



***Featuring:
The Morrari recreated***

Oct 2024

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Submission deadline for the next magazine is 31st Dec 2024
These can be emailed to simonperyer@gmail.com

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CLASSIC CORTINA CLUB EVENTS

October

- 11-13th **VCC Swap Meet & Display**, Mcleans Island
Sun 12th **Howick Village Hop**. Picton St, Howick
Sun 12th **Avon City Ford Show & Show**, Christchurch
Sat 19th **Autospectacular**, Edgar Sports Centre, Dunedin
Sun 20th **Central Otago run**. Every 3rd Sunday by Ryan Mabey
25-27th **Cortina Nationals**, New Plymouth (details in following pages)

November

- Sat 9th **Te Anau Motorama**, Te Anau rugby grounds
Sun 17th **Central Otago run**. Every 3rd Sunday by Ryan Mabey
Sun 17th **Auckland Run with a difference**. Details TBC
Sun 24th **Stragglers Charity Car Show**, Lake Karapiro
Sun 24th **All Comers Car Show**, Caroline Bay, Timaru
Sun 24th **Selwyn Motor Fest & family fun day**, Rolleston
Sat 30th **Cortina Club AGM**. Auckland venue TBC

December

- Sun 15th **Central Otago run**. Every 3rd Sunday by Ryan Mabey

2025

January

- Wed 1st **VCC Little River Domain picnic**, Banks Peninsula
11-12th **Historic GP, Celebration of Ford**, Taupo Motorsport Pk
17-19th **Kumeu Classic & Hot Rod Show**, Kumeu Showgrounds
Sun 19th **Auckland Cortina Xmas picnic lunch**. Venue TBC

February

- Sun 9th **Ellerslie Car Show**, Ellerslie Racecourse
Sat 22nd **Hanmer Motorfest**
Sat 22nd Top of the South Motor Show – Richmond A & P Show Grounds

March

- 26-30th **Beach Hop**, Whangamata

April

- 18-20th **Wheels at Wanaka**, Australasia's biggest all vehicle show



CLASSIC COVER
ELLERSLIE CAR SHOW

**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**

Venue change to Garrisons, Sylvia Park for Oct, Nov. Dec TBD 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**



TAKING CARE OF PIGMENT
LAWLOR MOTOR & FINANCE
MEMBERS SPECIALISTS

AUTOSPECTACULAR
Dunedin 2024

This year's charity is
Otago Kidney Society

EDGAR SPORTS CENTRE
SATURDAY 19 OCTOBER 2024, 9AM - 4PM
\$10 ENTRY \$20 FAMILY

The poster for Autospectacular Dunedin 2024 features a collage of classic cars including a red convertible, a dark classic sedan, and a black classic car. It includes the event title in large, stylized letters, the charity partner 'Otago Kidney Society', and the venue and timing details.

**Wheels AT
Wanaka**

ThreeParks

The logo for 'Wheels at Wanaka' features the text in a stylized, flowing font over a dark, circular background with a wheel-like pattern. Below the main text is the 'ThreeParks' logo, which consists of three stylized mountain peaks.

TE ANAU MOTORAMA

EST. 2022

The logo for Te Anau Motorama is circular with a green border and a white background. It features illustrations of a red classic car, a blue classic car, and a vintage motorcycle. The text 'TE ANAU MOTORAMA' is at the top and 'EST. 2022' is at the bottom.

CELEBRATION OF FORD

Ford

HISTORIC GP

20 25

FORMULA ATLANTIC REVIVAL

The logo for the Celebration of Ford Historic GP is circular with a blue background and a white border. It features the Ford logo at the top, the text 'HISTORIC GP' in large, stylized letters in the center, and 'FORMULA ATLANTIC REVIVAL' at the bottom. The numbers '20' and '25' are on either side of the central text.

KUMEU

**CLASSIC CAR
HOT ROD**

FESTIVAL

The logo for the Kumeu Classic Car Hot Rod Festival is a red, shield-shaped emblem with a white border. It features the text 'KUMEU' at the top, 'CLASSIC CAR HOT ROD' in the center, and 'FESTIVAL' at the bottom.

Repsco

BEACH HOP

ALL COMERS

CAR SHOW

CARS, UTES, MOTORCYCLES | 10-2PM

\$10 PER CAR ENTRY FEE
GOLD COIN SPECTATOR FEE

24 NOVEMBER 2024 | CAROLINE BAY, TIMARU

The poster for the Repsco Beach Hop All Comers Car Show features a central image of various classic cars and a motorcycle. The text is arranged around the image, including the event name, date, time, and location. The background is decorated with a border of international flags.

AREA MEETINGS

Meguiar's Coffee & Cars

Back on again Oct 20th. Then check Facebook for following dates.

Auckland showgrounds, Greenlane.

Caffeine & Gasoline

Last Sunday of the month.

Hampton Downs top carpark. 10-12:00

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

Mandeville Monthly Car Mecca

2nd Sunday of the month. Mandeville Shopping Centre, Platform Bar & Café.

Matt Smith Cortina Club contact.

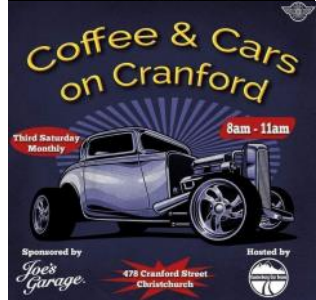
Kustom Car Club Breakfast - First Sunday of the month Kustom Car Clubrooms, McLeans Island, Christchurch

Coffee & Cars on Cranford

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



Mandeville Monthly Motor Mecca
1 past event - 48 members



2024 CORTINA NATIONALS

25-28th October

Location: **New Plymouth**

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



Itinerary:

Friday

- **5:30-9:00pm:** Registration at Timandra Room, Plymouth International Hotel
- Relaxed and informal social night mixing and mingling

Saturday

- **8:30:** Show and Shine, East End Beach, New Plymouth. Hot Waffles, food & coffee vendors, car show, car boot sale.
- **11:30:** Run along spectacular southwest coast for lunch
- **12:30:** Lunch and activities at Rahotu. Lunch available from food vendor.
- **2:15:** Car run around the mountain to Inglewood.
- **3:15:** Workshop visit to CSR (Custom Street Rides), Inglewood
- **4:15:** Return to New Plymouth
- **6:30:** Sat night shindig at the Auto Lodge. 60-80's dress up theme, with team trivia contest.



Sunday

- **9:00** Meet at New Plymouth Raceway for car run
- **10:00** Car run along some spectacular local scenic roads to lunch at a private car collection.
- **11:30** Shed raid and lunch. Food vendors. Fun team games.
- **2:00** After lunch will return via some more local scenic roads.
- **5:30** Casual meetup in the bar area at the Plymouth Int'l.
- **6:30** Evening formal function at the Plymouth International will include prize giving, auction

Monday

- **8:00** Breakfast at The Hideaway (Holden Museum).



It's not too late to register. Even if you just want to come along for the Car Show on the Saturday

For more information:

Email: info@classiccortina.co.nz
<https://www.classiccortina.co.nz/events/>

Phone: Simon Peryer 0273856347

Thanks to our Sponsors:



WELCOME TO OUR NEW MEMBERS

Tony & Claire Field

Albany

1965 Mk1 GT

Built in Dagenham and first reg in NZ Nov 65 in Howick. Interior seems to be all original had a repaint approximately 22 years ago. Starts great and drives and rides well. The MK1 GT has been a dream car since the age of 17, only took 51 years to get one.



