



Featuring:
Mal Clark

July 2024

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**Deadline for submissions for the next magazine is
30th Sept 2024**

These can be emailed to simonperyer@gmail.com

COMMITTEE 2023-2024

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CLASSIC CORTINA CLUB EVENTS 2024

July

- Sun 21st **Central Otago run.** Every 3rd Sunday by Ryan Mabey
27-28 **Henry Ford Birthday.** Lansdown Park carpark, Marlborough
Cars to be parked by 9:30am

August

- Sun 4th **Auckland Mystery run.** might be a shed visit, might not,
might go north, might go south. Details TBC from Rod.
Sun 18th **Central Otago run.** Every 3rd Sunday by Ryan Mabey

September

- Sun 8th **Hamilton All Ford Day** our club has won the best Club Prize
for the last 2 years, let's see if we can make it a hat trick.
Sun 15th **Central Otago run.** Every 3rd Sunday by Ryan Mabey

October

- Sun 12th **Howick Village Hop.** Picton St, Howick
Prior registration required with limited numbers.
Sun 20th **Central Otago run.** Every 3rd Sunday by Ryan Mabey
25-27th **Cortina Nationals,** New Plymouth (details in following pages)



Classic Cortina Club Night Christchurch.
1st Tuesday of the month
Avonhead tavern, 120 Withells Road, Avonhead, Christchurch.
6:30 for a meal. 7:30 for a chat

Classic Cortina Club Night Auckland.
3rd Wednesday of the month
Cleaver & Co in Sylvia Park, Mt Wellington 6:30 til 9:00pm

The club has a Facebook page @ **Classic Cortina Car Club**
There is a link to a members only area @ **Classic Cortina Car Club -Members**

Please notify us of any events in your area.
If you think that the Classic Cortina Club could be involved,
contact your area event coordinator (see committee list page 3)

AREA MEETINGS

Meguiar's Coffee & Cars

Takes a break over winter. Back again Oct 20th.

Caffeine & Gasoline

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

Talisman Breakfast - Third Sunday of the month

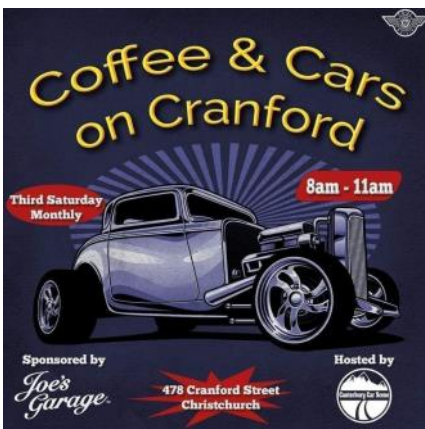
The Talisman Hotel, Katikati, 8.30 – 11.00, full cooked breakfast \$12.50 including filter coffee. All makes and models of cars and people welcome!!

Classic Car Meet

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

Kustom Car Club Breakfast

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



Coffee & Cars on Cranford

Third Saturday of the month.
8am - 11am
478 Cranford Street, Redwood,
Christchurch



The **Classic Cortina Car Club** is proud to be holding the 5th bi-annual **Cortina Nationals** in **New Plymouth** on **25-28 October 2024** (Labour weekend)



A fun weekend where Cortina owners from throughout NZ will gather to participate in a car show, scenic drives, shed raids and social evenings. Open to all Cortina owners.

For more information:

Email:

info@classiccortina.co.nz



<https://www.classiccortina.co.nz/events/>

2024 CORTINA NATIONALS

25-28th October

Location: **New Plymouth**

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

Draft Itinerary:

Friday

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

Saturday

Morning Car Show and Concours, East End Reserve
Around the mountain trip to Rahoitu for lunch & activities
Visit to CSR (Custom Street Rides) at Inglewood
Evening Dinner at Plymouth International with live music

Sunday

Great drive through some amazing scenery, with a shed raid and lunch along the way.
Formal evening dinner with prize giving and auction at Plymouth International.

Monday

Breakfast before departure at the Hideaway (Holden Museum)

Accommodation:

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

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



WELCOME TO OUR NEW MEMBERS

Neil Soudy

Nelson

1969 MK2 2 door GT LHD.
He's had this one for some time, around 30 something years. Engine is very modified and has a 5 speed Mazda gearbox. It is having a rebuild at the moment.



1969 MK2 station wagon.
This has not been in his ownership very long. So is a work in progress.



Leighton Davidson

1968 Mk 2

Restored 9 years ago owned by a close friend who put about 1,000 miles on it in that time



until the opportunity for him to purchase came up recently. Very green and quite clean !!

Barry Ritchie

Dunedin
Mk1 Super

Ron Scherp

Balclutha
1979 Mk 4 Ghia

Nathan Fletcher

Whanganui
1973 Mk3

Nathan bought the car off Trade Me and he's in the process of stripping it down and getting it ready for

sand blasting. There is a bit of rust in the front guards close to the windscreen, also a bit of rust around the bottom of the doors and by the number plate but doesn't look too bad. He's going to put a 302 Windsor in it and give it a full upgrade to get re-vinned. Sounds like a good project.



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

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

Additional \$40 for printed copies of the Magazine

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

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

TREASURERS REPORT

By Kristine Haughey

Treasurer's Report as of 9th July 2024

Account Balances:

Cheque - 00	\$11,976.64
Special Events - 01	<u>\$18,068.15</u>
TOTAL CLUB FUNDS	\$30,044.79

Payments/Income from the last report (14th May 2024)

Expenses (chq account)

01 June – Website June fee	\$ 67.85
02 June – Gift	\$ 121.00
13 June – Xero June fee	\$ 61.24
16 June – Display boards	\$ 552.00
01 July – Website July fee	\$ 67.85
<u>Tsf to event a/c – nationals</u>	<u>\$ 600.00</u>
<u>Tsf to event a/c – 2022 t-shirt</u>	<u>\$ 80.00</u>
	\$1,549.94

Income (chq account)

Subs	\$ 100.00
Cortina Nationals	\$ 600.00
Interest May 24	\$ 21.53
Interest June 24	\$ 19.85
Concours Prize Money	\$ 228.84
	\$ 970.22

Expenses (event account)

Cortina Nationals reimbursement	\$ 50.00
	\$ 50.00

Income (event account)

Interest – May 24	\$ 19.79
Interest – June 24	\$ 27.88
Cortina Nationals	\$6,852.00
2022 T-shirts	\$ 120.00
	\$7,019.67

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

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

New Members since the last meeting:

Leighton Davidson from Huntly, Mk 2
Nathan Fletcher from Wanganui, Mk 3
Evan Rockcliffe from Hamilton, Mk 3 (re-joined the Club)

Kristine

09 July 2024

EDITOR'S NOTE

By Simon Peryer

Along with dredging through the Waka Kotahi database to get a profile of our Cortinas (page 30), I also waded through two decades of Hot Rod magazines from the 70's & 80's and found plenty of Cortina action (see page 52). One car I came across was the Arthur Moffatt Lotus Cortina (see photo)

which had a 289 V8 fitted after the twin-cam blew. I posted a photo in the Lotus Facebook page and one precious member said it's no longer a Lotus without the correct engine! Bruce Miles noted that the car is still around and known in the South Island.



