



Featuring:

“Ford from USA to England”

By Rodger Anderson

July 2023

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**Deadline for submissions for the next magazine is
30th Sep 2023**

These can be emailed to simonperyer@gmail.com

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CLASSIC CORTINA CLUB EVENTS 2023



July

Tues 4th **Classic Cortina Club Night Chch** (see details below)

Wed 19th **Classic Cortina Club Night Auckland** (see details below)

Sun 30th **Henry Ford Birthday Celebrations** in Nelson

August

Tues 1st **Classic Cortina Club Night Chch** (see details below)

Fri 11– 13th **Napier get together** (Organisers: Nichelle Hughes & Jill Hughes. See details from Rod Peat email)

Wed 16th **Classic Cortina Club Night Auckland** (see details below)

Sun 20th **Ashburton Daffodil Rally for Cancer** (organised by the Vintage Car Club)

September

Tues 5th **Classic Cortina Club Night Chch** (see details below)

Wed 20th **Classic Cortina Club Night Auckland** (see details below)

October

Tues 3rd **Classic Cortina Club Night Chch** (see details below)

Sat 7th **Howick village HOP** (entries close 22 Sep)

Wed 18th **Classic Cortina Club Night Auckland** (see details below)

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 CORTINA NATIONALS

Hold the date!!

Fri 25th Oct—Sun 27th Oct 2024

New Plymouth

Venue: Plymouth International



AREA MEETINGS

Meguiar's Coffee & Cars

9:00-12:00 Last Sunday of the month. Mount Smart Stadium, Auckland

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 2023 NEW MEMBERS

Auckland

Steven Schwarz	Mk 5 Ute with a 3L V6!
Chris Brinkmann	1969 Mk 2 super
Paul McCarthy & Sarah Selwood	1963 Lotus Cortina
Bernard Hale	1969 Mk2 Cortina Super
Daimon Ellis	Mk1 Race car

Rotorua

Jarrood Bang	Mk2 Cortina (ST150 powered)
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Upper Hutt

Ian & Cathy Price	Mk1 Cortina 1500 Super
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Christchurch

Darren Johnston	1968 Mk1 Escort RS replica
Cody Rodrigues	Mk1 Cortina (modified)

South Canterbury

Paul Fletcher	
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NAME BADGES

We are offering personalised name badges to our club members.

These are great when you are unable to remember a person's name. Lots of members have these already. We felt it was time to offer another run of them.

By now hopefully you will have received an email containing an order form and price and how to pay. A bulk email was sent to all members recently.

If not feel free to email

Jo-Anne Eyre on

Jo_annebsl@hotmail.com

She will then send you an order form with all the details.

Prices of badges is \$12.00 each. Postage is \$5:00. If ordering more than one badge just pay one postage fee of \$5:00

TREASURERS REPORT

By Kristine Haughey

Treasurer's Report as of 18 July 2023

Account Balances:

Cheque - 00	\$ 6,255.83
Special Events - 01	\$14,470.63
TOTAL CLUB FUNDS	\$20,726.46

Payments/Income from the last report (16th May 2022)

Expenses (chq account)

01 June – Website fee - June	\$ 67.85
13 June– Xero fee - June	\$ 56.93
01 July – Website fee – July	\$ 67.85
13 July – Xero fee – July	\$ 26.74
	\$ 219.37

Income (chq account)

Subs	\$ 440.00
Subs in advance	\$
Interest May 2023	\$ 10.26
Interest April 2023	\$ 10.42
	\$ 460.68

Expenses (event account)

Subs transferred to chq a/c	\$ 40.00
10 July – Jill Hughes – sewing	\$ 95.00
	\$ 135.00

Income (event account)

Subs	\$ 40.00
Interest – May 2023	\$ 24.28
Interest – June 2023	\$ 23.94
	\$ 88.22

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

- Current paid membership from 1st October = **180** (2021/2022 year = 169) and **6** not paid
- **20** members have paid for the 2023/2024 financial year
- **1** member has paid for the 2024/2025 financial year

New Members since the last meeting:

Member 219 – June 2023 – Steven Schwarz – Pukekohe – Cortina Mk 5 Ute

Resignations:

81 – John Dorking
143 – Brooke Haslett
345 – Glen Tremain
355 – Dave & Ruth Watson

General

- Email re proposed changes to Incorporated Societies

EDITORS NOTE

By Simon Peryer

Welcome to the newest version of the Classic Cortina Club magazine.

For my sins, I have taken over the role of editor from Dennis Gibbons. Many thanks to Dennis for all his hard work. I'm starting to appreciate all the effort involved.



Some of you will have met me, but many haven't as I've only spent 5 years in NZ out of the last 32, having returned home to Auckland in 2020. Since then I've been making up for lost time, getting out for car events as much as possible, or as much as my wife will allow. Other than my 1962 Mk1 Cortina 2 door v8, I have a 1965 Mustang Fastback and a 1972 Bolwell Nagari, so I belong to the associated clubs and there's never a shortage of events around Auckland to choose from. Way more than in Sydney where I have spent many of the recent years.

You will recall a survey that went out asking members how you wanted to receive the magazine, with the outcome being that for most, you will be receiving a PDF version rather than a printed copy. The advantage is that it is easier to distribute, you will get more colour and it is cheaper, bringing down membership cost.

Some may notice that the "for sale & wanted" section is no longer in the magazine, it being more timely and effective to post on the Classic Cortina Facebook page.

I am also looking to have more feature articles. There's a world of history within our club of Cortina adventures on and off the track. To kick that off, I have an article by Rodger Anderson who many of you know and who has an extensive history in NZ Motorsport. I want to continue this theme in coming issues and would welcome content suggestions or articles.

Having a rare car such as the Bolwell, I often get questions like “Is it a kit car?” (NO!) or “what a lovely car, are you single?” (again no, sorry ladies). So I made an info board which has been well received, and I’ve now done one for each model Cortina. We had them on display at the last couple of events and they attract attention and give our displays some polish. They are printed onto soft board at the local printer and look great on the garage or man-cave wall. If anyone wants the file for a Cortina one, let me know. I could even make one for your own car if you twist my arm.

