival, with the Leadfoot driver bio for Allan as follows:

A motorsport competitor for over 60 years, firstly competing in the Auckland Car Club hillclimb series at Muriwai driving a 1933 Ford Y, 8 hp. Allan also ran this car in the Indianapolis and Hepolite car trials and gained a second overall finish. This little rocket ran in the Ardmore Grand Prix meeting in 1956 and also at the Ohakea airfield race. Many saloon car races followed eg. the GTX series driving a Holden GTR. In 1972 daughter Sue (later married to Paul Adams) was Allan's co-driver in the Heatway Rally and the following year son John co-drove in a Ford Capri in the same event.

A Triumph Vitesse was built up and this successful car travelled the length of New Zealand, in the later stages driven by John. Allan drove in many long distance races including the Benson & Hedges series with co-drivers Joe Hayes, Bill Beasley, Robbie Booth, Garry Pedersen.

He also competed with son-in-law Paul Adams in a Toyota Sprinter in the Wellington Street series, Manfeild, and Pukekohe.

Allan has raced the Production class in a Fiat 124 at Baypark, Manfeild and Pukekohe. The successful car of the Halliday Bros, a Ford Escort, was bought by Allan and with this vehicle he won the NZ Saloon Car Championship in 1975.



At one point a new engine was ordered from the U.K. but the powers to be altered the rules and this engine was not eligible. However, with the addition of a smoky glass case it was turned into a fine looking coffee table in the Woolf household lounge. It became a talking point.

In 1983, Rod Millen kindly made available an RX7 Mazda for Allan to drive at the Pikes Peak hillclimb event. It was an amazing experience and Allan won the Rooky of the Year in the rally car class which matched the efforts of his late son John in the same class in 1981. Allan returned to the event in 1984 and 1986 driving Rod's 4wd RX7 cars and the experience provided some great memories.



Not getting any wiser with age, in 1989 Allan purchased the Brabham BT9 from the Simpkin Bros in Syd-

ney and so started another era. This car has been run the length of New Zealand and admired by many.

The purchase of the Volpini in 2005 was added to the collection.

Rest in peace Allan Woolf.

10-Oct-1929 to 15-July-2023



NAPIER WEEKEND RUN

11-13-Aug-2023

By Simon Peryer

There's nothing better than a road trip. Cortinas, friends, dinner and drinks and some amazing car collections. Truth be told, I needed a weekend away after my father passed away the prior week. But I had the funeral arrangements under control, so I managed to fit the schedule around the Napier via Taupo Cortina run.



The Auckland contingent at Tirau

Rod & Judy organised the Auckland contingent of myself, Matt & Rowan, Steve Hayward, Andrew & Heather Bayliss, Alan & Jo-Anne Eyre all in their Cortinas. Peter Bell & Don Green were passengers along for the ride and Kyle & Rhonda Smythe had their Jeep as a potential tow car. Well, that's what they said, but I think they rather enjoyed the creature comforts & Hemi power!

With a morning tea stop in Tirau, then on to lunch in Taupo, we were joined along the way by Jarrod Bang, Donna & Jason Blackley, Neil & Nichelle, Bryan & Veronica and Jim & Yvonne Banks.

The only mishap of the day was a breakdown of Steve Hayward. Turns out he ran out of petrol! Oh the embarrassment. After he added a splash from the container in his boot, he took off again at high speed, leaving those of us who stopped to help in his wake. No wonder he ran out of gas.

Of course this was an excuse to play a bit of catch up. Mind you, every time I gave it a boot full, I always had Jarrod's rapid ST170 Zetec powered Mk2 in my rear view mirror!



Alan & Jo-Anne's GT at Rick Cooper's, Taupo

After checking into the Beechtree Motel in Taupo, we headed off to see Rick Cooper's impressive collection on a large property on the lake's edge. Rick was a former Taupo mayor and distributor of LDV & SsangYong vehicles, with the visit organized by Andrew Bayliss.



The main shed had a 15M wide door to accommodate his helicopter! Although not all his cars were present, he clearly had a good eye for collectables. We're talking original RX3 coupe, Sunbeam Tiger, E38 Charger, Monaro, Datsun 240Z. And then there's the fire-breathing Ford GT race car! The Ford GT was converted to a race car after a shunt by the original NZ owner some years ago. I remember seeing that on the Net. That evening we walked to the local pub and we were joined by Don Fenwick for a catch up over dinner & drinks. A great night had by all! The next morning we gathered for breakfast at the local café that was boarded up "ram raid style" after an elderly customer had driven through the front window right up to the counter. Bad ram raid and drive through puns were apparently not appreciated.