Dymand & Moon, 14.0 to 14.5 red-light.

Given Rod Peat is way better at writing than I am, I got him to do a write up on Mal Clark (page 14) along with a number of trip reports, so thanks Rod.

Ryan Mabey has started up a successful monthly Central Otago run, so I have added that to the calendar. (see page 45 for details). Great stuff Ryan!

After my spin at Hampton Downs and Rod's comment that I wasn't quick enough on opposite lock, I now have a simulator from Manon Racing Products to improve my reactions. I remember Bruce Manon having some fantastic duels against the 930 Turbo Porsche of racing Ray Williams. Interesting that Allport Motorsports also now do simulators. Given I also do my cycling on a simulator, I'm wondering what's next?



Bruce Manon with his well known Manon Butler Escort

Happy motoring.

PRESIDENT'S NOTE

By Simon Peryer

Since the last magazine, you will have seen the Cortina Nationals registration process has kicked off. Registration numbers are coming in and the committee have been working hard to make it a great weekend, locking in shed raids, scenic drives around Mt Taranaki, the car show near the beach in New Plymouth and of course the evening functions. It's shaping up to be a great event, so make sure you clear your diary and make it along.

As the weather cools down through winter, we tend to have fewer events, although I've managed to get to a fair number over the last few months, some of which feature in this magazine. The club is always looking for run ideas, so please get in touch if you have something you think would be good.

I did do a weekend away to the Whakatane area with the American Muscle car club and visited a good number of amazing collections, ranging from an absolutely pristine collection of Cadillacs complete with fully decked out 50's diner, to a massive collection of 1959 Fords, most needing a full restoration through to a collection that featured a large amount of project cars including Cortinas (see page 36).

Speaking to one owner while admiring a project car, he was asked how long before he expected to finish the car. He estimated 10-15 years. The only problem was he has around 40 cars in similar condition! I'm sure there are a few Cortina club members with more than a lifetime of projects!



A few of the Cortina crew (Peter Bell, Rod, Andrew Bayliss & Alan Eyre) joined the Vintage Car Club to go for a run to visit Barry Phillips & his car collection.

Barry raced one of the original Lotus Cortinas bought in

by Ford for competition and won the 1966 & 1967 Group 2 championship. After selling the car years ago, he found it and bought it back, although it has been rebodied after a big shunt as so many of them have been. We had a nice run out there, although the VCC pace is somewhat vintage!

In fact the VCC has a bit of an issue in that there is a distinct lack of new blood coming into the club. If you think the average age of Cortina club members is high, you should see the VCC! The problem is that it takes a “special

person” to own and maintain a vintage car and they are not for everyone. The Cortinas are a bit different in that they are quite a bit newer, but they are still in danger of becoming old cars in the future. Fortunately there are a few of the younger generation turning up in Cortinas and many of their cars have been “updated” to make them a bit more driveable. Many don’t approve of modifications and as a club we certainly want to maintain the history and originality of the cars, but at the same time we need to be open to change if we are to stay relevant.

Cheers, Simon



Mal Clark

By Rod Peat

In the 1970s, Mal had got the motorsport bug driving his Mk3 Zephyr in Northern Sports Car Club club events, interclub hillclimbs and club circuit events. He and his wife Pam did a couple of rallies in it, but its unsuitability to rough forest roads saw them progress to a



Mk1 Escort, in which they achieved some creditable placings.

A 2 year trip away to Australia in the late 70's, where Mal and Pam bought an F100 truck and a caravan in which they travelled all around that vast country, did not quell Mal's passion for driving cars quickly.

The Escort Mal and Pam campaigned in the 70's. The car is still being rallied today!

Sometime in 1965, a new Lotus Cortina had

been registered in NZ to Ron Rutherford in Christchurch. As he was a noted racing driver, we have to assume the car was used as it was intended by Ford and raced around the various circuits in both islands.



By the time Mal found it in Trade and Exchange in 1985, the twin cam motor had been removed, replaced by a Kent 1500cc and, if you remember the old “ownership papers”, the past owners not only filled the spaces on the actual papers but also a supplementary sheet of owners, both sides! So it had been well sought after and used and abused by a myriad of motorsport folk up and down the country!

Mal found a Lotus engine on T&E in Mangere and brought both treasures back to his back yard garage in Birkdale. Mal had been campaigning a 1275cc Cooper S in classic racing events around



The Cooper S and the newly purchased Lotus

Auckland, which he continued to do while he rebuilt the Cortina. He bought an ex-Post Of-

office Mk 1 two door as a parts car and slowly and surely brought the Lotus back to its’ rightful state to become 9th overall in the Ellerslie concours car show in 1987.

Mal opened his own workshop around 1990, starting off Bygone Autos in the double garage underneath the Clark house in Birkenhead, until disgruntled neighbours forced him to lease a factory unit in the same suburb.

His business specialised in classic car restoration and maintenance and as it grew, so did Mal’s involvement and reputation within the Classic racing scene. Mal fondly remembers the classic race meetings at the Whenuapai air base where on one occasion there were no fewer than 11 Lotus Cortinas racing.

He was an active member of Club Lotus and teamed up with Hamilton’s Greg Kirkham and they won Category 1 at the Ardmore revival meeting, leaving a wake of 4 Fiat 125s behind them.



A lineup of Lotii at a Lotus Club meeting

At a Porsche Le Mans meeting, in a Club Lotus relay team Mal had a huge crash, rolled several times coming over Rothmans at Pukekohe. After the car stopped rotating, Mal jumped out and ran with the baton to the car waiting to do the final laps in the race.



Just after the big crash at Pukekohe

He proudly tells me his team won that race that day. Stirling Moss was on hand to present the trophy, but the \$30.00 price tag to attend the prize-giving could be spent on repairs to the car, so Mal didn't go.

In 1994, Mike Johns announced that he was organizing a new event for 1995 called Targa, which means plate in Italian. This event was essentially to be a rally on tarmac roads, especially for classic cars.

It was right up Mal's alley as he loved the rallying he had done in his Escort and the Cortina slotted nicely into the 0 to 1600cc class. He rang me and asked me if I wanted to co drive. Of course I did, but I had to find sponsorship as the entry fee and other costs were quite steep.

So I put my thinking cap on, and the next day Mal rang and said he had someone to present a proposal to. The boss at AA Insurance was getting work done on his Rover by Mal and on the drive back to his office Mal had floated the sponsorship idea past him. He agreed to a meeting and Mal and I compiled a proposal and low and behold, next minute we had the funds we sorely needed.

Mal prepared the car beautifully and by the time November came around and by contacting Harold Wootton at Fastmaster to supply us our safety clothing gear, we were a pretty impressive team at the Pukekohe track waiting for the first stage to begin.



Mal looking justifiably proud before the start of the 1995 Targa. That's Rod Peat's rear and Kirk Burnand in his Mk2 Lotus, recently up for sale in Palmerston North.

There was an unusual timing system for the first few Targas, but we soon got the hang of it and Mal and I gelled in the car, which ran perfectly all event. We came 15th overall and won our class, quite impressive when you consider there was about 150 entrants.