Mark 1 – Sep 1962 – 1966

With clean lines, space & functionality, the Cortina was priced similarly to the Austin 1100, but below that of the Hillman Minx & Vauxhall Victor.

The Mk1 Cortina proved a success with customers with sales topping 1M.

- Engine: 4 cyl 1200, 1500 cc. Also GT & Lotus Twin cam performance options.
- Trim: Standard (rare, minimal options, usually Govt), Deluxe & Super (extra side bright trim)
- Body styles: 2 door, 4 door, 5 door estate.

Pre-Aeroflow – Sep 1962 to Oct 1964

- Badged as Consul Cortina (Consul was Ford's mid-sized range)
- Launched with 1200cc 4 cyl. A 50 hp 1500 introduced shortly after.
- GT option had lowered suspension and tuned 78hp 1500 engine.
- Dash revised in Oct 63 with round instruments replacing oblong.

Aeroflow – Oct 1964 to Oct 1966

- Consul branding dropped.
- Redesigned front grille with integrated indicators..
- Dash & instruments revised again with prominent binnacles
- Flow-through ventilation introduced including rear pillar vents.

Estate – Mar 1963 to 1966

- Designed after the saloons, the Estate was only 1" longer.
- With rear seats folded forward, the loadbay extended to 6' 5 1/2", meeting the brief to sleep 2 six-footers.
- American style mock wood paneling available on the 1500 Super.

Lotus Cortina – Jan 1963 to 1966 (3.3k produced)

- Only available as a 2-door saloon in white with green stripe
- 1557cc Twin cam Lotus engine produced 105 hp
- Early model had alloy panels & fragile "A frame" rear suspension.
- It was "THE car to have" for many enthusiasts and earned an impressive competition reputation.

www.classiccortina.co.nz info@classiccortina.co.nz

Lately I have been getting out on the track as much as possible in both the Cortina & the Bolwell, particularly with Pukekohe closing back in April. Sad days indeed and I felt it appropriate to give a eulogy to this great track.

As well as the Pukekohe farewell event attended by the Cortina Club, we’ve also participated in the All Ford Day, the Ellerslie Concourse and the 60th Anniversary of the Lotus Cortina in Auckland, so this edition has write-ups and photos of most of these events (Lotus anniversary to come).

From the South Island there is a write-up from Buck on the mid-year Xmas dinner and the club run to Leeston.

This is my first attempt as editor, so hopefully it can only get better from here, but feel free to contact me with content, feedback or suggestions.

Happy motoring.

Simon

simonperyer@gmail.com

PRESIDENT'S REPORT

By Blair Sands

Greetings Member!!

Welcome to another edition of the Classic Cortina Club Magazine! A big welcome to our new Editor Simon Peryer who now takes on the role from outgoing Editor – I look forward to reading this first magazine of many magazines to come from Simon.

Its hard to think that we are over halfway through the year and starting the downward slope to Christmas. Yes, you read correctly, and I did say Christmas! The shortest day has been and gone, and the heart of winter now grips us. I have been surprised by the number of car related activities there has been around the country during autumn and winter, as traditionally we are all hibernating during these winter months.

One event that I have just attended was the first running of the Geraldine Motor Muster and I must say, wow, what an event. Really relaxed atmosphere, well run and organised, and what an eclectic collection of vehicles. The event organiser expected 70-80 vehicles and were pleasantly surprised when they had 287 vehicles turn up. Needless to say, I think the dates for next years event have already been set and I'll definitely be there again.

In recent weeks my thoughts have been about how far we have come as a Club. Whilst this is a Club for like-minded enthusiasts of our favourite model of blue British oval (note not just limited to the Cortina), it is as I have mentioned in previous reports, more like a motoring family. I have met some amazing and interesting people since joining the club and consider you all friends. Recently I have become aware that some of our motoring family have been struggling with illness or just having a tough time of it – My thoughts are with you and my (garage) door is always open, so if you need anything please let me know, as I truly believe our membership would rally around to help out.

While on this thread, I would like to take the time (possible again) to acknowledge the work and services to the club of three individuals: Dennis Gibbons, Buck Harrison and Dave Watson.

Dennis is our outgoing editor and long serving committee member – Thank you for all your hard work in front and behind the scenes of not only the magazine but events you have either attended or been responsible for.

Buck Harrison was a long serving committee member, always one to quickly put his hand up to help out and has been a huge contributor of articles and photos to the Club magazine – Buck it was my pleasure to present you with your number plate gift in recognition of your contribution and services to the club and to me. You have long been a big help to my inspiration and drive when it comes to Club related activities, especially Cortina trips away with you and Barb.

Dave Watson was a committee member and organiser of the 2020 Cortina Nationals in Palmerston North. Dave's drive, effort, and determination in raising the profile of the Cortina and the Club directly resulted in the membership numbers we now see in the North Island. I have a gift for Dave from the Club that I will be sending out to him, but right here and now I would like to say a big thank you!! Dave has now moved his focus to another British classic the Mini and we wish him well in his endeavours there.

With that I sign off here for this edition. Please take care of each other, stay and drive safe and enjoy your Cortina.

I'll leave you with "Let's be careful out there" – (A pint to the first person who can tell me the show this reference comes from.)

Cheers
Blair Sands
President

FORD FROM USA TO ENGLAND

Article by **Rodger Anderson**

Ford in the USA is a HUGE Company and right from the time old Henry first started the amazing (for its time) Model “A”s and “T” s production it has been successful. They were so good and produced them so fast that the firm advertised all over the USA for workers and they came for the guarantee of work in the car plant.

In New Zealand after WW2 our association with United Kingdom seemed to be a lot closer ‘car wise’ than good old USA. With ‘overseas funds’ being required for any special new car there was a great absence of USA Fords of any type. Ford ‘Eights” and then ‘Tens’, then “Prefects” leading to “Zephyrs” then “Cortinas” and so on, all from England. In fact assembly lines were set up in New Zealand, namely Lower Hutt to use CKD kits (Completely Knocked Down) kits to produce cars for the masses! Australia was the same and local industries blossomed manufacturing batteries, tyres, upholstery, paints and anything that could be supplied locally.