Chris Greaney

Napier

1965 Mk1 GT

Originally owned by his father, 37 years ago it was sold to his friend. He drove it for two years and then started a resto. It remained stripped down for 34 years until Chris got it. He spent two years restoring it to a period boy racer car. It's all original apart from the exhaust, wheels and twin sidedraughts. He has all the original parts to return it to factory.



Greg Stokes

Whanganui

1973 Mk3

Greg purchased this car from Faye Sedgley of Christchurch. It is a 1968 Mk 2 1600 auto. One owner with all original receipts from purchase and has 69,000 miles on the clock.

The plan is to use it, enjoy it and maintain it in this survivor condition. Looking forward to enjoying events with the club too.



Grace Conway

Orewa

1970 Mk2 GT

Bought the car in 2007 from Christchurch at 17yrs old. Had fun driving it before storing until I had adult money and time to restore. Have spent the last two years restoring it and it's now ready for the road again.



Michael & Olena Nottage

Christchurch

1978 Mk2 Escort

“I purchased the car in the early 2000's from a work colleague of my son's. The engine was tired but a few years later it finally gave up when my daughter was using it. I got a second-hand M711 motor

which I had reconditioned. In 2011 I parked it up as it had a few issues, then in Christmas 2015, I decided to start the rebuild with the car going to my panel beater in early February 2016. It was a slow progress rebuild finishing in mid-2019. Since then a 5 speed Sierra gearbox has been added, the 4.1 diff was exchanged out to a 3.9 ratio and the motor was rebuilt again before the 2nd COVID, a new downdraft Weber was added last Sept, all this work was done by Brent at Raycroft Auto. In Jan 2023, we took the car on its first road trip down around the MacKenzie basin and Jan this year was the Marlborough, Nelson and West Coast road trip, both times it was a pleasure to drive and we always got the thumbs up.“



Geoff Binns

Palmerston North

Mk1 Escort (yellow 4-door)

“It would appear that it has been a Manawatu car for a lot of its life. Standard/original apart from period mags and Mk2 Escort front seats. Has recently had a ‘closed door’ repaint in original colour due to rust repairs from being stored outside by 2 owners ago. “



Brendon Stevens

New Plymouth

1982 Mk5 Cortina

“The wife and I did this up for our wedding car. I hardly bring it out and when I do, I enjoy driving it around. The Cortina was stripped down to nothing and if new parts

were needed, they were bought. I fully rebuilt the motor while the body was getting painted in parts at New Plymouth car Painters by Brett May. Once painted it was transported home and I put the whole car back together by myself. Sometimes I needed help from the girlfriend, now wife, Jennifer Stevens. Roof lining and seats where redone. It was hard going but got there. “

Brendon is settling into his new job at CSR Custom Street Rides in New Plymouth, who we are visiting on the Nationals. He has 5 Mk5 Cortinas and has been buying & collecting since 1995. Among his Mk5s is one he is building with a Turbo Eco-boost for the track!



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 \$15 (magnetic) , \$12 (pin style) plus \$5 postage (add \$1.50 for rural). Subsequent badges \$5. Contact Jo-Anne at Jo_annebsl@hotmail.com

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.

TREASURERS REPORT

By Kristine Haughey

Treasurer's Report as of 10th September 2024

Account Balances:

Cheque - 00	\$11,945.46
Special Events - 01	\$19,303.43
TOTAL CLUB FUNDS	\$31,248.89

Payments/Income from the last report (9th July 2024)

Expenses (chq account)

15 July – July Xero fee	\$ 61.24
26 July – Postage/envelopes	\$ 28.20
26 July – Magazine printing	\$ 104.40
01 Aug – Aug website fee	\$ 67.85
15 Aug – Aug Xero fee	\$ 61.24
01 Sept – Sept Website fee	\$ 67.85
	\$ 390.78

Income (chq account)

Subs	\$ 320.00
Subs in advance	\$ 160.00
Interest July 24	\$ 20.34
Interest August 24	\$ 19.26
	\$ 519.60

Expenses (event account)

26 Jul – Stickers/t-shirts	\$ 392.15
05 Aug – Petrolhead adverts	\$ 103.50
09 Aug – Merchandise	\$ 357.08
11 Aug – Merchandise	\$ 64.40
11 Aug – Number Plates	\$1,886.64
03 Sept – Flyers	\$ 30.00
	\$3,833.77

Income (event account)

Interest – July 24	\$ 31.06
Interest – August 24	\$ 30.99
Cortina Nationals	\$3,007.00
Sponsorship	\$1,000.00
	\$4,069.05

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

- **191** Current paid membership from 1st October 2023 (2022/2023 year = 187)
- **30** 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:

Tony Field (Albany) – Mk 1 GT
Geoff Binns (Palmerston North) – Mk 1 4 door escort
Michael & Olena Nottage (Christchurch) - 1978 Mk 2
Grace Conway (Orewa) – Mk 2 GT
Chris Greaney (Napier) – rejoined – 1965 Mk1

General

Subs will be due from 01 October 2024 – Kristine will send an email out at the beginning of October.

Kristine

10 September 2024

EDITOR'S NOTE

By Simon Peryer

Hi all,

Welcome to another edition of the Cortina magazine. You will see the content evolve over time, but one thing I think is working well is having the new members give a brief background story and a few photos. This edition has 4 pages covering 7 new members and I think it's a great way to introduce them to the club.

One of our new members is Greg Stokes who founded GMS Hot Rods. Greg's father Mark is a certifier and signed off the engineering on my Cortina back in 2007/8. Mark and Greg built the cover car, a recreation of the Morrari (Morris Minor bodied F1 Ferrari) that I mentioned in the January issue on 1960's Allcomer racing. I love that sort of stuff and it's great to see talented kiwis making such builds.

As part of the Cortina Nationals, we have been looking for sponsors and we are fortunate enough to have a number come on board. We have Star Insurance, Frog Prints (who do a lot of printing for the club) as well as DSV (freight forwarder for badges & number plates) and Cebelio (leading plastics fabricator who donated the trophies).

In the automotive field, we have Manon Racing Products (MRP), R3 Fabrication and C&M Performance. Each of these businesses are highly regarded specialists in their field and I will feature a bit about them in this and the next editions of the magazine.

My Cortina had a great workout at the Mainfreight IDEA Day (Intellectual Disability Empowerment in Action), taking people for a skid around the compound. The Cortina left lots of rubber on the concrete and it's always good to use the Cortina to put smiles on faces, including mine!

Cheers, Simon



PRESIDENT'S REPORT

By Simon Peryer

Hi again,

Julaiha has been complaining that I've been spending most days working on Cortina stuff, but I have managed to get out to a few events lately. One was

to the Mustang annual Car Show (Concours) at North Harbour Ford. One guy in the club spent 50 hours on the engine bay alone and people removed wheel weights to make the wheels look better. And the judges spent a good hour on each car



My Mustang all scrubbed up.

shining a torch into every orifice, wiping fingers over surfaces looking for dust and grime. Not really my thing and we have tried to make the Cortina Car show at the Nationals a little less intense.

Traditionally we have alternated the location of the Nationals between the North and the South Islands to ensure an equal level of accessibility, so I anticipate 2026 will be back down South. I have been thinking that it would make sense for the President role to also alternate every couple of years between the North & South. And over the coming year, the club has to update the constitution to comply with the new Incorporated Societies Act. We have the AGM coming up on Nov 30th, so please come along to hear our plans and to have your say in the direction of the club.