It was on this event Mal fell in love with the Kawhia Harbour stage. You went in past the Waitomo Caves and the stage started at an intersection up that road and finished just shy of the main road into Kawhia. It is a magical piece of road, ideally suited to the nimble Cortina and it is truly a driver's paradise. When it is closed to opposing traffic and only a car a minute ahead, and one a minute behind, a capable driver in a capable car is an experience few will ever know. I feel very privileged to have experienced that. In 1996 and in 1997 we competed again in Targa, achieving similar results to the inaugural event. In between times Mal used the car in classic race events and during these years he bought his own premises for Bygone Autos in Beachaven.

Rod's collection of Targa "plates" amassed over the years



In between times Mal used the car in classic race events and during these years he bought his own premises for Bygone Autos in Beachaven.



The Bygone Autos team at the inaugural Targa in 1995.



At the start of the Targa in 1995.

The Lotus was always maintained to the highest standard as it became the advertising medium for the business.

AA pulled the plug on the sponsorship in 1988, and Mal had a contact who was a classic car buyer in Japan who had bought his Mk2 Zephyr ute and a Morris Minor 1000 van that Peter Lloyd who worked with Mal at Bygone had built up into NZ Post Office colours.

This dude had been after the Cortina for a while, and as Mal had his eye on building a P6 Rover for race and rally events, that is where the Cortina ended up, for huge money in the day, but absolute peanuts now. It was rumoured to end up in the possession of the Japanese Club Lotus president, but that is unsubstantiated.

Mal's 1975 Rover P6 3500S, with a 400hp 4.0L Rover V8 with quad IDA Weber carbs.



Mal achieved wins with the Lotus Cortina in the Classic class in the first 3 years of Targa, with a further 5 years of class wins in the TR7V8 of Mark Parsons, before building the P6 in 2004 and continuing to bring home the trophies.

Mal still has the P6 today, it is currently undergoing a huge rebuild. Bygone Autos has been ostensibly shut down, but a large shed appeared on the Clark's retirement home, 5 acre property in Woodhill, (incidentally close by the forest where many of us budding rally drivers cut our teeth) where Mal still works at a leisurely pace on friend's cars.

He still reminisces fondly about his Lotus Cortina and I wouldn't be surprised if a Cortina of some sort finds it's way to Woodhill and the Classic Cortina Club receives a membership application from one M Clark.

DON FENWICK / POSSUM BOURNE Mk1 V8

Words: Paul Owen

Photos: Tom Gasnier



The late Possum Bourne burst onto the local rally scene in a mongrel home-brewed car. We chat to the current owner and caretaker of the infamous yellow Cortina v8, Don Fenwick.

Taupo low volume vehicle certifier, Don Fenwick, used to work for some of the greatest rally teams in the world. The self-titled ‘mercenary mechanic’ has a CV that includes a stint with the British-based Rally Engineering Development organization (RED), which prepared WRC-spec cars for clients like the Ford Motor Company, Toyota Team Europe, and Austin-Rover. This brought Don into regular contact with drivers the calibre of Colin McRae and his father, Jimmy, Didier Auriol, Ari Vatanen, and Roger Clark.

At around the same time, in another hemisphere, a young bloke in Pukekohe was making a name for himself in a backyard special. Possum Bourne arrived on the rally scene in this country, full-lock sideways in a 1964 Ford Mk1 Cortina with a 3.5-litre Oldsmobile V8 under the bonnet. Given that the car often finished stages with parts of the surrounding scenery attached to it, it was an arrival every bit as spectacular as that of the junior McRae in Britain.

Don would eventually become part of this Kiwi special's story some 34 years later when he and his late friend, Graham Marshall, persuaded Peggy Bourne to sell the Ford/Oldsmobile hybrid to them in 2012. Possum Bourne had purchased the original white Cortina V8 with its black vinyl roof from its creator, Dave Dixon, in 1978, but promptly rolled it spectacularly at a Kaukapakapa grass-track event and wrote it off. He, and co-driver, Ken Fricker, then painstakingly pulled out the powertrain and placed it in another Cortina body, but the rebuild would only last as long as one of its initial road tests.



Possum relates the story in Bourne to Rally, the autobiography written just days before he was tragically killed in a road accident during the lead-up to the 2003 Race to the Sky hillclimb: “The increased power and torque (of the V8) was hard on the driveline. I found this out the hard way. “We kept the Cortina at Ken’s garage in Karaka, and he had a Maori guy, Jack Kani, working for him. Jack was a big bloke; he played prop for the Ardmore rugby team and weighed around 19 stone.

“We took the Cortina out to check it before a coming hillclimb, Jack sitting on an apple box instead of a proper seat. I used to take people for rides on that apple box at the time, and my sister, Deb, said it was the thrill of a lifetime. “We were drifting the Cortina around a corner when the axle suddenly broke. The sudden locking of the rear wheels tripped the car over, and Jack, with no seat belt to secure him, got chucked out the back window. “He was hurt, but not too badly. It was an absolute miracle that he didn’t break a bone.”

The New Zealand police gave Possum a good talking-to after the incident, but no charges were laid (it was 1979). However, the Pukekohe Car Club did suspend his competition licence for a couple of months. “It was the right thing to do. The break from competition gave me the opportunity to sort out the Cortina.

“We got another body shell to tidy it up (the car’s third), and started beefing up the drivetrain so it could handle a full rally instead just the short burst of a hillclimb.” Possum’s regular trips to the stock car track on the weekends inspired him to persuade his great mate and car-club rival, Max Irwin, that they should fit diffs from Wolseley 6/110 saloons to their rally specials. Max was refining his equally historic rally hybrid – a Ford Mk1 Escort powered by a 4.0 litre Rover V8 – at the time.



“Possum told Max that all the stock car boys were using the 6/110 diffs and that there were plenty of ratios for them,” says Don. There was a forge on the Irwin family farm, so Max suggested that they melt aluminium and pour the molten metal into the Wolseley diffs to lock them before fitting them. “This gave us more reliability,” writes Possum in the book. “For the suspension I installed the front uprights, springs, and Bilstein shocks from a World Cup Escort, and had to fabricate my own bottom arms because of the wider wheel tracks of the Cortina. “I also put in the World Cup Escort’s pedal box and quicker steering rack.

With the V8 sucking fuel through a four-barrel Holley carb, and driving a four-speed Mark IV Zodiac gearbox, it was a pretty smart little car. “It weighed 1005 kilos and developed 260 horsepower.”



A tub of yellow paint that Possum ‘found’ soon decorated the rebuilt Cortina, along with the sponsor’s stickers – Fricker Automotive and Statesman shirts. In Bourne’s first rally as a driver, the car was seeded 61st at the April 1979 start of a Northern Sports Club event through Woodhill forest. It finished third.

Two months later, it recorded a top-five finish in Rotorua’s Rally of the Pines, with Bourne charging through the field after breaking an ignition coil during the second stage. In August that year, Bourne and Fricker won the Riverhead Rally in the Cortina V8.