After breakfast we headed to Napier, stopping along the way at the Waipunga Falls. A beautiful spot, despite the amount of litter.



Along the road into Napier, we were shocked at the sheer devastation of the floods. Houses, cars, vineyards, all destroyed, but still there as a reminder. I'd seen it on TV, but until you see it in person, it's hard to comprehend the scale of the carnage.



We were joined at lunch at the Boardwalk Beach Bar & Bistro by Jill & Vaughan Hughes and Cathy & Ian Price.

After lunch we headed nearby to the private collection of David Mackersey, comprising numerous British cars as well as an impressive art deco display in the upstairs rooms.

Triumph TR's, MG, Minis, Alvis, Jaguars, Austin Healey, Morrie Minor etc. Every corner & room had something interesting.

Next it was off to an amazing collection of enamel signs, oil tins, bonnet badges, hub badges and a couple of rather lovely vintage cars. An Auburn and a Cadillac.

The badges were sorted by letter of the alphabet, each in a radiator shell. Many names long lost to history. I was told the oil tin collection is one of the largest around and I can believe it.



I even bought a couple of items from David, the owner. A Playboy lighter and an Art Deco ash tray.

The Playboy lighter being a suitable accompaniment to the 60's Durex tin in my mancave.





A fun, but busy day indeed, so a quiet pre-dinner beer was well deserved on the balcony of the Bella Vista Motel. Nothing like watching the sun set having a beer with Cortina friends.

Dinner was at the Napier RSA. You have to love the all-you-can-eat buffets! Another great evening of good company and a perfect way to finish a packed day.



Next morning we gathered for breakfast at a nearby café before heading separate directions back home. All in all, a fantastic week-end away. We should do more of these.

Many thanks to Nichelle for making it happen. Also to Rod & Judy for organising the Auckland group and the VCC for putting us in touch with the owners of the Napier collections.

ALL FORD DAY—HAMILTON

10-Sep-2023

By Rod Peat

I know, I know, I said no more car shows this year, but when Graham Hosking reminded me that the Hamilton one was coming up and we'd won the best club display last year, and it's kind of a run for us Jafas, how could we not go? So, Judy and I jumped in her car to check our instructions from last year were the same, (they were, but it's a good excuse to go somewhere different for lunch) and we put out the call to the troops. We hadn't asked for numbers, a few had said they were coming, so we weren't expecting a great turnout, but you all responded in spades.

When we got to Bombay, there were a good number of cars and not all were



Cortinas - there was a Clyde Walters Anglia Super, a Matt Walters Falcon and another Falcon GT, and Simon and Julaiha Peryer in their very nice Mustang fastback. Alan Eyre, (Plumber) turned up without Jo-Anne, who had had a big previous day helping run the Pukekohe Rally in Maramarua, and was feeling a bit unwell. Bruce West-Hill was there in his newly WOFd Mk 2 as well as the effervescent Daryn Smith in his newly re-engined Mk1, looking a bit battle scarred after recent face surgery. Steve Hayward arrived in his Mk1 , having had to do a quick call into Peter Bell's place to pick up a couple of for-



gotten items - his shoes! A bit of a slip up there, Pete!

Mk1 Lotus Cortinas were well represented with Andrew Bayliss, Peter Bell and Neil Fraser all in attendance without their better halves. Mike Jones also arrived in his Mk 2 Lotus Cortina Crayford as well as 2 or his Corsairs driven by Rachel and Daimon.

We headed off - the drive to Hamilton now is such a doddle on the expressway, to the 5 Cross Road McDonalds where breakfast was served. We were joined there by a whole bunch of Cortinaites including Ross Keyworth, Jim and Jill Parsons, Jim Gordon and Sue, Paul O'Keefe, Jarrod Bang, Mark and Muriel, Sean and Reece Donovan, Graham Hosking, Paul White and the Grant Fitzpatrick clan with 4 of their enviable collection.