This is the last edition before the Cortina Nationals in New Plymouth. The Nationals Committee has been hard at work in organising the event and I'm looking forward to everything that we have planned and to catching up again soon with Cortina friends from around the country.

Happy motoring.

Simon

MANON RACING

By Simon Peryer

The Manon name would be familiar to those who spend their weekends at



Shack Manon, Pukekohe 6 Jan 1968

race circuits as the family has a background in motorsport dating back to the 1960s. It all started off with Shack Manon's Mini Cooper S. Shack was a very good racer and had a very, very fast Mini, although he and the Cooper S did suffer a major crash at Pukekohe, when a not-so-gentle-

manly 16 year old Jim Richards punted him off the track, ending up with the crumpled Mini half submerged in the creek.



Shack's son Bruce got involved in the Motorsport scene at the age of 15 and started building race engines for Shack's mini and other racers. This progressed into building his own

performance cars during the 1970s. Bruce is infamously known in NZ for his beige Turbo MK2 Escort, this had one of the first turbo engines built in NZ!.

Built in 1984, he managed to beat the majority of the V8s who were dominating the race tracks. People were very confused as to how a 2L SOHC engine could do this at the time.



The beige Escort, 1980's

This Escort slowly progressed into a race car and through the 80s, it won many events which left people stunned by its performance.

The car was sold on in 1988 in order to purchase a new house and concentrate on business interests, however, it wasn't long before the pull of motorsport saw another Escort being built.

Partnering again with Dave Wong, with whom Bruce had built the beige Escort, they set about building a car for the Production Supercars championship, again fighting the might of big-capacity eights, but this time without forced induction.

The Escort was "basically a road car with bolt-on bits – including the roll cage!". It started as a 2L Pinto making 216hp and evolved into a 2.3L with a Holbay head making 296hp. However, the chassis still retained leaf springs!

I well remember Bruce in his Escort at Puke back in the early 90's racing against "Racing Ray" Williams in his Porsche Turbo. Ray would make ground down the back straight, only to be reeled in by Bruce under braking. Great stuff!

With a Garrett turbo pushing 26lbs of boost into the 2L Pinto engine, the Escort made 360hp at 8,500 rpms, big numbers for the time.



*Pukekohe,
Oct 1988*

© John Metford



Unfortunately after nearly 25 years, the Escort's run came to an abrupt end at Rod Millen's Leadfoot Festival in 2013. As he approached the finish line he became airborne and when he landed was catapulted into a tree, flipping the Escort onto its roof.

Search for "Bruce Manon, Escort racer" in YouTube for in car footage.



The crash and years of racing had taken their toll on the Escort shell, so a new body was sourced in 2014 and a full rebuild undertaken. This time the build was taken to another level, being more of a ground up race car, with improved cage, suspension etc. The engine also got an upgrade, with the 2.5L Pinto putting out 370hp at a screaming 9,800 rpms!



Bruce has since sold the Escort to a friend/customer who regularly lets Bruce loose in the Escort. In fact, there's a great video of Bruce at the 2018 Escort 50th Anniversary race at Hampton Downs. Starting at the rear

of the reverse grid, storming through to take the win. Impressive stuff and worth a watch.

Many will know Manon Butler Motors, which was established by Bruce and John Butler in the 80s to provide a service building performance race cars for NZ, using their knowledge in Turbocharging and Rotary engines. Although Bruce is no longer part of the business after retirement, the company is still building race cars. They now cater for classic race cars and do the odd Japanese performance car. They also undertake general repairs to everyday cars.

Bruce is now officially retired, but the Manon family motorsport legacy continues through Manon Racing Products, run by Bruce's son Barry. The apple clearly didn't fall far from the tree. And Bruce doesn't seem quite ready for retirement as he is still involved in MRP.

Growing up around hardcore racing and modifying, it was only natural for Barry to progress and grow in a similar manner. After



Barry in his Toyota Levin

completing a bachelor in engineering mechatronics, Barry founded MRP Performance Ltd to produce high-performance components for Levins and the 4AGE engine series.

Barry built an extreme Toyota Levin that initially went drag racing before focusing on Time Attack racing. Using Barry's engineering expertise on the set-up and suspension and with a massive 450KW's, the Levin picked up a NZ FWD Turbo street class drag record of 10.88 @130.22mph as well as Time Attack success. In fact, in the Superlap 2015/16 season, he was so dominant that he won 6 out of the 7 rounds, with issues on the final round hindering a clean sweep.

MRP began when they saw the need for customised racing Corolla Wilwood brake kits & customised twin plate clutches made in house. The business expanded out to all fields of the performance car market and now provides a wide range of quality parts. MRP are 4AGE performance engineering specialists, Toda Racing Japan distributor, sole distributor in NZ/Australia of Fortune Auto USA Coilovers and are an authorized Turbosmart Dealer.

And they also put together racing simulators, which is how I connected with Barry. They're a great way to improve your driving, knowing you can be on the rev-limiter, flat spot those expensive racing tyres and when it all goes wrong, just hit that reset button!

And thanks go to Barry and MRP for being a Cortina Nationals sponsor!



Addition to the editor's mancave

GMS HOT RODS

By Greg Stokes

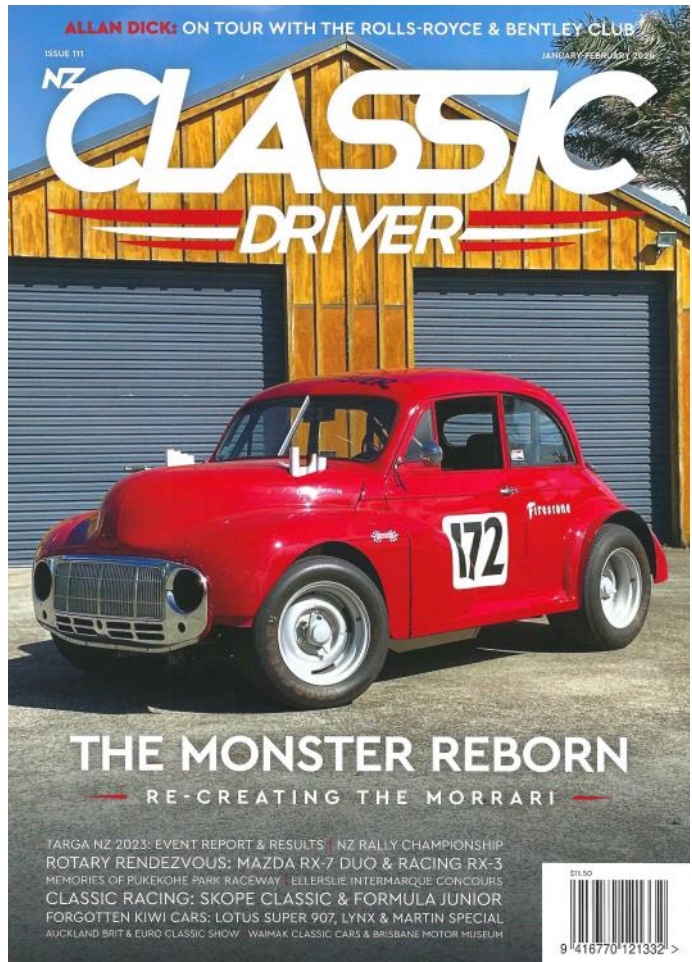
GMS Hot Rods was founded as after working elsewhere building hot rods and custom cars I wanted to do it under my own name and see where that would go.