Us motor racing and Car Club Guys clapped our hands on whatever we could get and it was only the likes of the Paul Faheys etc who were ‘swanning’ around the globe that got their hands on the ‘American muscle’.

Cortinas and Escorts seemed to be a favourite for *speed and more speed*. Some of us who had a bit of success often got our hands on new cars to race because it was the old “win on Sunday, sell on Monday”. (I remember seeing a quick sale driving off down the drive and seeing the sun reflect on the side still showing where the sign writing had not quite polished off properly. Oh No!) The ‘Wills Six Hour’ and ‘Bensen and Hedges 3 hour’ races at Pukekohe track attracted huge crowds.

Production car racing would never be the same again. Classes for almost any car sold here in “Gods Own” fitted into an engine capacity class and often the racing was very close. Numbers of entries were so high that twice our team was relegated to reserve and did not end up racing.

A friend who worked as a Stock Agent had access to the magic overseas funds and therefore got the opportunity to import a Ford Lotus Cortina.



Ford Cortina 1200 c.c. three bearing crankshaft as raced by Rodger Anderson and Kevin Masterson at Pukekohe with Rodger Anderson at the wheel. Note the 'cool' column change gear lever hand ready to 'hook another cog'.

As luck would have it he lived just up the road. Admiring glances turned into conversations and the arrival of an XJS (more British iron) for him turned into a new garage for the Lotus.

David Simpson won the New Zealand Saloon Car Championship in a "bread van Ford Anglia " with a stretched Lotus Twin Cam engine. Several of these very fast machines fought it out against Mustangs, Camaro etc in the 'all comers saloons' throughout the country's circuits with David ultimately winning. Bill Norris did all the modifications and knew a lot about getting phenomenal power out of the engines.

I ran the Lotus a few times but could not match the modified cars. Bill tapped me on the shoulder one day and offered to 'do something' to help if we shared a 3 hour race coming up. I was a bit hesitant when I delivered my beautiful Lotus Cortina to him and saw the tin shed with a flimsy door and a dirt floor. However less than a fortnight later we had a lot more horsepower with road holding to match



The modified Ford Lotus Cortina of Rodger Anderson racing to a class win at the New Plymouth Paritutu Road temporary race circuit in 1966

Who would have thought that our Anderson Family would end up owning three of these high performance saloon cars. Jim Palmer and Paul Fahey won the Wills six hour race at Pukekohe in 1964 in an early car.

That car also went to Melbourne to compete in the Sandown Park six hour with Jim Palmer and Jackie Stewart driving it. Jim drove the Lotus into 2nd place before Stewart took over but he only lasted a few laps before the engine blew.

Interesting that Jacky was a bit miffed when he was told that particular car was not the special equipment model that was available. Needless to say he put it second on the starting grid behind a Ford Galaxy V8 monster driven by Lex Davidson.

Sadly, Davidson died shortly after but the family has gone on to have many talented drivers in all sorts of worldwide motor racing.

How Father Anderson's two motoring enthusiast sons talked him into owning this road going rocket ship is a mystery. However, he spent many years showing off to his contemporaries and even had a tow bar fitted to tow his boat! (Sacrilege)

Later my Brother Donn had a Mark 2 example offered to him by Sir Colin Gilltrap and jumped at the chance to be the third Anderson Male to put his name to one. By this time the Lotus Cortina was produced and marketed solely by Ford and was promoted more towards a fast touring car.

Jim Clark had made the model pretty famous by now and this was a class winning car in many race circuits. The photos of the three wheeling Clark adorn many bedroom and workshop walls and the car was and is a true classic.

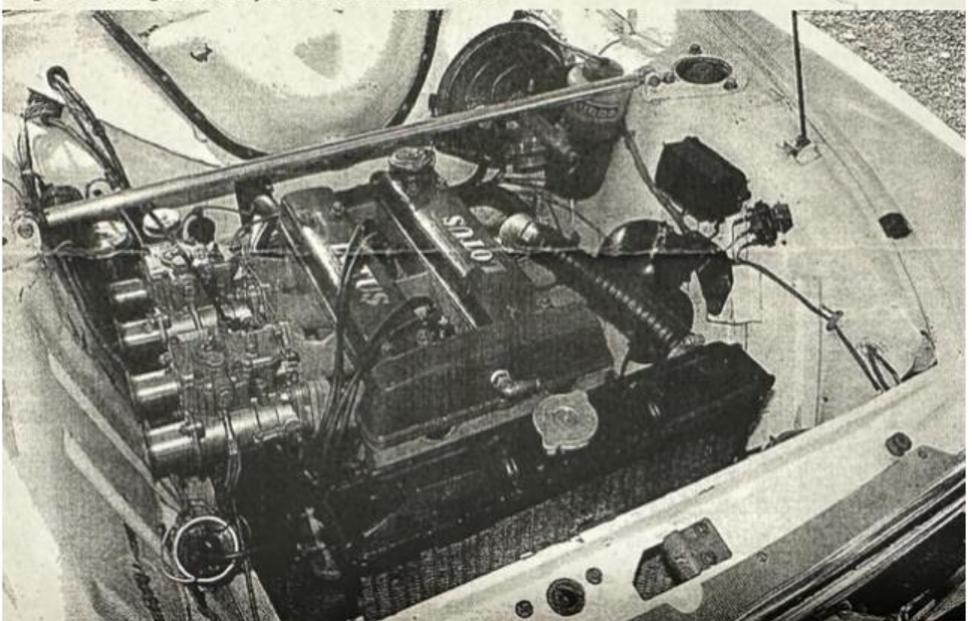
I always think cars which become classics are the cars that did all the winning. In 1964 the NZ cost of one was \$3400-00 and by the 1990's good ones had crept up to around \$25,000-00. Laughable prices looking at the present day because if you find an immaculate one for triple that, grab it quick.