They were results that caught the eye of the late Geoff Cousins, then the distributor of Subarus in New Zealand, who initiated the long association of Possum Bourne with the brand. But perhaps the greatest impact of the car was the influence that it had on its young driver/owner.

For Possum made the decision to become a motorsport professional while at the wheel of the Cortina V8. “As we moved up the field (during the Woodhill Rally), I began to relax. Then came the moment that defined my life.

“I pitched the Cortina hard through a bend, and in a long line between the pine trees, an ultra-fast straight opened up in front of us. As we accelerated down it, the V8 singing at high revs, accompanied by the pinging of the stones on the underside of the car, I remember thinking: hey, I’ve finally found it – finally found what I want to do with my life.” By the time Don first saw the car in 1995, he also was indirectly hitched to the Subaru brand, through his role as parts manager for Possum Bourne Motorsport.

He had moved back to New Zealand, and would witness the events that would lead to the third rebuild of the car while working for Possum. “Possum had bought the car back (the interim owners were Ian Chitty and David Baird), and had loaded it on a trailer, ready to take it back to his shed at home.



“He was distracted by a phone call, so he went inside, took the call, then came out again, and drove off. Unfortunately, he still hadn’t tied the car down... “It fell off the trailer as Possum drove up the hill on Mill Road, and went backwards into a bank. The boot was pushed in all the way to the rear wheels, and it was lucky that the car didn’t hit anyone when it rolled backwards down the hill.” The car would remain in that condition for the next 16 years. After Possum’s death in 2003, Don started a restoration business for historic cars in Pukekohe, and kept in touch with Peggy Bourne.

“I offered to restore the Cortina for her for no labour cost, but she never took the offer up. Then I sold my place up there and moved to Taupo. “When Peggy sold the house on Mill Road, she found some Minilite wheels that Possum had bought for the Cortina, and asked if I’d like to buy them. I replied that I’d buy the wheels if I could also buy the car that Possum had wanted to put them on. That’s how Graham and I got to buy the car in 2012. “It was still in the same condition following the Mill Road crash, and I thought: what the hell have I got into here? “It was a good thing that I had lots of old Cortinas at hand... three of them lost their lives to give their bits to Possum’s car.”

Although he was careful to keep the car original, going to great expense to restore the Autosport seats instead of replacing them, Don upgraded the transmission and roll cage during the restoration. “The cage was quite dangerous, and the Zodiac gearbox was replaced by a ZF five-speed from a Maserati. The Zodiac box will go wherever this car goes, in case someone wants to keep it original.

“It (the ZF) provides a wider spread of ratios and this helps keep the V8 cool when I take it to a track. “She’s quite hard work to drive though. Although it is quite a balanced car by the way the front cylinders of the V8 are mounted in line with the front suspension struts, there’s no power steering.



“After five laps, I have a face like a beetle’s.” Fortunately, Don’s 1963 Lotus Cortina replica sates his appetite for oversteer, and he and wife, Adrienne, have been regular competitors in Targa events.

Meanwhile the red 1965 Cortina GT, also ex-Possum, that shares space in his garage with the V8 and faux-Lotus, is being restored so the couple can take a quiet tour of the South Island. It’ll certainly provide a change of the pace for the Fenwicks.

LIVING LIFE 1/4 MILE AT A TIME

By Simon Peryer

I've been hitting the drag strip a bit lately. I've traditionally not really been into drags, preferring to go around corners. I always felt there wasn't much to it, just build some horsepower and floor it.

However, having started to get into it, there is in fact quite a bit involved and I'm starting to really enjoy it. So I thought I'd run through some of the basics.

There are a bunch of classes in drag racing depending on speed and specification, but the class I fit into is **Super Street**. This is for street legal cars slower than 11.0 secs for the 1/4 mile. The racing is handicapped through **DYO** (dial your own time), as opposed to heads up for an outright win where both cars leave at the same time.

DYO means you select your own target **ET** (elapsed time) and you need to get as close to that as possible. Go faster and you lose (**break out**). The handicapping is designed so that both cars cross the line at the same time in theory with the first across the line the winner.

Racing protocol:

Once you are called forward, you are positioned into the **burnout box**, which has water to enable you to easily spin the tyres, getting them hot and removing debris.

The lights: when you roll up to the start, there are a few sets of beams. The first one is **pre-stage** which will light up when your front wheels cut the beam. You then need to wait until the other car also pre-stages, which is called a **courtesy stage**. You essentially give them time to do a burnout etc, since otherwise once you pre-stage, the opponent has a set time to also stage.

Once both cars have pre-staged, you roll forward through the second beam until the **stage lights** light up. The starter will then hit the button to trigger the start lights and the three yellows and then green will light up consecutively 0.4 secs apart. (In the faster classes all the yellows come on together.)



Once the green comes on, you go. Although in reality it takes time for the drivetrain to take up slack and start moving the tyres, so I hit the gas just before the 3rd yellow light comes on.

Once you have crossed the 1/4 mile finish line, you've done your run successfully, as long as you kept in your lane, didn't hit the wall or timing gear and didn't blow up leaving a mess on the track. You then slow down and turn off into the **return road**, making sure you give way to the car on the inside line. You don't want to cross in front of another car in case they have trouble stopping.

At the end of the return road you will get a time slip. If it's yellow, you have lost. The winner gets the white slip.

Unfortunately, the one on the right is yellow. I was in the Bolwell and had a dial in time of 12.30, vs the guy who had a dial in of 12.50, so he left 0.20 secs before me.

My R/T **reaction time** (the time from when the light goes green until you break the beam) was a respectable 0.070 secs, but he bettered me with a time of 0.061.

I actually **broke out**, going faster than my dial in with a time of 12.286 (14 thousandths of a sec faster). He also broke out, but was only 12 thousandths faster at 12.488, so he got the W. That's how close things get, losing by 2/1000's of a second!

At the bottom of the slip it shows **Right 1st** by 0.0072 secs. That's the time difference across the line. The reaction time difference + gap to DY0 difference. The **Right MOV** (margin of victory) is the winning margin, which was 0.0022. Usually the 1st & MOV are the same, except if there is a break out.

NAPA AUTO PARTS DRAGWAY
WELCOMES YOU TO
NAPA COMP MEETING 5
SATURDAY 27 APRIL 2024
NEXT MEETING:
NAPA FUN DAY
SUNDAY 28 APRIL 2024

5:07 PM
30/APR/2024

	AEROFLOW	1ST AUTO PARTS
-----	LEFT	RIGHT
!		
Car # ...	3504	557
!		
Class ...	5/ST	5/ST

DIAL ...	12.30	12.50
R/T070	.061
60' ...	1.937	1.727
330' ...	5.320	5.108
1/8000	7.939
MPH ...		86.57
1000' ...	10.333	10.384
...		
!		
1/4 ...	12.286	WIN> 12.488
MPH ...	115.16	99.86
!		
Right 1st	.0072	
Right MOV	.0022	
CompuLink AUTOSTART ON !!		

Rnd # E2	486/485	
..... CompuLink StarTRAK 2012		

In that race, the guy got ahead, then hit the brakes to ensure he only just beat me across the line, thus his **MPH** (speed across the 1/4 mile line) was only 99 mph vs my 115 mph. That's how some of the regular competitors do it. Dial in a time you can comfortably run and make sure you beat the other guy across the line by the smallest of margins.