Initially I just started building the Morrari for Dad (Mark) and then people found out I was in business and it all just snowballed from there with chassis work and turnkey builds. I prefer the earlier stuff but have everything from a T-bucket to a full on modern 66 Ford Fairlane convertible going on.

It is a challenging business to be in as it blurs your own line from hobby to business.

But also because you are relying on generating an income from peoples play money to build their dream. When times get tough so does your work flow as no one needs these cars so when the economy tightens, these cars are the first expense for customers to put on hold.

Another frustrating aspect is that people watch the TV shows and expect the same in terms of time frames - its not real! Its satisfying however to see something you designed, fabricated and finished come to life though.



GMS Hot Rod builds...



THE MORRARI

By Simon Peryer

The Morrari rated a worthy mention in the January issue of this magazine in the Allcomer Racing article. At the time I wrote that a recreation was being built, but I knew little else. A few weeks later, I came across that very car on display at the Kumeu Classic & Hot Rod show.

But before we dive into that amazing build, I'll look a bit more into the original Morrari and the Ferrari that started it all.



The story started with a Ferrari 555 “Super Squalo”, powered by a Lambredi designed twin-cam 2.5L 4-cylinder engine, squalo being Italian for shark. The first one of two works cars built was chassis 555/1, which was campaigned by Ferrari in 1955 by drivers including Mike Hawthorn.

After a pretty unsuccessful season, the 2 works cars were sold off to Peter Whitehead (555/1, see above photo) and Reg Parnell (555/2) and were exiled to the colonies. The chassis was stretched 3” to accommodate the larger 3.5L Monza 4-cyl engine and they entered the Formula Libra racing series in Australia. In 1957, 555/1 headed to NZ in the hands of Whitehead where it competed in the International races, finishing 2nd in the NZ Grand Prix, winning at Wigram & Ryal Bush and finishing third at the Dunedin road race.

555/1 was then sold to new owner, Tom Clark, who had 5 victories amongst other podiums over the next couple of years. It was then passed on to the next owner Bob Smith, who had modest results with it between 1960 & 1963. At this stage the Ferrari was no doubt less competitive being 8 years old at the time.

Smith had a bit of a shunt at Pukekohe in 1963 and the wreck was sold to John Riley who robbed it of its brakes, relegating the rest of the wreck to his used car lot in Otahuhu. Imagine that, an F1 Ferrari in Otahuhu! While there, it lost its steering wheel and gauges.

The wreck was subsequently rescued by Len Southward who kept the engine and passed the rest on to Garth Souness. Garth was an



Souness drifting 327 Corvette powered 32 Ford in '63

Auckland car salesman who had raced pre-war Fords in stock car racing in the late 50's before moving to tarmac sprints in a 327 Corvette powered 32

Ford in the early 60's.

With Allcomer racing being pretty much an "anything goes" affair, Garth and Glenn (Jigger) Jones hatched a plan over a few beers to use the Ferrari chassis to create a "Monster". Many an excellent plan has been initiated over a beer or two!

The Corvette 327 was the engine of choice at the time. Rod Coppins was already running a 327 in a Mk2 Zephyr and Neil Doyle had one in a 105E Anglia! Wild stuff! For the Morrari, the 327 was set up with a trio of Stromberg Carbs.

A 2 door low lite Morris Minor body was chosen as the wheelbase was close to that of the Ferrari at 86".



Rod Coppins chasing the Morrari

Girling disc brakes were fitted, a firewall and floors were fabricated and the driving position was moved to the left. It was dubbed the “Monster” but the press called it the Morrari, which stuck.

Initially it had the Ferrari Borrani wire wheels and a side exhaust, but these were replaced by fat wheels and headers that ran straight up through the bonnet.

The Morrari was rough, but fast, smashing the Pukekohe lap record on its debut, but it only ran a few times before the Allcomer rules were changed, making the car obsolete.

In subsequent years, the value of the Ferrari chassis was recognized and it was rebuilt in original 2.5L guise after being reunited with its original engine. 555/1 now resides in Spain.

The Morrie body went dirt track racing and didn't survive.



The Ferrari part of the Morrari now

The Morrari's racing career was short, but very memorable. A photo of the Morrari that Mark Stokes saw as a child stuck in his memory with him thinking at the time “wow, it's got a Ferrari chassis, that's cool”.

Mark loved the concept of the 60's saloon car racing where there were basically no rules during the Allcomer period. The Morrari was really the first car to take the no-rules concept to the limit.

So the decision was made to bring the memories of the Morrari back to life.

The rarity and cost of 1950's F1 Ferrari components and the limited detailed photos of the car posed it's challenges in making an accurate recreation, particularly in the front suspension and building the chassis.



But Mark & son Greg of GMS Hot Rods were determined to make an authentic and accurate recreation, maintaining the character “warts and all”. Some of the Allcomer cars were somewhat unrefined but functional and that’s the way it was to be.

Len Southward had originally rescued the remnants of the Morrari and although no longer alive, his museum, Southward Car Museum provided a lot of help as they have an ex-works 1955 Ferrari 750 Monza Sports with a 3L 4-cyl engine (750 is the cc per cylinder, which is how Ferrari used to ID its models) which has many similarities to



the Super Squalo. The Monza was also owned by Peter Whitehead., who leased it to Ross Jensen who won the Gold Star championship in 1957 in it. Of course A number of trips were made to the museum to take measurements for the Morrari chassis and set up.

Greg had been making slow progress over 10 years while painstakingly researching the Morrari, when the imminent closure of Pukekohe Park raceway provided inspiration to get the car finished in time for the last ever meet there.

Starting with a transaxle, engine, suspension and De Dion tube all jiggled in place, the chassis was pieced together. But to finish the chassis a body was needed in order to position the steering, suspension, seat and pedal box correctly.

Given the large number of Morrie Minors that were in NZ, you would think finding the correct body would be the easy part, but that was not the case. After purchasing two incorrect bodies they worked out the hard way that the original body of the Morrari was the rarest model, produced for only two months as a transitional model between the Low Light and High Light Morrie, giving the correct swage line in the roof.



The engine used was the period correct 1964 Chev 327 with triple Stromberg carbs on an Offenhauser manifold. They used pieces of angle iron for engine mounts to keep it correct with what was done originally.

The Morrari had the exhaust straight up through the bonnet, but one of the pipes is shorter than the others as the pipes had to navigate around the



LHD steering, so that's the way they were kept.

NZ racing legend Ken Smith worked with Garth Souness in building the original Morrari and he was very helpful in the details of the recreation, such as replicating the original Ferrari fuel tank.

With the March 2023 deadline looming, the at-

tention to correct detail never waived, with everything done as it was originally done, not necessarily how it should have been done. Every time they thought it was ready to pull apart for paint, there was more to fabricate, weld up and finish, which necessitated 12-10 hour days, 7 days a week.





When it came to getting the paint work correct, rather than using a modern paint booth with modern materials, a mate painted it in his garage using enamel and watered down the floor to prevent dust. It drove the painter crazy not being able to fix the dents, but that's the way it was left, complete with a couple of runs, orange peel and the

original holes from the removed chrome strips still there.

Even the grille was rechromed as it was, keeping the correct "rough" original look.

All the hard work paid off and the Morrari was completed in time for the last Pukekohe meeting, where it was proudly displayed alongside the recreation of Rod Coppins' Corvette Zephyr.

It's great to see an important part of NZ's racing heritage brought back to life. For some it brings back memories, for others it opens a window into a wild time of kiwi racing long gone.