At about 9.00am we headed down the 600 metres to the Claudelands show grounds. The organisers had promised us the same spot as last year, but those pesky Falcon people had nicked it so we tucked in behind them and set up our club display. This actually turned out to be a better spot and with about 30 plus cars in attendance, we did need a bigger spot than last year. I've got to say, that with our two gazebos, the banner, the two tear-drop flags and the sign boards Simon has made, the display was impressive. The way everyone gets in and helps set up and take down the gazebos



and flags, always amazes and humbles me. No one asks, you all just get in and do the job – what an awesome team.

As usual, there were heaps of people ogling the cars, and it was great to see Bob Hayward and Kevin Mills there from Hamilton in their GTs, a red Mk2 and a black Mk1 respectively. These guys turn up every year to this show, and with a bit of a nudge, we might see them on our next run.



The morning just vanished in a haze of mixing and mingling and before long, prizegiving was happening. This is a bit drawn out because they judge the Miss Ford and Miss Ford Junior girls before they do the car stuff, but it was worth the wait when they announced that we had won the best club display again. We were presented

at the moment. Reece Donovan accompanied me to receive the trophy, little knowing he had to go up again to receive the prize for his



dad's yellow Mk3 2dr Cortina GT, the Mustang Club's favourite car! Peter Bell picked up the second-best European Ford, and John Gardner and Rachel Southey picked up spot prizes for their cars, so the Classic Cortina Club did quite well, once again.

After the show a few of us drove up to the Hopin Stopin cafe for a late lunch beside the mighty Waikato River at Taupiri.

This finished off a very enjoyable day, and it looks like we will have to go back again next year!



NELSON HENRY FORD RUN

30-Jul-2023

By Buck Harrison

Every two years the Ford Club in Nelson holds a Ford rally at Tahunanui Beach Holiday Park near Nelson and a group from the Southern area and quite a few members from the North Island had such a great time, we decided to give it a go again this year.

The event was on Sunday 30 July so a group of us from down South including Stuart, Neroli and Scott all the way from Ashburton, Morag and Dave with Zac and his Dad decided to head up on the Friday and make a weekend of it.

Kristine and Graham organised an RV point 30 km north of Christchurch mid morning and planned to have a lunch stop at Springs Junction just North of Lewis Pass where Barb and I hoped to catch up with the group as we left an hour later. We finally caught up at Murchison for lunch, 85 km past Springs Junction! The cafe at Springs Junction was closed so they had carried on! There was a top up of fuel for a few of us (my Mk 5 V6 loves fossil fuel especially when it was \$3.30 a litre for 98 in the middle of nowhere and only \$2.50 a litre back home!)

Our convoy carried on, on a lovely sunny day and arrived in Nelson at the motor camp mid afternoon. We booked into our motels and wandered over to catch up with others who had already arrived.



Cortina Club members Daren and Cheryl from Methven and Ryan from Wanaka had come up in their lovely XF Falcon and Scott from Ashburton with his mint mid 90s Laser TX3 added to the mix of club members cars arriving.

We all decided to walk down to the Smugglers Arms restaurant where we had a meal at a previous rally, for an evening meal. Later in the evening Matt arrived and joined us and told of his and Phil's rather interesting trip from home north of ChCh! Matt decided to trailer his Hotford Mk5 Cortina to the event with Phil driving his newly purchased Mk5 S. They were just near Hanmer Springs when Phil heard a rumbling sound coming from the front end! It turned out that a brake caliper was sticking which melted the wheel bearing grease and consequently ran the bearing!!

On the side of the main highway, Matt took his car off the trailer, put Phils car on, and Phil and his son Riley drove Matts ute and trailer back to Rangiora, 110km! They hooked Phils ute onto the trailer, loaded their very nice Mk2 Escort 1600 S in 45 mins and drove all the way to Nelson, a distance of 400km in 4 and a half hours!! A very long day for Phil and Riley! Matt arrived at the restaurant about 7:30 eager for a meal!

I received a text from Cortina Club members Ross from Lake Ta-rawera, Rotorua saying their Friday ferry sailing had been cancelled due to high wind and were rescheduled for Sunday, so decided to try stand by Saturday and were very fortunate to get on and they arrived late afternoon Saturday from Picton.

Saturday morning saw our group meet at reception and we headed off to Motueka, 40 km away for brunch. We then travelled a few km to Cortina Club member Richard Horrell's farm on the outskirts of Motueka.



Richard has a stunning collection of classic Fords mainly of the 60s ,70s and 70s era with a few outside that timeline. He has approximately 80 cars of which around 39 are Cortinas which are now housed in a new shed and even a collection of elderly wee TEA Fergy tractors all of which are in working condition.