Jim Palmer rounds the Pukekohe race track hairpin on the way to winning with the Fahey partnership. Always a smooth and fast style and typical of the way he won many Championships





Donn Anderson in the relatively plain Ford model at Bay Park raceway 1970. By this time there was no aluminium lightweight panels, a more conventional suspension in the rear, normal fuel tanks, and the new slightly larger Mark 2 body.



What a 'gorgeous' engine bay. Weber carburetors ready to feed that beautiful twin overhead camshaft engine. This car has had the air cleaners removed showing off the air trumpets.



Barry Phillips and Rodger Anderson 'fight it out around the 'loop' at Pukekohe race track. A part of the circuit not used in recent years.



1970 NZIGP. Richards has pole with Rodger Anderson in the BMW 2002 alongside, and the Escort Twin Cams of Gary Sprague and Jack Nazer on row two

FAREWELL TO PUKEKOHE

Final day 2-Apr-2023

By Simon Peryer

Pukekohe Motorsport Park held its final motorsport day on 2nd April, after 60 years as Auckland's race track. It opened in 1963 replacing Ardmore as the host circuit of the NZ Grand Prix.

In the early years, the world's top drivers would head to NZ in the off season for the Tasman series. Stirling Moss, Graham Hill, Jackie Stewart and others would bring down Ferraris, Maseratis and other exotics to battle Chris Amon, Denny Hulme & Bruce McLaren. Quite a few of these imported "old race cars" were left behind in NZ after the season, making NZ a goldmine for exotics in future years.



With a permanent motorsport circuit in Auckland, racing thrived, as the above Auckland Car Club meeting in 1964 demonstrates.

The level of kiwi ingenuity is demonstrated by the Corvette Coupe (#141) of Rod Coppins being chased by Garth Souness in a Corvette powered '32 Coupe, Grahame Harvey in Golden Holden, Red Dawson in the Corvette Willys and Frank Radisich in the white Mk2

For many people, memories of Pukekohe will come from Production car racing. Starting in 1963 as the Wills 500, Jaguars, Lotus Cortinas, Zodiacs and Victors would battle it out, with the Lotus Cortina of Paul Fahey & Jim Palmer taking the honours in 1964.



From 1967 the race was for NZ built production cars only and NZ assembled Chargers dominated from 1970 until 78 in the hands of local heroes Leo Leonard, Ernie Sprague, Jim Richards, Rod Coppins and others.





In the early years, the circuit had a loop going left at turn 1, as can be seen above with a Triumph squeezing between the NZ only Cortina GTE's & Fiat 125T's. The track was later amended to bypass this section, creating two alternative versions of the track, the club circuit and the longer GP circuit.

In the 80's Group A touring car regulations were adopted, attracting talent from Australia, Europe & Asia. BMW 635's, Sierra Cosworths, SS Commodores & R32 GTRs in the hands of the likes of Neville Crichton, Larry Perkins, Dick Johnson, John Bowe & Peter Brock.



ROSS CAMMICK PHOTO

Sadly, the thrills and spills of Pukekohe are destined to become only memories. The track has always been around the outside of the horse racing track and the owners, Auckland Thoroughbred Racing, have decided to focus on hosting horses.

It's not the first track I've seen a track closed. I have memories of Baypark in a Triumph TR6 before its closure in 1995 to give way to housing. A similar fate hit Amaroo Park in 1998 and Oran Park in 2010 during my time in Sydney racing a 1974 Datsun 260Z 2-seater. Both great tracks full of hills & undulations, but both victims of urban sprawl.

With the imminent closure of Pukekohe, I booked in for all the remaining track days in the months before closure. All except that last day of the track opening, which was held back. When the last day became available, it sold out instantly with a massive wait list on top. A couple of additional tickets were auctioned on Trade Me and made \$5,000 each, which shows how much enthusiasts wanted to be there for the finale. However, with a bit of cunning and luck, I did finally manage to get an entry.

Since the final day of the track was to be a special occasion, car clubs were invited to do a lunch time cruise and I put down the Classic Cortina Club for the display and cruise.

It was an emotional day for many, with the track day drivers briefing held on the start/finish line, complete with film crew, speeches and tears shed.



Having a cage in the Cortina, I was allowed to take passengers, so I took a few Cortina club members in the Playday on Track sessions.

The lunchtime track cruise was a much more sedate affair given the large number of cars attending, but still enough to get out there and have a taste of what it's been all about for 60 years and those who attended in their Cortinas thoroughly enjoyed the experience.

I'm going to miss the adrenaline hit that Pukekohe delivers. Drifting up over the hill at Dunlop Corner where so many came unstuck, braking at 200kph+ into the turn 1 sweeper before bouncing off the ripple strips at Castrol Corner. After 30 years around the track, I was starting to get the hang of it!

Sad to say goodbye to a track that has been such a big part of NZ's motorsport history and has meant so much to so many.





INTERMARQUE CONCOURSE

Ellerslie, Auckland. 23-April-2023. By Simon Peryer

After being delayed by weather from its traditional February timeslot, the prestigious event went ahead in April, with Neil Fraser organising sufficient space for the Cortina club to front 10 of its best.

The concourse is the big one of the year, with the top cars vying for the awards and glory. Porsche, Mustang, Mercedes, Ferrari etc detailed and polished to perfection. Some have had teams of people working for months in preparation.

After assembling together before entry, we aligned the cars at the optimal angle, with Marks 1-5 on one side and Lotus Mk1-2 on the other side. Together with the large banners, model display info boards and the club tents, we had one of the more impressive club displays.

The clubs were displayed by country and there were over 35 groups from England, reminding us what a power player England was for car manufacturing in its heyday. Brands long since gone, such as Riley, Standard, Sunbeam, Jensen and Jowett.

The Cortina club was located in a relatively large area just along from the Escort, Capri and Ford RS clubs. Although we were a little way from the main action, Cortinas still hold such a level of respect and affection that our area was absolutely packed.



Lined up ready for action

Showcasing the model range we had Alan with his 4 door GT Mk1, Rod with the Mk2 GT Estate, Chris Kitzen with a Mk3 2-door & David Moynahan with his Mk5 Ghia. With a 2 door, 4 door, estate, GT and Ghia, we had a good sample of the evolution and variations covered with only the 4 cars. To top it off, we had Mike Jones in his Corsair 2 door GT.