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CORTINA SAVAGE

By Simon Peryer

Whenever someone squeezes a V6 into a Cortina, people often refer to it as a Savage. The following pages cover the official versions of this popular transplant:

Cortina Savage:

Jeff Uren was born 17th October 1925. In his early days, Jeff owned his own plant hire business before embarking on car racing. He gave Ford their first win at Mallory Park in 1958 and went on to win the British Saloon Car

Championship in 1959, in his Ford Zephyr. Jeff raced various Fords including Anglia, Prefect, 100E, and Cortina Mk1 to name a few. With his Zephyr, he held class lap records at Aintree, Goodwood,



Brands Hatch and Snetterton. It was his championship win that Ford invited him to become their Rally and Competitions manager for that season.



In 1962 he left Ford to team up with fellow race driver and Ford dealership owner **John Willment**, based in Twickenham London. Jeff was asked to manage the Willment

race team and was soon set the task to prepare a Mk1 1500 GT Cortina.

At this time the MK1 GT wasn't even out yet, but with just two weeks before the announcement, Jeff and his team set to work getting hold of a car and getting it prepared to race. The day after Ford announced their new Mk1 GT Range, the Willment car won its very first race at Oulton Park. Jeff and the Willment team raced a range of Ford cars including the mighty Galaxies, Falcons, Carroll Shelby Cobras and GT40s to mention a few.

When John Willment gave up racing, Jeff went on to set up his own company, 'Race Proved Performance and Racing Equipment Ltd'. There were a large number of companies already catering for those customers who wanted better



camshafts, big-valve heads etc., however, he planned a different approach by fitting larger capacity engines into production cars.

The new company was set up to launch the now famous **Savage**. Around 1,000 Savages were made, Cortina's MK2 – MK4, with the Mk2 1600E based models being the most popular. Mk2 Cortinas made up all but 50-100 of the 1,000 Cortina Savages.

There were other cars on offer, other than the Savage, comprising:

Comanche: 3 litre Capri

Apache: 3 litre Mk1 Escort

Navaho: 2 litre MK1 Escort

Cheetah: 2.5 litre **Cortina**

Seneca: 3 litre Granada

Stampede: 5 litre V8 Capri

Easypower: 3 litre Transit.



There were approximately 700 of these other models, making up 1,700 cars in total including the Savages.

Contrary to belief, Jeff never converted brand new Lotus based cars, but did so if a customer had already bought one and wanted it converted at a later date.

Savage Specifications:

The defining feature of the Cortina Savage is its 3.0 L Ford Essex V6 engine upgrade.

Weslake provided engine tuning services for factory conversions. Customers could choose from several levels of tune, starting with a standard specification Ford 3.0 L Essex with 144 bhp, or engines up to 218 bhp based on the Weslake 190 with Tecalemit fuel-injection and a "Mati" exhaust system from Perkins Commercial Services. This engine was installed in a model

named the Cortina Savage SS PI, where "SS" stands for "Savage Special", and "PI" stands for "Petrol Injection". A 1972 comparison test revealed that this model could accelerate 0–60 mph as quickly as a Jaguar E-Type V12.

To accommodate the increased power, torque, and weight that came with the V6 engine, several changes were made to the Cortina. A larger radiator and thermostatically controlled fan were installed. Shorter coil springs were selected, and spring rates adjusted, as were damper settings. The strut attachment points were reinforced, and the front suspension geometry was changed to add negative camber. A front anti-roll bar was added. Power went to the rear axle through a 4-speed manual transmission from the Ford Corsair V4 GT or 2000E, with an automatic transmission as an option. The rear axle included a Powr-Lok limited-slip differential with a 3.77:1 ratio and strengthened axles.

Seeing can be deceiving

Powered by a V6 3litre engine developing 144 bhp.
Whisking you to 60mph in only 8.8 seconds.
Roadholding and handling to suit the discerning driver.
Smooth saloon comfort for five.
Compact dimensions.
Ford spares off the shelf.
All this and much more makes the



savage
The gay deceiver

Come and meet the Savage at these Ford Main Dealers:

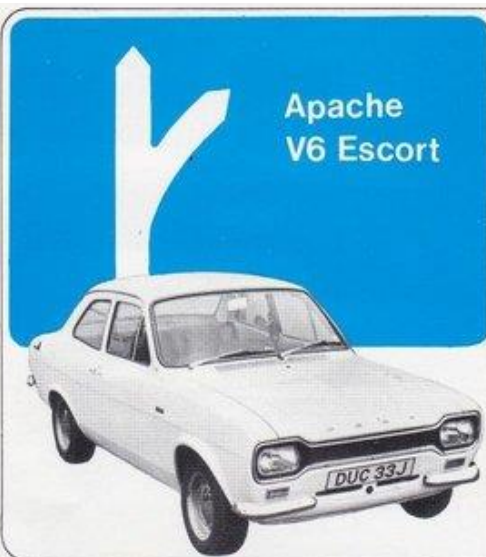
YOUNGS GARAGE OF BANBURY LTD., Warwick Road, Banbury, Oxon. Tel: Banbury 4311	D. ROWE AND COMPANY LTD., The Hornet, Chichester, Sussex Tel: Chichester 86411
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To extend driving range, an extra fuel tank holding 8 imp gal was mounted in the boot. Other changes included fitting 5.5" Lotus-Cortina road wheels shod with Goodyear G800 radial ply tyres, anti-fade brake pads and linings and, on the interior, a leather-wrapped alloy spoke steering wheel, a wooden shift knob, a dead pedal, Con-tour racing-style front seats, and a speedometer calibrated to 140 mph (225 km/h). V6 badging on the boot and a stripe along the bottom of the sides were added to the exterior.



**Apache
V6 Escort**

Apache, no squaws car this, a three litre motor coaxed into a 1½ litre chassis and trained to thoroughbred perfection.

STANDARD

Mexico coachwork in three colours Ermine white, Sunset (red) and maize (yellow).

ENGINE Standard 3 Litre 2994cc
6 Cylinder in 'vee' 60° formation
C.R. 8.9 :1
B.H.P. 144 @ 4750 rpm.
Torque 192.5 lbs at 3000 rpm.
Increased cooling capacity
Single large bore exhaust system with fabricated tube manifolds.

TRANSMISSION

Reverse 3.324 :1 First 2.972 :1
Second 2.010 :1 Third 1.397 :1
Fourth 1.00 :1 Axle Ratio 3.5 :1

SUSPENSION

Specially developed throughout including :
5½ J Steel wheels with 175 x 13 Radial tyres

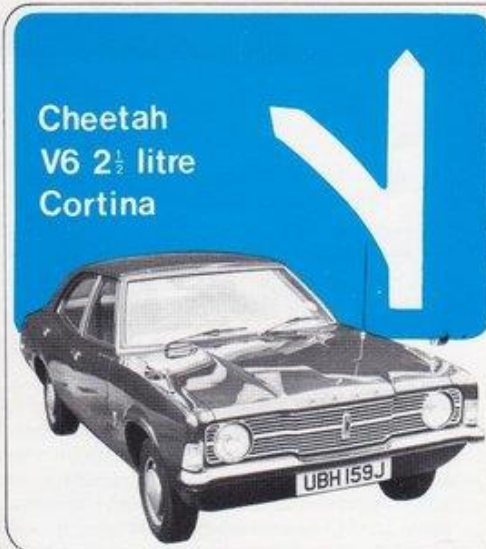
STEERING GEAR

Type rack and pinion. Turning circle 31.5ft.