Richard gave a great introduction for those who were on their first visit and we then spent the next couple of hours viewing Richard's amazing collection. A very enjoyable afternoon on another sunny Nelson day and a huge thank you to Richard for allowing us to visit his amazing collection!



Kristine had organised Saturday night's dinner at the Sands restaurant only a 5 min walk from the camping ground and we had a very enjoyable meal served by a very lovely waitress whose very quick wit had the measure of Daren and Matt throughout the evening!! Some stayed on to watch the Bledisloe Cup game at 10pm while the rest headed off to the camp for a few drinks or bed!



Sunday morning saw us all gather and drive to the other end of the camping ground and join all the other Fords who were arriving for the event.

As usual there was a great array of cars from all eras and although we had some non Cortina Club Cortinas join our group we had the biggest single group at the event.

Mid afternoon saw most entrants head off home and some of us staying for another few days or heading off to other areas. The Nelson Ford Club had planned to have a small event this year but 250 odd cars still turned up and the Cortina Club did receive mention of the fact we had travelled quite a way. When I mentioned that Ross, Suzy and Jack had driven 700 km from near Rotorua they were stunned! Conversely, Club Member Murray from Stoke had a 5 min drive to the event!!

A great trip enjoyed by all of us who went and over all too soon but looking forward to attending the next one in Blenheim next year,

The Nelson and Marlborough Ford Clubs host alternate years.



GERALDINE MOTOR MUSTER

15-July-2023

By Buck Harrison

Kristine and Graham saw advertised that there was to be an inaugural car show at Geraldine in South Canterbury on Saturday July 15. It was called The Geraldine Motor Muster and suggested that it would be a good mid Winters run for the Club to go on, a distance of 140km from ChCh. The meeting point was in Rolleston just south of Christchurch and as we headed south to Ashburton we picked up club members along the way, turning inland towards Geraldine on what was a glorious but very frosty morning with snow on the mountains!

We stopped and regrouped just out of Geraldine, Ben having battery trouble with his Mk 2 Cortina and had driven with lights on low for the first part and no heater fan on a very cold frosty morning. His wife and kids were to be commended for surviving a cold trip with no heater and they still had a smile when we stopped!! He suspected it was possibly his voltage regulator and we gave him a jump start to get to the domain.



We then met up with our Southern group on a side street. Some had travelled great distances from Queenstown, Mosgiel and Oamaru which was pretty awesome for a one day event!



We were parked up in a row with our teardrop signs displayed and our 14 club cars were once again the biggest single group at the show. We directed a couple of non club owners of Cortinas and Escorts to join our line up and a couple were keen to join the club after meeting with our group! After a catch up most of the Club members walked the short distance to the local bakery for a coffee and some food as most were on the road very early!

During the day quite a few more cars turned up to the delight of the organisers and there was such a variety of cars, makes and models.

After a leisurely walk around the show cars in the sunshine most of our group went for a lovely lunch at the nearby Village Inn and then back to the prize giving for the Peoples Choice.

By 2pm most were starting to pack up and head off after a great day out with over 240 cars attending. The organisers had a chat with a lot of entrants to see what they could improve on next year, I'm sure most of our group will be back next year!



VCC Daffodil Rally For Cancer -Ashburton

20-Aug-2023

By Buck Harrison

Throughout New Zealand on the 20th of August, Vintage Car Clubs held runs to raise money for their local Cancer Societies and hosted the aptly named the event Daffodil Rally for Cancer. This year, even though there were four main events in the vicinity of Christchurch, our Canterbury Cortina Club members thought they would do a run to the VCC event at Tinwald on the outskirts of Ashburton, a distance of 90km although Club member Neville travelled 160km from Oamaru!

Unfortunately Kristine and Graham, who seem to end up normally leading the push were absent due to sickness so Phil and Lesa with son Riley lead club members from the RV point at Rolleston, just south of ChCh and picked up the rest of us at various points on SH1 including a few of our resident Ashburton members.



My Mk5 V6 Ghia was out of a WOF so I decided to take my Consul 315 on the run. With Phil leading our group to Ashburton in his mint Mk5 S at 100kph it had the wee 1340cc engine in the quite heavy Consul humming! Phil said he was keeping an eye on me in case he needed to slow down a bit but as I was keeping up alright so he stayed at 100 !! All the years my father owned it from new it never exceeded 80km!