Also on the time slip is **60' time**, which is a good indicator of how quickly you get off the line. My time of 1.93 secs is not great, but then it's pretty hard in a manual car trying not to spin or bog down.

The slip also shows the **1/8th mile** time (missing for me on this slip for some reason). Some tracks or events only run to the 1/8th mile. Note that in general the 1/4 mile time is just over 50% more than the 1/8th time. So if you take 8 secs to the 1/8th mile, you'll do just over 12 secs to the 1/4.

Cortinas on the drag strip:

So how do standard Cortinas do in the 1/4 mile? By modern standards, not so fast, but a lot has changed since the 60/70's.

	Weight (kg)	Power (HP)	HP/Ton	1/4 mile (secs)	Top speed (mph)
Anglia 105E	737	39	52.9	23.9	72
Consul Capri 335	946	54	57.1	21.7	82
Mk1 Cortina	787	57	72.4	21.0	81
Mk1 Cortina GT	888	74	83.3	18.7	94
Mk1 Lotus Cortina	892	105	117.7	17.6	106
Mk2 1600	857	75	87.5	19.3	88
Mk2 1600 GT	950	80	84.2	18.9	96
Mk2 1600E	990	80	80.8	19.1	96
Mk3 2.0L	1,000	98	98.0	17.8	105
Mk4 2.0L	1,114	98	88.0	17.9	104
Mk4 4.1L	1,160	123	106.0	17.0	112
Mk5 2.0L	1,150	99	86.1	17.7	106

A Mk1 1,500 would do 21 secs flat at 81mph which is a fair bit faster than the 105E Anglia. The Mk1 GT was quite a bit quicker again with the 1/4 time dropping by over 2 seconds to 18.7 and the top speed well up at 94mph. The Lotus Cortina could shave another second off the GT's time to do

the 1/4 mile in 17.6 secs and top speed was up again to 106mph.

While the Lotus Cortina is revered, it is interesting to note that the 2.0L Mk3/4/5 have almost the same 1/4 mile time and top speed as the Lotus!

Meremere Drag Strip:

The first sanctioned drag meeting in NZ was held way back in 1966. The racing was held at the open cast coal mine at Kopuku, south of Auckland and not too far from the future site of Meremere Dragway. With a crowd estimated at a thousand, and with 60 entries, this was a milestone event for drag racing in New Zealand. Racing continued to grow and after a televised race in 1970 at Kerrs Rd, Manukau, a

Meremere construction 1971-73



Meremere local, Len Rankin, got together with the Pukekohe Hot Rod Club and the NZHRA to build a strip on his 227 acre farm.

Being in the earth-moving business, Len had it all worked out. Clear the trees, drain the swamp, move a large portion of the hill into the swamp to make up the levels, and build the drag strip. It was a massive and expensive construction, but was finally completed in 1973 and still runs successfully to this day.



Kopuku 1967 (note the brand new Mk2 Cortina)

NZ CORTINA DATA

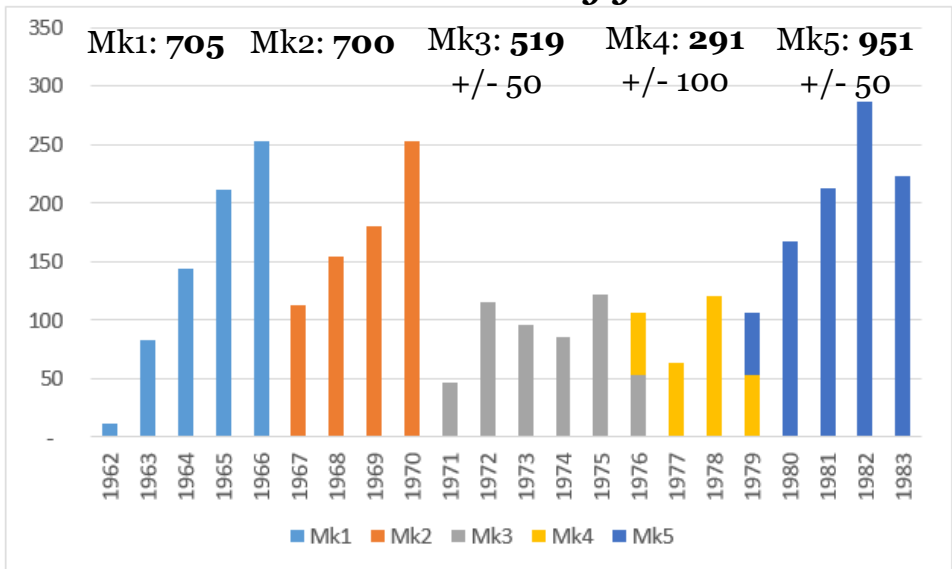
By Simon Peryer

I had a bit of a trawl through the Waka Kotahi (NZ Transport) database and was able to extract a bit of info on the Cortinas in NZ, all 3,165 of them in the system (registered or rego on hold). At the risk of sounding like a nerd, there was some interesting information.

I had read that the Mk4 Cortina was the rarest model in the UK, so I was interested to find out if it was the same in NZ.

The data has partial chassis numbers and both the Mk1 & Mk2 Cortinas have distinct numbers, but not so for the Mk3 to Mk5. So I can't get exact numbers for Mk3 to 5, but I can go by year model more or less.

Cortina numbers by year



It's interesting to see that Mk5 Cortinas are the most common and the Mk4s are the least common, which is what I would have expected looking at TradeMe. The Mk4 had a relatively short production span before the Mk5 came along, but even then, not a huge number are around by year.

It's also interesting to see that there are similar numbers of Mk1s as Mk2s and that the most popular year for each was the last year of production.

Mark 1	Saloon	GT	Lotus	Station wagon	Utility	Total
1962	12	0	1	0	0	12
1963	76	2	8	7		83
1964	125	10	8	18	1	144
1965	189	42	0	22	1	212
1966	231	42	15	23		254
Total	633	96	32	70	2	705

Of the Mk1s, around 14% are GTs, although they are very rare in Pre-Aeroflow form. There also seems to be 32 Lotus Cortinas in the system, although I don't think that is correct as none are showing in 65 and I know there are some around and 1 is 1962 (it's a 1,200 113E!).

Mark2	Saloon	GTE	GT	1600E	Lotus	Station wagon	Convertible	Total
1967	66	0	35	1	7	3	2	112
1968	104	0	28	5	8	9	3	154
1969	129	0	29	9	6	8	0	181
1970	232	87	11	5	0	5	0	253
Total	531	87	103	20	21	25	5	700

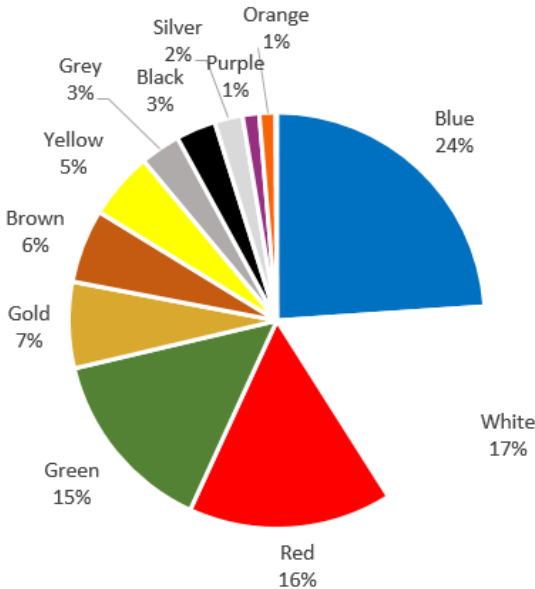
For Mk2s, most were locally assembled, although the GT, 1600E and Lotus were not assembled locally, so all of these were imported.