On the Lotus side we had an impressive line up with 6 stunning cars, with the 3 Pre-Aeroflow Mk1's of Neil Fraser, Andrew Bayliss & Paul McCarthy, Peter Bell's Aeroflow Mk1, my V8 Mk1 imposter and Kyle Smythe's Mk2, which is currently for sale.

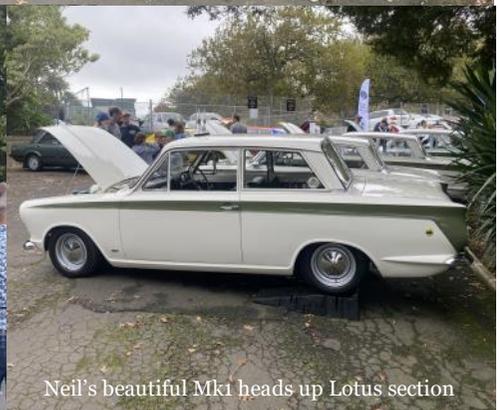
Thanks Neil for organising the event, which was hugely successful for all those that attended and great for the profile of the club.



Cars, banners, display boards and tents all set



Hugely popular display



Neil's beautiful Mk1 heads up Lotus section

ALL FORD DAY

Ardmore, 21-May-2023

By Rod Peat

The All Ford Day at Ardmore in May turned out to be a cracker for members of the Classic Cortina Club. The weather had been dodgy, well, all year really, but the hard-working committee were determined to keep the show on the road, even though this year, for the first time, it was to be on grass.

The venue at Ardmore turned out to be OK, the high use areas became a bit muddy, but by and large it was just a wee bit damp. The sponsors had set up their displays and there was a festive atmosphere around the event. Unfortunately, several huge showers came through during the morning and the skies looked threatening again so the organisers wisely brought the prizegiving forward.

Our club was well represented with about 20 cars, only eclipsed by the Mustangs of which there were the usual untold. It was good to see John Bloor again from Thames in his Mk1 Lotus. We haven't seen him since the Palmerston North Nationals in 2020.

At the prizegiving, held in blustery weather conditions, Peter Bell won best restored with his Mk1 Lotus, I won best unrestored survivor with my Mk2 GT wagon and Neil Fraser won best under bonnet with his Christchurch Nationals overall best car prize winning Mk 1 Lotus.

Well done C.C.C

So that brings the car show season to an end for a while - our events over the next few months will be runs and shed visits.



Ute conversion of Matt Walters

Tidy Mk1 of Steve Hayward



Alan Stoker's GTE & Graeme Hoskings Mk2



Award winning Lotus of Neil Fraser



Rare 2 door Mk3 of Frances & Chris Kitzens



Daryn Smith's hot Mk1



Smart looking Mk2



Lotus of John Bloors from Thames

2022 CORTINA NATIONALS

Oct-2023

By Rod Peat

The flagship event on the Classic Cortina Club calendar is the Cortina Nationals, usually held biannually. Last held in Palmerston North in 2020, the North Island team ran the event to a very high standard so the South Island group was under pressure to do the same.

The tension had been building in the North Island for probably the last 12 months as plans were made to make the odyssey to Christchurch. Indeed, the car that won the supreme award this year had been in construction for the last 16 years and the lure of taking it to Christchurch spurred Neil Fraser to have the project finished in time for the 2022 event. Others also tidied up and fettled their vehicles to ensure a trouble free run.

Team Peat had been collating entries by talking to people at our events and on-line, and had amassed a group of about 20 or 30 cars that we believed were making the trip. As it turned out, with the Mike Jones' fleet the number was about 40, a testament to the mana of the National event.

So when we arrived at Z Bombay on the Wednesday morning before Labour Weekend it was a great feeling to meet up with 9 cars ready to get the convoy on its way. Our first stop after travelling on the superb Waikato Expressway was The Bull Ring halfway between Tokoroa and Taupo.



We were joined there by Daniel Frew and friends in their Mk1 so the convoy began to increase. Our first breakdown was John and Jan Gardner and it occurred just after we left there. We all stopped to offer assistance but they certainly knew what needed to be done so we headed off to the lunch stop at Taihape. After passing the unfortunately closed cream horn shop in Sanson, we arrived at our first overnight stop in Palmerston North. Dinner was at the Cossie Club where we were joined by locals Nichelle and Neil Hughes and Jason Blackley, as well as Peter and Darryl Cousins who couldn't make the trip south but wanted to meet all of us.

Nichelle informed us that the first part of the route we planned for the way out of Palmerston North had road works so the next day she and Neil led us down through Levin where the Kitzens, Chris and Francis, Bryan McKee & Veronica Bennett and Vaughan & Jill Hughes joined us. With Nichelle and Neil as lead car and Jason and Donna Blackley as tail end Charlie we made it to the Bluebridge terminal in Wellington with only one wrong turn taken by a few cars but ably sorted by Jason. With a couple of hours to kill we explored the cafe scene in Wellington. Back at the ferry terminal the line up of more than 20 Cortinas plus a Corsair attracted a fair bit of attention. The Prices, Ross & Jack Keyworth, Mark



Wright, Daniel Frew & friends, Zane Carr-Neil & friends, Joel Hughes & family and Jarrod Bang joined us at the ferry. The Bluebridge ferry company bent over backwards to keep us all together and made sure our cars were all under cover on the ferry. The journey across the Cook Strait was as smooth as a baby's bottom.



We stopped at Blenheim for the night with about 30 of us meeting for dinner at The Clubs of Marlborough.

The next day, Friday, was the tour down to Christchurch. We left Blenheim in great touring weather, not too hot but not too cold. We stopped to see the seals at Ohau Point, just north of Kaikoura and I set myself up to video the cars as they left the carpark – would have been the best video ever, breaking surf in the background, had I pressed the record button on my phone!! Shite happens! We stopped at Bernie's Diner in Kaikoura and had a look through the fine collection of automobilia there, followed by lunch. The collection is well worth a look if you are passing through. The local photographer had a ball with all the Cortinas there. After leaving Kaikoura, most of us had a trouble free run into Christchurch except for Peter Bell. His generator light came on so he stopped in Amberley where an auto sparky told him not to turn the engine off and carry on to Christchurch. Once there Mike Jones came to his rescue and located a new unit. This was after Andrew Bayliss and Neil Fraser had fitted another one which had proved to be a dud.