FUEL TANK

Capacity 9 galls (41 litres)

BRAKES Hydraulic front discs (diameter 9.7").
Self-adjusting rear drums (diameter 8.0") fitted with Antifade Pads and Linings. Servo Assisted.



**Cheetah
V6 2½ litre
Cortina**

Cheetah, the latest snarling supplement to the series, the Cheetah leaves the other cats purring with admiration.

STANDARD FORD CORTINA 1600L

Coachwork with a choice of colours, plus seven metallic.

WHEELS & TYRES : 4½J with 165 x 13 Tyres.

ENGINE : Standard 2½ Litre 2495cc.
6 cylinder in 'vee' 60° formation.
C.R. 9.1 :1. B.H.P. 118 @ 4750 r.p.m.
Torque 145.5 lb. ft. @ 3000 r.p.m.
Large bore exhaust system with tube manifold.

TRANSMISSION : Ratios : First 3.543 :1 Second 2.396 :1
Third 1.412 :1 Fourth 1.000 :1 Reverse 3.963 :1
Axle Ratio 3.900 :1.

CLUTCH : 9" Diaphragm single plate.

SUSPENSION : Modified front suspension.

STEERING GEAR :

Type : Rack and Pinion,
Turning circle 32 ft.

FUEL TANK

Capacity 12 gallons (55 Litres)

BRAKES Hydraulic dual lined. Front discs (diameter 9.7").
Self-adjusting rear drums (diameter 8.0") fitted with Antifade Pads and Linings.
Servo Assisted.

CORTINA PERANA V6



The other well know Cortina V6 engine swap was from South Africa. The **Mk2 Cortina Perana V6** was the first of a series of models by Basil Green to be called Perana. The name was chosen by Basil's wife to signify the added bite, referencing the piranha. The idea for this car was conceived late in 1967 and production started in the middle of 1968.

At the time the Cortina Perana V6 was the fastest and quickest accelerating saloon car ever built in South Africa, and one of the quickest 4 door production cars in the world.

The Cortina Perana was distributed by Grosvenor Motors, then South Africa's largest Ford dealership. It cost R2950 (approximately £1500 in 1968) and came with the same warranty as standard Ford cars.

The car was based on the Mk2 Ford Cortina GT. The drive train was up-rated using the Ford Zephyr 3 litre V6 (Essex) engine, Lotus Cortina gearbox and Salisbury differential.

Suspension modifications to cope with the increased performance included lowering, a new front cross member, stronger and stiffer Macpherson struts and Telaflow rear shock absorbers. The car was fitted with 175 x 13 radial tyres on alloy wheels. The front brakes were up-rated discs, with standard drum brakes at the rear.

A new deal for people bored by ordinary cars



THE BRAND NEW PERANA

Magnificent isn't it! 144 h.p. V6 3-litre engine. 0-60 in 8.2 sec. Modified suspension. Close ratio gearbox. 5jJ Mag. wheels. Radial ply tyres. Leather rim steering wheel. Full instrumentation. Top speed 115 m.p.h.

PRICE: R2,950
(now that's real value)

BASIL GREEN MOTORS

267/9 Commissioner St., Johannesburg
Phone: 22-5241

& GROSVENOR MOTORS LTD.

The Cortina Perana was 64 kilograms heavier than the standard Cortina GT.

Initially red or silver were the only colour options, although later metallic green and metallic blue were available. Also a number of cars were produced in Gunston

Toasted livery, a local cigarette company in the days when cigarette advertising and performance cars went hand in hand.

All cars had a black interior. Externally the car could be identified by the distinctive transverse stripe across the nose and Perana and V6 badges on the boot. Other external features were a black grille and the alloy wheels.

The interior was standard Cortina GT except for an alloy spoked steering wheel.

There are very few known survivors today. Initially it was thought that only three or four cars remained, but a few more cars have come to light.

Cortina Mk3 Perana V6 is another rare and forgotten Perana, introduced in 1972, and was based on the OHC Pinto powered Cortina 2000 GT.

Once again Basil Green was ahead of Ford in squeezing the larger V6 into the Cortina.



The Great One! PERANA V6

The exciting 3-Litre Cortina

- 144 h.p.
- V6 3-litre engine.
- 0-60 in 8.2 sec.
- Modified suspension.
- Top speed 115 m.p.h.
- Close ratio gearbox.
- 5½ Mag style Lotus wheels.
- Radial ply tyres.
- Leather rim steering wheel.
- Full instrumentation.

PRICE: R2,950

Built in South Africa

Distributed by:

BASIL GREEN MOTORS

267/9 Commissioner Street, Johannesburg

Grosvenor Motors



SOUTH AFRICAN SPECIALS

Ford Escort Perana.

Also made by Basil Green, the Escort Perana was an RS1600, with the Cosworth BDA engine removed and replaced with a 2L Pinto (WTF!) The BDA engine was then on sold.



Ford Capri Perana.

Probably the best known of the Peranas, it had the Ford 302 V8 from the Mustang. Many a circuit racer has used the Perana name as a way to homologate a V8 in a Capri. Officially only available in yellow & red.



Chevrolet Can-Am.

Based on the Vauxhall Firenza, it had the Chevrolet 302 V8 from the Z/28 Camaro, being a legendary engine built for SCCA racing in the US. Only 100 units were made, enough to homologate the Can-Am. What a weapon!



Ranger SS.

At first glance it looks a lot like the Chevrolet SS (next page), which is not surprising, since it is also a GM product, but it is based on the Opel Rekord. Built in SA from 1970 to 78, only available in 2 door and with a 4 cyl engine, up to 2.8L.



For a brief period in 1971, before the fuel crisis and sanctions imposed by apartheid, the automotive needs of South Africa and Australia converged long enough to result in an intriguing combination of shared models, now generating big interest in Australia:

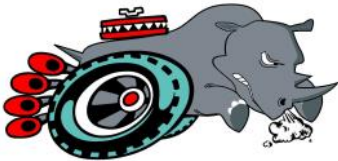
Chevrolet SS.

Basically a restyled Holden Monaro with twin headlights and 308V8. There was a full range of vehicles from the Holden HG range, with the ute called El Camino, the Kingswood renamed Kommando and the Brougham became a Constantia.



Ford Fairmont GT.

AKA the Super Rhino.



The reason why they were called Fairmont GT was that imported XK Falcons from Canada in 1960-1962 had a bad reputation for reliability, tarnishing the Falcon name, so the Falcon was renamed Fairmont for sedans and Ranchero for utes (South African bakkie). Essentially they are mostly Falcon GT in spec (apart from the US sourced 351 engine). Some 1,824 were manufactured at Ford's Geelong plant then flat-packed and shipped to Port Elizabeth where they were assembled. A number have been brought into Aus & NZ with their values slowly rising closer to that of the Aussie assembled GTs.

From the late 1970s, SA mostly sourced cars from Japan & Europe.

MEMBERS' CARS—Daimon Ellis

The Evolution of My 1996 Mk1 Ford Cortina – MR MK1: A Personal Journey

Since I was 15, I've been captivated by old Fords, especially the iconic Escorts. However, by the time I turned 21, I was ready for something different. The ubiquity of Escorts prompted me to seek out a Mk1 Ford Cortina, a model admired for its distinctive rear end and taillight design.