NZ of course fixed this situation with the introduction of the NZ only GTE in 1970. The GTE was pretty much a GT with vinyl roof, Rostyle wheels, side stripes and spot lights. A great looking and popular package. Around a third of the 1970 Mk2 Cortinas in the system are GTEs.

Mk2 Lotus's seem to be rarer than Mk1s, which is not surprising. Mk2 Station Wagons also seem rarer than Mk1's with only 25 left, including Rod & Judy's very rare GT, apparently 1 of only 4 in NZ.

I then had a look at colours. These are the colours that cars are painted now, not necessarily the colour they came out from the factory.

Cortinas by colour



In a modern world with a sea of white, grey and black, it's refreshing to see all the blues, reds and greens. Although white is still the second most popular colour, including the Lotus of course.

Over the years the fashions changed. **Brown** only makes up 2-3% of the mid 60s cars, but makes up 23% of the 1979 cars. The time of side-burns and bell-bottoms!

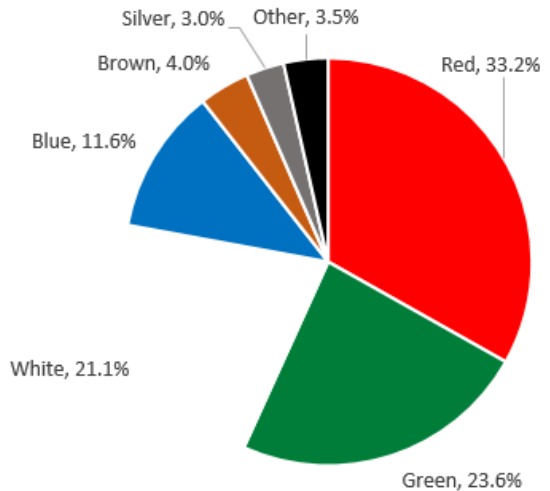
Brown interior is also less likely to discolour from ciggie smoke!

Likewise **yellow** makes up 1% of the 60's cars (was it even an option?) but makes up 18% in 1976. The Mk3 looks fantastic in yellow!

Gold only makes up 2-3% of cars in most years, except in 1970 with the GTE (it was the most popular GTE colour) and it was also a popular colour with the Mk5, making up around 18% of Mk5s.

For Mk1 & 2 **GTs**, it's not surprising that red is the most popular colour, since everyone knows red cars go faster! Nearly a third of GTs are red.

Mk 1/2 GTs by colour



The GT colour scheme contrasts to that of the **GTE**, where some great metallic colours were on offer. Green, gold, silver and blue.

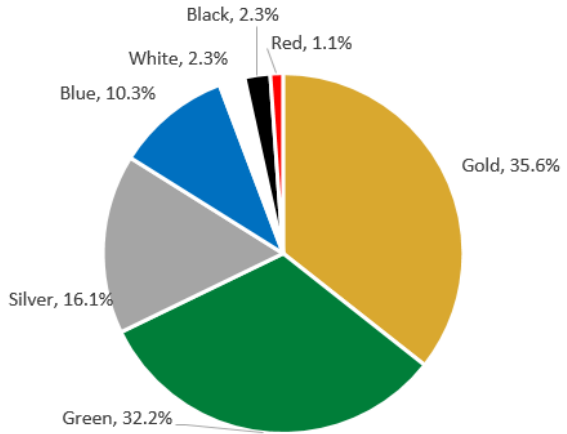
The GTE was only available in these 4 colours, so all the others must have been repainted.

Lastly, I Looked at the **engine sizes**.

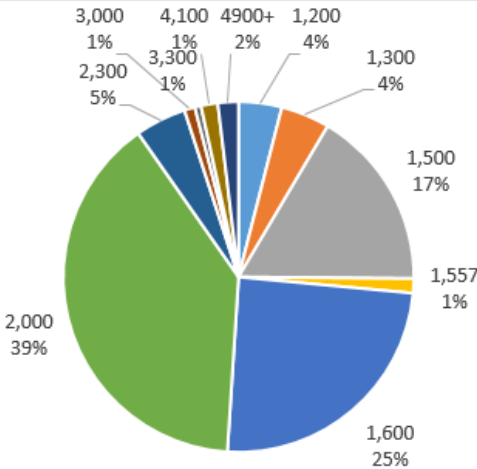
The most common engine is the 2L, which was the staple for the Mk3 through to the Mk 5. The **Mk 1** is mostly 1500cc, although a fair number now have 1600s and 9 have V8s. Who would do that?!

The **Mk2** initially came out in 1500 then quickly moved to the 1600, so most are 1600cc, although quite a few have the 1300cc. 60% of the **Mk3s** have the 2L Pinto, with 28% having the 1600cc. The others are mainly Aussie 6's & V8 conversions. With the **Mk4**, it was the 2L all the way. The 1600 is less common with as many Aussie 6's as 1600s. The Mk4 is the most likely to have a V8 conversion, with 6% compared to 1.9% of total Cortinas.

Mk 2 GTEs by colour



Engine size in cc



The **Mk5** is predominantly 2L with even less 1.6Ls, although there are a good number of 2.3L V6s.

Mk 1	
1200	17%
1500	65%
1557	4%
1600	7%
Other	7%

Mk 2	
1300	14%
1500	10%
1557	2%
1600	68%
Other	6%

Mk 3	
1300	5%
1600	28%
2000	60%
Other	7%

Mk 4	
1600	13%
2000	65%
3.3,4.1	13%
Other	9%

Mk 5	
1600	6%
2000	75%
2300	16%
Other	3%

MEMBERS' CARS—Peter Bell

The following is a letter from the original owner of Peter Bell's Lotus Cortina from Florence Crawford who was the wife of Graham Mitchell at the time the car was purchased:

“My husband and I sailed to England on August to September 1965 for a two year OE. We both got work immediately and stayed in the working area of Surrey.

Out one Sunday, we called into a garage in Guildford and spotted this car on the showroom floor. I decided we would buy it and ship it home to NZ. From what I can remember in those days the car had to leave the UK within 12 months, otherwise you were liable to pay the VAT. We spoke to the salesman, who arranged a day for us to go and sign up for the car, which was a Corsair.

On the day for signing, we were told that some part of the engine was not available in NZ if repairs were required, so we pointed to the other car in the showroom and said “Could we take that one?”, which was the Cortina. The VAT had already been paid on the car, but the salesman said it was not a problem for them to get it reversed. We both signed up there and then and if I remember rightly, it was £800

One problem was that we were off to Europe for 9 months and on our return to the UK we were sailing straight home to NZ. So our salesman was given the keys and he used the car during the summer months to put mileage on the clock.