Andrew and Alan Eyre fitted the new one after dinner while I held the torch.

On arrival at the Riccarton Racecourse Hotel we were soon catching up with old friends – Richard and Sue Horrell stopped by for a drink, Trevor Wood from Mosgiel stopped by for a chat and I met David Pretzman who I'd previously done some horse trading with. The meet and greet went without a hitch and more friendships were renewed over dinner and drinks.

Saturday dawned bright - a great start to a special weekend. The trip over to Palms Mall was easy and we were parked up in our respective slots - Mk1s, 2s, 3s, 4s, 5s and Corsairs. With over 120 cars there, this was the largest group of the models ever assembled in NZ and it made an impressive sight and one to be remembered for many a day. After lunch we were sent off in groups to start the first run of the weekend. This took us out of the city and through the Lyttleton tunnel, avoiding Lyttleton itself, and then wound up the Port Hills past picturesque views of the harbour and beautiful beaches.

The roads were just how it should be for a Cortina run – a little bit challenging, a little bit easy and not too long. We ended up at the Ron Drury car collection on the southern outskirts of the city. Ron and his wife gave us an introduction to many of the exhibits. We spent a pleasurable hour and a half there before making our way back to the Riccarton Hotel. Dinner that night was at the Redwood Hotel and we all enjoyed a convivial evening with like-minded people. We returned to Riccarton, had a couple of nightcaps, then headed to bed.

Sunday was another fine Canterbury day. We set off in groups of 7 cars, out onto the typical Canterbury roads – long and straight with snow capped mountains in the distance. With the weather at its best and the terrific scenery, the run to Oxford was sublime. As we crossed the Waimakariri river the jet boars were roaring up and down – another marvellous sight. When we arrived at Oxford, a pretty town where some tall trees provided shade over the domain, we set up our picnic gear and waited for the expected games which didn't eventuate. As it was quite hot, Blair called time and we headed north along the foothills of the Alps, bypassing the famous Ashley Forest, before joining the main road at Woodend.



Arriving back at the Riccarton Hotel we had a short time to have a chat and then got dolled up for the final dinner across the road to The Show Gate at the racecourse. The venue was big and airy and the committee had set up tables at the front with trophies and plates to be auctioned. The Auckland team was thrilled when Neil Fraser won the supreme ward with best car of the event. This was well deserved – after 16 odd years of hard meticulous work – something that he already had a reputation for when building Fraser sports cars. It was great for us to see so many North Islanders win awards. The dinner was a great opportunity to meet people I had only talked to on FB or had seen at the last Nationals in Palmerston North. The evening disappeared very quickly and it was soon time to go back across the road to the hotel.

Next morning we decided to have a look around the rebuilding of the city centre with the Andrew and Heather Bayliss, then we headed north to Hanmer Springs, where we met up with the Palmerston North folk – Nichelle & Neil Hughes and Jason & Donna Blackley and Daryn & Devon Smith, Matt Walters & Simon Peryer as well as Brian McKee & Veronica Bennett. We all went for dinner at a local eatery and had an enjoyable evening.



The following morning the weather had turned sour and it was raining quite heavily as we left Hanmer. As we approached the Lewis Pass there were a few drops of sleet on the windscreen and as we climbed up into the Pass it started to snow a little bit and then became quite heavy.

It was magical driving through the falling snow. We had been in shorts and jandals only a couple of days previously in Oxford, and here we were in proper snow.



We made it to Richard Horrell's spread at Motueka at about 2pm. He gave us a guided tour of his comprehensive collection of small English Fords. I was particularly keen to see his Mk 2 GT Estate, one of only 4 in NZ.

If there is a Cortina or Anglia ever made, Richard has one – includ-



ing a Mk1 and Mk 2 Lotus, racing Sierras and a myriad of Mk3s and 4s. The collection is supplemented by a large selection of Massey Ferguson tractors which they use at harvest time on the farm.

After looking over his cars Richard took us out to Kaiteriteri Beach, a well known and picturesque bay popular with holiday makers in the summer.



Nelson was our stop for the night – the Palmerston North people were staying at another motel but we met up for dinner that night. They were staying on at Nelson so we farewelled them at dinner.

The following day 3 Cortinas headed to Blenheim via the Omaka Aviation Heritage Centre where Peter Jackson and Weta workshop have assisted with the WW1 and WW2 displays – well worth a look.



There is also a classic car museum there which was unexpectedly open, so a visit was a must! This collection, which is apparently owned by one man, is an eclectic array of cars that anyone of the baby boomer years or a bit younger, can instantly recognise and name – including every make imaginable and kept to a high standard.



From there we drove to the ferry terminal at Picton where we met up with Alan and Jo-Anne Eyre – they'd stayed on in Christchurch.



We were a little nervous about the crossing as the weather wasn't wonderful – it was a little turbulent but not too serious. Once off the ferry in Wellington we headed up to Paraparaumu Beach via the magnificent Transmission Gully. We finished off the evening with dinner at a local Thai restaurant.

Thursday morning included a visit to the Southward Museum – impressive exhibits and all neatly set out. We spent almost 3 hours there but you could easily spend a day taking in all the cars on display.



As Daryn and Devon headed directly home from there, there were just Matt Walters & Simon Peryer, Alan & Jo-Anne Eyre and Judy and me left driving north. We turned in at Waiouru and made our way up to Horopito Motors- aka Smash Palace. Being another first, I was unsure what to expect but everything I'd been told about the place was true – parts for Africa! I asked the owner if he knew where everything was and he said he was caught out on the odd occasion but usually woke in the middle of the night with the location of the missing part!