In 2001, armed with my bonus bonds and accompanied by my dad and his trusty van, I ventured to West Auckland. There, I laid eyes on the 1996 Mk1 Ford Cortina that would soon become a pivotal part of my life. For \$1500, which included a van load of spare parts, I made the purchase on my 21st birthday. Excitedly returning home to show my mum, her initial joy faded upon seeing the surplus parts. "Where are you going to keep all these?" she asked, to which I confidently replied, "I'll get a garden shed!"

Initially driving the Mk1 Cortina around for about six months, I deliberated on its future. As an avid reader of Classic Ford magazine from the UK, I already knew the potential engine options. Having experienced the thrill of 2-liter Pintos in my Escorts, I craved an engine that would truly pack a punch. While a Cosworth engine was the dream, my



budget led me to settle on an SR20det engine and gearbox from a Nissan 200sx. My goal was to create a versatile club car capable of hill climbs, circuit racing, and leisurely Sunday drives.

The build journey spanned 24 years, during which very little of the original Mk1 Cortina remained. Only the steering box and rear leaf springs, with additional leaves added, survived the transformation. With the exception of welding and some machining, I performed all the work myself. However, the extended timeline presented challenges, requiring me to update components and adhere to changing regulations from Motorsport NZ and LVVTA.

Notably, I converted the car to a 5x114 stud pattern to expand my wheel options, opting for popular mags of the early 2000s until I can acquire custom 15" Hotwires. Upgrades included Nissan R32 four-pot calipers with 320mm vented discs at the front and a shortened Toyota F series diff with a Supra LSD at the rear, though I plan to upgraded to a Torsen diff head for enhanced performance.

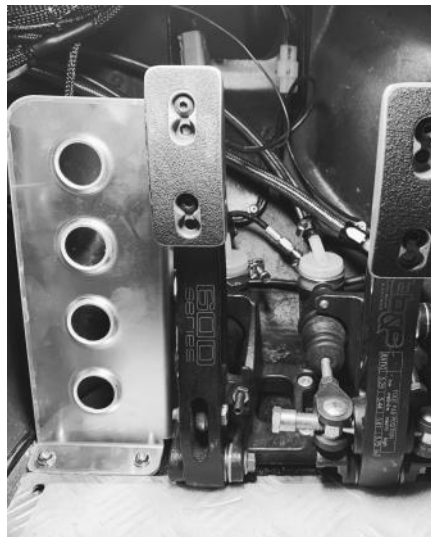


Initially intending to maintain factory specifications for the engine, my collaboration with renowned Nissan expert Reg Cook led to a complete overhaul. Together, we fortified the bottom end with

forged components, refined the head with minor adjustments, and incorporated advanced techniques like porting and optimizing oil flow to bearings. The engine and a clutch has been completely balanced which makes big differences. Despite setbacks, including delays due to COVID-19, I persisted, enjoying the meticulous process of wiring and upgrading to aftermarket turbo components.



Throughout the challenges, from sourcing parts to mastering new skills, each obstacle bolstered my determination. Achieving a mild 311HP at the wheels after the second dyno tune was a defining moment, affirming the success of my endeavours with the car's newfound power and programmable modes via an aftermarket ECU and drive-by-wire throttle.



While purists may frown upon my modifications, I take pride in preserving genuine Mk1 heritage while infusing it with contemporary performance enhancements. Beyond its mechanical transformation, my Mk1 Ford Cortina has become a symbol of personal growth and perseverance. It sparks conversations, embodies my passion for automotive craftsmanship, and serves as a reminder to never abandon one's dreams.

In conclusion, my journey with the 1996 Mk1 Ford Cortina transcends mere restoration; it's a testament to resilience, creativity, and the timeless allure of classic cars.



Specs:

1966 Mk1 ford Cortina

- 2L turbo engine (Nissan Sr20det)
- GT3582 turbo 44mm Wastegate
- 3”stainless exhaust with 4” dumpy
- MaxxECU -race version
- Power tune Dash
- 1650CC injectors
- 5 Speed Gearbox
- Nissan R32 Skyline four pot callipers and 320 discs.
- Shorted Toyota crown diff F series Two pot calipers
- Supra Front Suspension struts
- Mk1 steering box and rose joints steering arms.
- 15x6 Rims with semi slicks
- ¼ mile time – Yet to be tested



ANZIEL NOVA

By Simon Peryer

In NZ in the 1960's, buying a car was not an easy process. It was a time of heavy import regulations and restrictions, so the options were limited to those models locally assembled by companies such as Dominion Motors (Morris), Todd Motors (Chrysler, Hillman, Renault), Ford etc producing cars from CKD (completely knocked down) kits sent from overseas. The more local content the better according to the tax man.

Challenges breed opportunity, and along comes brothers Alan & Ian Gibbs, well known in NZ in the business & yachting world. They figured if they could build a local car with around 90% local content, they could gain a competitive price advantage and reduce the requirement for overseas funds that were in place at the time.

In 1966 they approached the British design company Ogle, who designed the Reliant Scimitar, to come up with a design. **The engine and driveline was from Ford, using the 1500cc Cortina engine.** The 2 door body was made from fibreglass, as were the Reliants.

The new car, the ANZIEL (Australia NZ Industrial Engineering Ltd) Nova was launched in September of 1967. It may not have been as stylish as the Mk2 Cortina that it shared its running gear with, also out that year, but it would have been an easier car to purchase given the government shenanigans at the time.



The Gibbs brothers approached local firm, NZ Motor Bodies, about building the Nova, but they declined due to the complexity, the number of moulds required and the curing time involved.

Another complication was navigating the government regulations, which ironically were designed to protect NZ industry, but which in the end killed the project. When Alan Gibbs was interviewed on the Nova, he said that it was good that the New Zealand government turned down the proposed New Zealand-made car... because the government kept changing its mind and moving the goal posts.



Only the one prototype was completed, which is still in the hands of the Gibbs family and can sometimes be seen around the Bay of Islands.

However, versions of the Ogle design made it to Israel, Egypt & Turkey, although Turkey was the only country to put it into production, making over 100,000 over 18 years.

WESTPORT ALL FORD WEEKEND

02-June-2024

By Murray Dixon

Hi all, just thought I would share our trip Sandy and I did to the Westport for the Buller All Ford weekend, well its been a few years since we have been able to attend, due to various reasons and work commitments, but decided to make an effort this year even though the weather looked debatable.

Quick check over of the Mk1's necessities: oil, water, tyres and fuel on Friday night and we were away early Saturday morning stopping at Murchison for some morning tea. Got to Inangahua Junction before the rain came in finally getting to Westport around lunchtime. Next was registration and checking in to our BnB before joining in with a run out to Tauranga Bay, the weather being a bit miserable



nobody really wanted to take a walk out to the seal colony so just had a look around the car park and beach

front area with the native birds. The only other person about was a guy on the beach front with a big flash tractor coupled up to some sort of sieve arrangement. He was sieving material coming on to beach from a stream, we gathered he might be after the pricy yellow stuff of the golden nature maybe being washed down to the sea with the heavy rains, unfortunately nobody wanted to go and ask him how he was going.



Sunday, show day, well somebody obviously had a word with the weather gods as we woke to a cool but sunny day. The new venue at the race course, which we hadn't been to before was quite well attended with about 90 something Fords of all shapes and sizes. Unfortunately only 3 or 4 Cortina's, a similar number of Escorts and other small Fords as well as the American, Australian and other British varieties which made up the majority, some very cool cars though. The day was well organized again and having the Rec hall there for shelter and for the sale of some great food and drink was certainly well utilized. A smattering of trade stalls selling local



2 door Mk3 GT

wares and car memorabilia etc gave people something to look at other than just cars (fortunately I kept my wallet deep in my pocket, even though the urge was there to purchase another model car, maybe next time). After the show Sandy and I decided to go for another short run up the coast past Denniston to Hector to finish off the afternoon while the sun was still shining.