That was the last we saw of the car until we got a ring from Shortland Ford that the car was ready to pick up.

In 1968 we purchased a 14 acre property up the Kauaeranga Valley in Thames, which was on a metal road and being a bit low to the ground, we had a metal sump guard fitted.

In due course, having a mortgage, we decided to sell the car, which was the whole idea in the first place. We sold the Cortina and bought a Hillman Minx and the rest went to pay off the mortgage.

I believe a young man from over Matamata way purchased the car and didn't have it long before he crashed it.

Looking back, it's hard to believe we bought the car and had hardly driven it until we got home to NZ. Even in those days in the UK they were not a common sight on the road.

I was working on the forecourt of Hook Heath Service Station in Woking and one of the clients sold swimming pools and one of the salesmen had one and that was the only one we ever saw. The salesman himself stated at the time that it was quite an exclusive little club."

The Lotus made it's way through a couple of owners before Steve Hayward bought it from Warkworth, taking friend Peter Bell along for the ride.

A while later, Steve was selling it and 3-wheeling it on a test drive around Maraetai when a gudgeon pin in the engine gave out. It was with the broken engine that Peter Bell bought the car in 1982, over 40 years ago. Peter then embarked on a meticulous restoration which took decades, making sure every detail was correct along the way.

After all the years of restoration, Peter is now using the Lotus as it was designed, frequently taking it out and about in club events with wife Raewyn, although not usually on 3 wheels!



NON- MEMBERS' CARS—JAKE SWAN

On an American Muscle Car Club run to Whakatane, the club was able to check out the collection of an interesting chap by the name of Jake Swan. The club visited 5 collections over the weekend, ranging from immaculate high end big dollar, to Jake's collection. Also big dollar, but some far from immaculate.

Jake has a penchant for rare early big block Mustangs and Camaros ... and then Model A Fords and Mk2 Cortinas. An interesting mix for sure. Among the Camaros & Mustangs was a mint orange 1969 Camaro Pace Car and a very rare 1967 Mustang, one of a very few to get the 428ci big block engine in 67.

And then we come to the Mk2 Cortinas. Jake had 2 properties and at the first one we visited he had a series of containers with some of the better cars. These included a LHD Mk2 Cortina 2 door GT in lovely condition. I noted that the WOF was out only a year or 2.

At the 2nd property which comprised a couple of houses he owns next to each other, the back yards and sheds were completely full of cars, engines, panels and parts. When I say full, I mean we had to squeeze and duck to make our way through. Everywhere you looked were valuable piles of metal. There were 3 or 4 brand new Dynacorn bodies for Mustangs and Camaros, as well as rare Hemi engines.



One shed had us fascinated as the grass on the inside had grown so long that it had formed a curtain!

As for the Cortinas, there was a quite nice Mk2 Lotus from California, not yet compiled. It was in red as the Mk2 Lotus came in a variety of colours. Jake said it



had some rust I the wings, so that was on the repair list using parts from some of his many donor cars. He also had a Mk2 2 door GT, completely buried in parts and weeds, with grass growing through the open window. It seemed solid enough.

Jake was soon to turn 65 and I think he has enough projects for a very long retirement!



ALL FORD DAY ARDMORE

07-Apr-2024

By Rod Peat

After last year's inaugural All Ford Day at Ardmore, when the weather played havoc with the venue and the cars, we were all hoping for a better day this year, and so it turned out to be.

About 7 Cortinas turned up at the Z Service station in Papakura and promptly at 8am we took off for Ardmore Airport. There were no problems with navigation this year and we were soon in our allocated spot on the grass. We ended up with about 13 Cortinas, Peter Bell and Neil Fraser had their Mk1 Lotii side by side and the rest of us parked up opposite.



With the usual efficient team work the gazebo, the flags and the banner were erected in plenty of time for the public opening at 9am.

We were joined by Mark and Clare from Thames in their very nice Mk5 and by Dave Liley from the western suburbs in his tidy Mk1 - hopefully by now they have become members of our club. Brian McKee and Veronica were in Auckland from Ohau visiting Auckland rellies, so they made a welcome addition to our numbers. Daryn and Denise didn't have far to come from their home in Hunua, unlike Graeme Hosking who drove up from Hamilton. The Eyres, JoAnne and Alan (Plumber) from Pukekohe had their cherry red Mk1 GT looking immaculate as usual and Wayne Milford in his Mk3 Estate, brought



Steve Hayward's Mk1 and Bryan McKee's Mk2

his kids along and cooked up some tantalising smelling steak for their lunch.

John Gardner parked his Corsair with us, but he'd parked his Ford 8 convertible and his Aussie assembled Prefect with the other earlier models. Mike Jones, Rachel and Alexander had been a bit tardy in arriving so parked the Crayford Mk2 Lotus and the GT Corsair away from our spot, as did Matt Walters who had his nice Mk1 ute there, with a for sale sign on it. Steve Hayward had his Mk1 looking spic and span after the drenching we all got at Lloyd Elsmore Park a few weeks earlier, and the Kitzens, having arrived early being on the organising committee, parked the 2 door Mk3 GT Cortina and their period Transit van to mark out our space. Thanks to them and their



group for the work they put into the event every year.

As it was the 60th Anniversary of the first Mustang, naturally they took out a few prizes, but the overall top prize this year went to a really immaculate GT40, which was parked next to us,



and a well deserved winner it was.

So, that's it for car shows for a while, our next outing in May will be up to see Allan Woolf's collection of automobilia in Whangaparaoa and a cafe lunch somewhere afterwards.

See you all then.

WOOLF'S SHED VISIT

19-May-2024

By Rod Peat

The 19th of May turned out to be one of those autumn days that make autumn special – blue skies, very little wind and crisp morning with the sun coming out to warm up the air to make you feel happy to be alive.

About a half a dozen cars met at McDonalds in Greenlane and we shot up the motorway to meet more of the crew in Silverdale. There was a mix of vehicles on the journey up to Whangaparaoa. Kyle and Rhonda Smythe who organised the tour were in their lovely Mustang, Peter and Heather Lloyd with Mal and Pam Clark were in the Lloyd Mk 3 Zodiac and president Simon was in Julaiha's Mercedes AMG as his Cortina was being retuned after the new engine had done its running-in mileage. Andrew and Heather Bayliss, Peter and Raewyn Bell and Mike Jones with Rachel and Alexander made up the Lotus contingent. Nick Oliver, whose UK family Mk 1 Lotus has arrived in NZ but is going through certification, joined us in his every day car, Alan and Jo-Anne Eyre represented the Mk 1s with their GT and Judy and I upheld the honour of the Mk 2s in our wagon. Paul McCarthy and Sarah were at the venue in their Lotus to welcome us in.



Colleen Woolf and her family had laid on a magnificent morning tea which we enjoyed as we marvelled at Allan's collection of cars and looked at the memorabilia that the Woolfs have collected over their decades of involvement in motorsport. Allan's business for many years was Woolf Mufflers.