The final night of our expedition was spent in Taumaranui where we ate at the local RSA. Next morning we headed for home, stopping for a coffee at Pirongia. We said our goodbyes there and all headed to the Bombay Hills where we all went in different directions, arriving home early in the afternoon.

So an epic 10 days came to an end. The trip was amazing in so many ways – the nationals were great, the drives there and back were truly incredible and so many memories were made along the way, and best of all there were very few issues with any of the cars.

Bring on the next one.

DL BURGESS ESTATE AUCTION

Te Aroha 6-Apr-2023

By Simon Peryer

PGG Wrightson Livestock

bidr
NZ's Virtual Saleyard

Monster Vintage Car & Tractor Auction Results

A/C Estate of DL Burgess

Saturday 6th May 2023 - 11:00am

193 Te Aroha Gordon Road, Te Aroha

Vintage Cars

LOT 1	1929 FORD Model "A" Truck Conversion	\$16000
LOT 2	1938 FORD Barrel nose Truck	\$35000
LOT 3	1940 FORD Pick up Truck	\$44000
LOT 4	1949 FORD Bonus Pick up	\$46000
LOT 5	1948 FORD Coupe Deluxe	\$36000
LOT 6	1955 FORD F100 V8 Truck	\$46000
LOT 7	1960's FORD Fairmont Pursuit 170	\$18000
LOT 8	1970's FORD Fairlane	\$28000
LOT 9	1950/1 FORD Truck	\$11000
LOT 10	1948 FORD V8 Truck	\$15000
LOT 11	Late 1940's FORD Truck	\$12000
LOT 12	FORD 10 Car	\$3000
LOT 13	1964 FORD Fairlane 500 V8	\$39000 *
LOT 14	1966 FORD Mustang	\$52000 *
LOT 15	1969/70 FORD Falcon convertible	\$6500
LOT 16	1951 FORD Bonus Truck	\$37000
LOT 17	1964 FORD Consul 315	\$12000
LOT 18	1949 FORD 4wd Ex Army Truck	\$14000
LOT 19	1948/9 FORD Jailbar V8 Truck	\$16000
LOT 20	1950's FORD Tip Truck	\$13000
LOT 21	FORD Consul 315	\$3000
LOT 22	1957 FORD Customline RHD	\$47000
LOT 23	1938 FORD Sedan Deluxe	\$20000
LOT 24	1961 FORD Zephyr MK 2	\$20000
LOT 25	1949 FORD Single spinner Sedan	\$19000
LOT 26	1958/9 Plymouth Savoy	\$31000
LOT 27	Early 1950's Studebaker Champion	\$13000
LOT 28	FORD Escort	\$19000 *
LOT 29	1946 FORD Super Deluxe Coupe	\$29000
LOT 30	1947 FORD Super Deluxe Sedan	\$19000
LOT 31	FORD Consul 315	\$18000 *
LOT 32	FORD Zephhr	\$30000 *
LOT 33	FORD Mondeo	WITHDRAWN
LOT 34	1949 FORD Bonus Pick Up Truck	\$36000
LOT 35	1951 Ford Truck	\$24000
LOT 36	1951 FORD V8 Truck	\$36000



* Rego on hold

It seems that a Mr DL Burgess, a farmer from Te Aroha had a thing for Fords. Nothing wrong with that! Unfortunately for him though, he passed away a few years ago and his family did not share his enthusiasm for his lifetime collection. From my understanding, his children could not agree on the split of the estate, which included 3 large rural properties, along with barns, one packed to the brim with Fords and the other with tractors, again Fords.

PGG Wrightsons took on the job of selling the lot. You wouldn't think an agricultural supply company would be the best fit for a car collection, but bundled with the tractors, brochures of the auction circulated. Facebook re-posts and word of mouth told of barn find bargains to be had.

Amongst the collection were no less than 3 Consul 315's, all 4 door cars. Within our Cortina club we have a couple of members who between them own a large portion of NZ's remaining Consul 315s. I am of course talking about Clyde Walters and Grant Fitzpatrick. Those around Auckland may have seen their rare Consul Capris they took to the Brit and Euro car show in March.

And so it was that Clyde, Grant, Matt Walters (who also has a 315), Steve Hayward and I went to preview the cars at Te Aroha on the Thursday before the Auction. Being mid-week you would think there wouldn't be many viewers, but that was not the case. They had arranged an open air barn as a waiting area, from where they shuttled groups by minibus to another property housing the cars & tractors.

Once at the main barn, you shuffled between the hoards of mainly men at the top end of middle age, trying not to bang your shins on towbars.

We regrouped to the Te Aroha pub to formulate a strategy and agree on values.

Unfortunately only 5 of the cars had Rego on hold, which lessened the value of the remaining cars. Or so you would have thought!

It turns out a feeding frenzy pushed the sale prices above and beyond the value placed on them by our panel of experts.



DL BURGESS ESTATE AUCTION RESULTS



Rego on hold
Expert valuation: \$11,000
Sale price: \$18,000



Nicest of the 315s. Dead rego.
Expert valuation: \$8,000
Sale price: \$12,000



Parts car. Dead rego.
Expert valuation: \$1,000
Sale price: \$3,000



Reg on hold. Poor roof chop.
Sale price: \$19,000



Tidy Mk3 Zephyr 4 cyl. Rego on hold
Sale price: \$30,000



Reg on hold. No cert for roof chop
Sale price: \$6,500
Now on Trade Me for \$11,500



**Studebaker Champion with roof chop. Dead rego.
Sale price: \$13,000**



**Nice Mk2 Zephyr . Rego on hold
Sale price: \$20,000**



**Ford 10. Dead rego.
Sale price: \$3,000**



**66 Mustang. Reg on hold.
RHD from new in Australia
Sale price: \$52,000**



**57 Ford Customline RHD.
Dead rego.
Sale price: \$47,000**



**38 Ford Sedan Deluxe.
Dead rego.
Sale price: \$20,000**

2022 NATIONALS WINNERS



Mk 1 (Deluxe/Super)

- | | | |
|-----------------|------------------------|-----------------------------------|
| 1 st | Stu Bigwood | Blue 1964 1500 4 door saloon auto |
| 2 nd | Nic Kay | Black 1966 1500 Super |
| 3 rd | Bruce & Rebecca Taylor | Black Cherry 1965 1500cc Super |