We all parked up together on yet another warm and sunny Canterbury day and set off to view the cars being parked by the marshals. As usual there was quite a selection of ages and types of vehicles on display but what made this even more interesting is that the VCC had a very large shed with members cars on loan on display. They ranged from 1920s Cadillacs to 70s Rover v8 and even a horse drawn hearse! There was also many automotive signs and memorabilia including a donated very large model car collection complete in glass display cases.



After chats with other car owners around the park we all sat down and had a relaxing lunch, some partaking in the VCC sausage sizzle. Around 2pm saw cars starting to head home so we decided to follow their lead.

A lovely relaxing day enjoyed by all, just a small group of 10 club cars and 120 other makes at Tinwald. In ChCh there was a huge turnout of Classic cars for the Chch VCC Daffodil Rally which began in four different locations on the periphery of the City and converged on the large VCC club at McLeans Island near ChCh Airport.



From our point of view it was nice to support a small town event and hopefully next year we might find another small VCC in Canterbury and support their Rally.

CARS ON THE MARKET

By Simon Peryer

A few interesting Cortinas have been coming onto the market, so I thought I'd include a page or two of some of the standouts.

The first Cortina is for sale through Sunday Drive in Penrose and is advertised in TradeMe for just under \$80k. I went to their showroom and there are some impressive cars such as a Plymouth Superbird, 68 Dodge Charger, GT40 replica that I liked rather too much and many other exotics. A few that were somewhat over priced, such as a 65 Mustang Notchback for \$160k. I mean seriously! Sunday Drive sell on commission, so the selling price is set by the sellers and sometimes expectations can be a tad optimistic!

However in the case of the Mk1 GT they are selling, I would say it is very realistically priced, given the high standard of the build. Seems it was stolen very early in its life, then stored for 30 or so years after being recovered. It was then built up as a Cosworth powered race car and has had some notable owners and history. I would say it's a lot of car for the money and one I wouldn't mind in my garage.



Another currently for sale is the ex-Clyde Walters Mk3 Cortina race car. A good looking well built car with race history being advertised for \$22k. Not a bad way to get out onto the racetrack.



Continuing on the theme of race prepared cars is the Lotus twin cam engined Mk1 currently for sale on TradeMe asking \$75k.

It also looks a well built car and I'm sure substantially more than that was spent getting it to this standard. 200+hp and road legal!



I rather fancy the early Mk1 GT that's been on TradeMe for a while now, currently asking \$45k, down from \$50k. Advertised as having "good patina", you don't see many of the early GTs around with the triple gauges. It looks to be pretty original from the photos.



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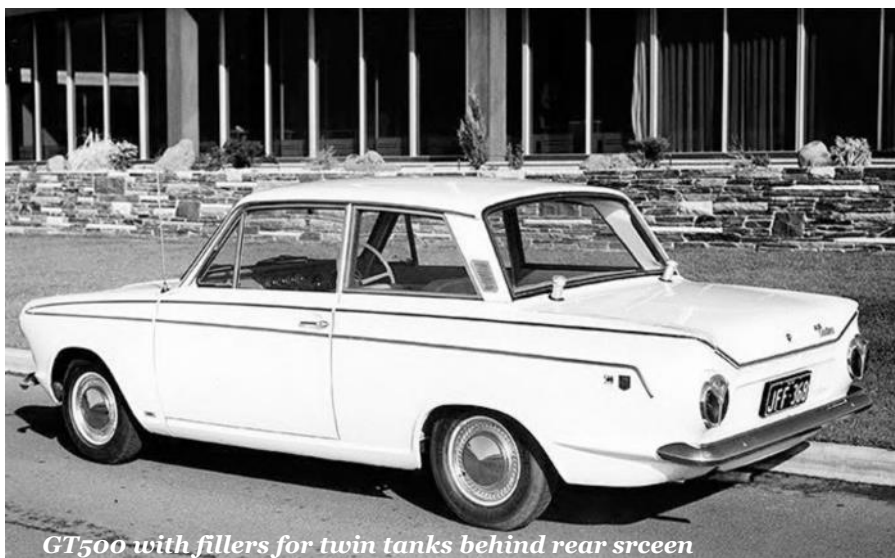
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Contact the secretary to order or purchase yours.

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Contact Bob at Wilson Windscreens 03 308 8485
or office@wilsonwindscreens.co.nz



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