Colleen welcoming us to the Woolf collection, while Rod tucks in.



Early Morris Cooper S

Sue, Allan and Colleen's eldest daughter married Paul Adams, who was a well respected rally driver in the 70's



and 80's.

They made up their family Race and Rally team along with John Woolf who was tragically killed in a freak rally accident in the

USA in the early 1980's.



Lovely pre-war Singer

I well remember Allan and John in a 3 litre Capri competing in Heatway rallies and John in an RX3 doing events alongside Paul in his BDA Escort. They always had well presented cars and possessed driving skills that always saw them at the pointy end of the field.



Kyle & Rhonda's Eleanor Mustang next to Andrew & Heather's Lotus

We left the shed at about 11.30 and headed off, lead by Kyle and Rhonda who had plotted a run through Orewa up to Wenderholm for a photo opportunity for the cars. We then headed to Dairy Flat for lunch at the De Hot Bar & Grill at the North Harbour Sports and Country Club where we were joined by Peter and Nicola Gould. We sat around a large table outside, enjoying the platters of delicious finger food provided by the Smythes accompanied by a few bevies.



It's great to be out and about in our cars with like minded people with whom the conversation never runs dry and tall tales are retold as well as new memo-



ries created. Many thanks to Kyle and Rhonda for putting together the visit and the run – all venues were well chosen making it a really enjoyable day.

CENTRAL OTAGO RUN

19-May-2024

By Ryan Mabey

Hi Cortina Family,

For the past few Months I have been organizing car runs down here in Central Otago and have generated quite a bit of interest with like minded people going out for Lunch and a beer every third Sunday of the Month.



Our most recent run we have done, saw 9 cars meet at the Cromwell fruit carpark at 10 30 Am and set off at 11 for a beautiful drive up to the Historic Beaumont Hotel in between Roxborough and Lawrence.

We met 6 other cars there who decided to come up to meet us from Dunedin and Balclutha ranging from Cortinas, Escorts and Anglias.



There was only one minor breakdown on our way home with one of the cars, Ironically breaking down outside the local mechanic and Ford Garage owners house in Roxborough so it was in safe hands for the night until the issue was resolved the next day.



Over all it was a fantastic day enjoyed by all. If your keen on joining us for future events contact me on Facebook or by phone on (0220106837)

Safe Travels

Ryan



SOUTH ISLAND RUNS

25-May-2024

Tim Hanifin

Shed raid, Ashburton

Ashburton parts shed, car museum and lunch was spot on, weather was amazing too, good little turn out for a short notice cruise, thanks for coming guys.



26-May-2024

Neville Corry

House of Hops Brewery, Geraldine

Trip to the House of hops brewery in Geraldine for lunch and then to the Route 79 car and machinery museum. Three cars and seven of us enjoyed a great lunch with great company. All agreed we need to do it a bit more so it can only grow from here.



09-June-2024

Buck Harrison

Chrome & Coffee, Kirwee

Every second Sunday of the month there's a Chrome and Coffee morning at Kirwees Thirsty Acres Bar and Restaurant near Darfield. Dan and wife Heleni took their Mk1 and Mk2 Cortinas and I took the Mk 5. Plenty of interest in particularly the Mk 1 and Mk2. Would be great for the Club to do a run for this, the Pub's Manager is a car buff and spends a lot of time with the car



07-April-2024

Matt Smith

Canterbury Ford Sunday, Kirwee

Organised by the Classic Cortina Car Club, there was a staggering attendance of 104 cars, the showgrounds filled with Cortinas, Escorts, Capris, Anglias, and many other small Ford models. The Small Ford Sunday show at the Kirwee Showgrounds will undoubtedly be remembered as a highlight in the club's calendar, leaving attendees eagerly anticipating next years show.



PAUL SMITH'S SHED RAID, WAIUKU

16-June-2024

By Rod Peat

The 16th of June was an interesting day in more ways than one. Jo-Anne and Alan (Plumber) Eyre had taken on the task of organizing a run to Waiuku to visit a couple of car collections. One of the original venues was unavailable, luckily the Eyres local knowledge unearthed another one.



The run started at what was the Jolly Farmer in Drury and took us through some Karaka residential areas before moving out to the more rural Kingseat and Waiau Pa then out past the steel mill and on to Waiuku.

The first shed we visited was Paul Smith's collection of vehicles and memorabilia. All his items are neatly presented as the pix show and the NZ number plates from the 1st of



Steve, Jeff & Terry next to Jeff's 1500 Anglia



the black ones to the more current of the white ones is most impressive. He and Vicki kindly provided morning tea which was most appreciated.

The pictures tell a 1000 words so I'll let them do that.



Tractor pedal cars





Hosts Paul, & Vicki with Chris Kitzen

Lunch was at a cafe in the same building as the Knight and Dickey collection, a local Waiuku contractor.

It is in an old supermarket building so is quite big and it's absolutely chokka with every-thing mechani-



Getting hangry, waiting for lunch!

cal, from old 50cc mopeds through to large trucks, many tractors and even old lawn mowers.

All the kind of gear you'd find in a rural settle-ment.

All in all, a great day and well enjoyed by all those who took part.

Thanks to the Eyres for organizing, especially the interesting titbits in the instructions and the questions at lunch.

A great effort.



Who remembers TEAL & NAC ?



HOT ROD CORTINAS

By Simon Peryer

To all the haters of V8 Cortinas, the following are taken from a pile of old NZ Hot Rod magazines, showing NZ's rich history of engine transplants.



Sep 1987

**Wayne Topp's "Mellow Yellow"
402 Chev powered '66 Mk1**



May 1979

**Don Spice with 272V8 in an
Auckland Hot Rod Club
hillclimb. He holed the sump
after an off, but continued in
the family Mk1**



Jan 1984

**Wide-rimmed Mk1 Ford Cortina run by Alex
Hogg, and Ford V-6 powered.**



Mar 1976

**Peter Philip with strong 327 Chev
powered V8 Cortina**



June 1972 (ex Arthur Moffatt Lotus)

Fairburn Team's 283 Chev powered custom ran in low 17's, not enough to match that Cortina of Richard Moon's with 289 Ford power! Moon's best was 16.2.



Dec 1972

**Murray Keely from Cambridge
with Chev 302 V8**



Dec 1986

**Tidy as a pin, flame-red Mk1 Cortina with
245ci Hemi Six was driven by Mike Peaic
from Kumeu, carded 15.249 at 93.07mph.**



Feb 1973



Gerald Hargreaves rolling his Cobra Cortina at Ruapuna



Dec 1987

**One of the quicker door slammers this series
was Peter Tetley with his 13.6-sec 289 '67
Cortina.**



Dec 1986

**Alan Cook's 350 Chev powered
Mk 3**

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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
Enquiries to editor simonperyer@gmail.com

Cortina Laminated Windscreens

Mk1 – (green band)
Mk2 S1 – (blue band)
Mk2 S2 – (green band)
Mk3 – (blue band)
Mk 4 or 5 – (blue band)
Prices POA
Contact Bob at Wilson Windscreens 03 308 8485
or office@wilsonwindscreens.co.nz