Mk 2 (Deluxe/Super)

- | | | |
|-----------------|--------------|-------------------------------------|
| 1 st | Ryan Mabey | Silver 1969 1600 super (GT replica) |
| 2 nd | Jarrold Bang | Green 1967 4 door with ST170 zetec |
| 3 rd | Shane Coster | Blue 1970 Mk 2 with a zetec motor |

Mk 3

- | | | |
|-----------------|-----------------------|----------------------------------|
| 1 st | Evan Rockliffe | Blue 1974 2000cc |
| 2 nd | James Walklin | Blue 1972 V8 |
| 3 rd | Pat and Patricia Clay | Blue 1973 4.1L 6 cylinder saloon |

Mk 4

- | | | |
|-----------------|--------------|-------------------------|
| 1 st | Karl Stohl | Gold 1979 4.1L TE6 Ghia |
| 2 nd | Keith Jarman | Green 1978 4.1L TE6 |
| 3 rd | Logan Taylor | White 1978 2000cc GL |

Mk 5

- | | | |
|-----------------|--------------|--------------------------|
| 1 st | Phil Gurney | Silver 1983 2.3 Ghia |
| 2 nd | Brian Tuffey | Star Dust 1982 2.0L Ghia |
| 3 rd | Matt Smith | Silver 1982 2L Sport |

Mk 1 GT

- 1st Simon Louttit White 1965 2 door
2nd John Carston Red 1966 4 door 1500cc
3rd John McKissock Green 1964 2 door
1500cc

Mk 2 GT/GTE/1600E

- 1st Paul Ritani Green 1970 1600cc 4 door GTE
2nd Nichelle Hughes Silver 1970 1600 GTE sa-
loon
3rd Grant Ford Gold 1970 1600E 4 door

Lotus Mk 1/Mk 2

- 1st Neil and Christine Fraser 1963 TwinCam Mk I
2nd Peter and Raewyn Bell 1966 2 door Mk I
3rd Andrew & Heather Bayliss 1963 2 door Mk 1

Most Original

Zac Hayward Champagne Gold 1981 Mk 5 GL

Best Non-Cortina

Ross Hall Green 1977 2 door Mk 2 Escort

Best Modified

Jarrood Bang Green 1967 Mk II, ST170 zetec

People's Choice

Evan Rockliffe Blue 1974 Mk III

Best in Show

Neil and Christine Fraser 1963 Mk 1 Lotus

CLUB RUN TO LEESTON

Leeston, 28-May-2023

By Buck Harrison

On 28th May the Christchurch area Club members met at Princess Margaret Hospital in Christchurch to take part in a run organised by Graham and Kristine. The run was to follow the base of the Port Hills to the south of the city through Tai Tapu and inland following rural roads near Lake Ellesmere to end up at the small country town of Leeston for lunch, a trip of 40km.

Start time was 1000 but it was almost 1100 before we left and Blair was the last to arrive!! It was a light overcast day with the sun poking through and we had a great turnout with 20 cars including a couple of Escorts and my Consul 315.

As we headed south in the city, being a Sunday, due traffic, we all got split into small groups. However Graham had briefed us on our route and we all ended up together at our first stop, a farm, which was 20 km south of the city. The farm belonged to good friends of Graham and Kristine, Alan and Sharon. After introductions we went into a large shed which housed a huge and very impressive collection of fuel pumps dating from early 1900s to recent times. Also on display was a large display of petrol cans, signs and associated memorabilia.



We all spent a leisurely 45 minutes or so admiring the collection, some items Graham had sold to Alan previously. Back to the cars all lined up on the edge of a country gravel road (which drew a few startled looks from farmers passing by on their tractors) and off to the final destination 20km away ,the relatively new Crate and Barrel pub in the country town of Leeston.



The old Leeston Pub was demolished after the Christchurch earthquakes. Kristine had organised a room upstairs for the Club lunch. We all had a beautiful meal and with great conversation, spent a very enjoyable couple of hours before heading out into the Canterbury sunshine heading for home.



A big thank you to Kristine and Graham for organising a great Club outing for members and their families.



SOUTHERN AREA MID YEAR XMAS DINNER

Christchurch, 1-July-2023

By Buck Harrison

On the 1st of July Kristine and local committee members organised the Southern Area Mid Xmas Dinner at the Riccarton Racecourse Hotel in Christchurch. Some of our Northern and Southern members who attended the Nationals last year will be familiar with the old Pub!

Last year was the first Mid Winter dinner at this venue and we found the price and food very appealing. This year when we arrived all the tables were set out with Xmas crackers and Xmas tinsel which was a nice touch from the staff!

We had a total of 40 members and their families attend the dinner and judging by the comments and smiles everybody had a lovely evening. The fixed price menu of three delicious courses at \$39.00 was exceptional value and I know that would be hard to beat anywhere!

Looking forward to the next one!!





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ADVERTISING
CLUB MERCHANDISE

Club Polo Shirts - orders taken
Club stickers - \$5.00 each
Windscreen banners - \$10 each
Club Caps - orders taken
Contact the secretary to order or purchase yours.

For Sale

Cortina Windscreen Rubbers for all models
Door Rubbers
Bailey channel
Boot Rubbers
Mk1 headlight and taillight Bezels
Mk1 taillight Glass
Discount to club members
Ken Lidstone at kenlidstone12@gmail.com

Business Advertising
Cost is \$120.00 for 4 half page ads in black & white

Cortina Laminated Windscreens
Mk1 – \$336.40 inc (green band)
Mk2 S1 – \$461.50 inc (blue band)
Mk2 S2 – \$254.50 inc (green band)
Mk3 – \$267.40 inc (blue band)
Mk 4 or 5 – \$271.70 inc (blue band)
Contact Bob at Wilson Windscreens 03 308 8485
or office@wilsonwindscreens.co.nz



Kerry Grant in the 64 Championship winning Lotus

The Classic Cortina Car Club Inc. Official Magazine