Sunday night at the Club Buller was the social function and prize giving, those who were fortunate enough were able to head home with a trophy of a goodie pack.

Monday morning, we decided not to attend the breakfast, instead heading off for Nelson and stopping at Berlins Café for a cuppa, another place we usually pass by but this time we said why not. Fortunately for us the owner said it was the last day of opening before closing for the winter season, lovely place with a great view of the gorge and of course great food and drink, recommend stopping there if you haven't already had the opportunity.

Very enjoyable weekend and hope to go again next year.



THAMES RUN

04-Aug-2024

By Rod Peat

August the 4th turned out to be a perfect day for our club run to Thames -the sort of day that makes you forgive all the crap weather that winter has been delivering lately.

Seven Cortinas and a 105E Anglia gathered at the Z Service station in Papakura and at 10.00am, away we went out into the countryside. Peter Bell and Steve Hayward had teamed up in Steve's nice Mk1 and David Moynahan had travelled up from Hamilton to join in.



Peter Gould and his son Ben were in Pete's Mk1 wagon and President Simon and Julaiha were in the recently repowered Mk1 Lotus lookalike with the updated blown 302 V8. Yes, Simon says, it is faster.....

Karen Watkin and Mark Parsons were in the 105E, yes the same Skidmark who has done extensive rallying in the past, and recently in one of Jeff Judd's H6 Subarus in South Island rally events. His TR7 V8 is undergoing an extensive rebuild and should be ready for more competition in the near future.



Jeff Atkinson brought along his daughter to navigate in his daily driven Mk5. Alan and Jo-Anne Eyre, who own the Anglia Mark and Karen were in, took up their preferred position as trail car in their immaculate Mk1 GT, while Judy and I led the pack in our Mk2 GT Wagon.

The route went out through the Hunua gorge to Hunua where we deviated past Daryn Smith's house, who was unfortunately not home, and out through Paparimu to Mangatangi joining the Thames road at Waitakaruru. These roads are perfect for these kinds of runs, gently undulating, and some long straights with many corners thrown in to keep you on your toes.



On down to the Taste Bud Cafe opposite the Thames airfield where the proprietor had set up a long table for us. The food was plentiful and quickly delivered, the conversation lingered on and I think we finally left about 3.00pm.

These outings are always enjoyable, the drive is fun, but the camaraderie at the finish venue is the part where friendships are made and reinforced and within the chatter there is usually a snippet or two of interesting information. Everyone there is looking forward to the Nationals in New Plymouth, so there was plenty of discussion about that too.

All in all, a pleasant day.



ALL FORD DAY—HAMILTON

8-Sep-2024

By Rod Peat

Spring weather can never be relied on to provide the sort of day you want for a car show, but this year it didn't do too badly. There was a fresh wind, but the rain stayed away and there was the plenty of sunshine.



Eight cars gathered at Z in Bombay at the ungodly hour of 7.00am. We had some Mustangs park amongst us but we can live with that. The trip down to the 5 Crossroads Maccas in Hamilton was un-eventful, just those interminable road works on the motorway after Taupiri slowed the convoy a bit.

There were quite a few more Cortinas at Maccas and we all sat around and ate and caught up with people we hadn't seen for a while. We left at 8.45am and managed to stay together to park up in our usual spot at Claudelands.



Quite a few more Cortinas arrived while we were setting up our display and soon we had a fine collection of the full model range. We were visited by quite a few fans of the marque and we even managed to sign up three new groups to come to the Nationals in New Plymouth at Labour weekend.

The Hamilton Mustang club, which run the event, did a great job - they must have been pleased with the attendance figures and they had listened to criticism from last year about the length of the prize-giving and had cut it down considerably, so at 1.30pm we were driving out, heading in our different directions. The time span of the show is just right, after 4 odd hours you have had enough.

A few of us stopped at Taupiri for lunch but we didn't get a chance to pay our respects to the recently departed Maori king, but the Cafe folk said they'd had a busy week!



The pix I took will show the extent of our display. Thanks to all those who came - we didn't win the club prize this year, but it wasn't through a lack of trying! Neil Fraser won the 3rd best Euro Ford, Lance Slater won a raffle prize and Peter Bell picked up a prize because of some confusion by the organisers over his and Neil's Lotii! Whatever works!

See you all in New Plymouth, not long to go now.



DAFFODIL RALLY FOR CANCER

25-Aug-2024

The Vintage Car Club hosts the Daffodil Rally for Cancer around the country and I went along to the Auckland one. A great morning chatting to fellow enthusiasts. I was the only Cortina there, unlike Ashburton which had a great turnout!



Buddhist Temple, Flat Bush, Auckland



Tinwald, Ashburton



Nice jacket!



Neil & Christine Fraser, Auckland

WHATEVER HAPPENED TO...

Barry Phillips' Lotus Cortina.

Reg: CS8605

One of the first 6 Lotus's that Ford brought into NZ for promotion via competition. The car appeared in what is now the legendary white with blue side flashes colour scheme with two thin blue stripes over the roof, along with an identically presented Cortina of partner/mechanic Bruce McLean.



In this car, Barry won the 1966 and 1967 Group 2 Saloon Car Championship and the 1967 and 1968 1301cc to 2000cc class Saloon Car Championship.

Barry crashed at Pukekohe during the Gold Leaf 3 hour race in 1967, sliding off into the large pine trees.

As with many of the race cars of the time, it was kept alive with a rebody.



The impact of the tree was so great that # 86 seems to have been scrambled into # 60

New regulations under the FIA Group Five category saw the end of the allcomers days which were not to Barry's liking anyway so he decided to sell the Lotus Cortina and enter the hugely popular 0-1000cc class in a locally built Mini Cooper.

Barry managed to track down his Cortina in the US in recent years and now has it back in his collection.

WHATEVER HAPPENED TO...

Jack Nazer's "Lotus" Cortina.

Jack Nazer was more famous for his very fast and successful Anglia competing in Allcomers racing.



But he also competed in a "Lotus" Cortina.

Although when I spoke to Jack recently at a VCC run to visit Barry Phillips' collection in Karaka, Jack was clear that his car was just a Cortina in Lotus livery. From memory, a base model.

As the article and photo on the right shows, the Cortina was sacrificed to the gods of racing at Pukekohe, with Jack lucky to make it out alive.

minutes later indicated that someone had come unstuck in a big way. The brakes on Nazer's Lotus failed completely and he had no option but to go straight ahead at the corner. Unfortunately Clive Pilkington was negotiating Railway in the orthodox manner, and Nazer's car picked up the Mini Cooper which was in the path. The Lotus flipped over the high railway embankment, and burst into flames as it landed on its wheels in a ditch, well clear of the circuit. The Mini was jammed against a pole but Pilkington escaped unhurt while Nazer was very lucky to receive only minor burns in the horrifying accident. A woman spectator suffered minor injuries, and the fire which totally destroyed the Lotus took almost 20 minutes to extinguish.



WTF CORTINAS

I'm not sure what the following photos say about Cortina owners?



One for Mike Jones?



Who knew "Big Bopper" from Mad Max was a Mk3 Cortina??



Widebody Mk1



No Lotii were injured in this radical roof chop



Really??



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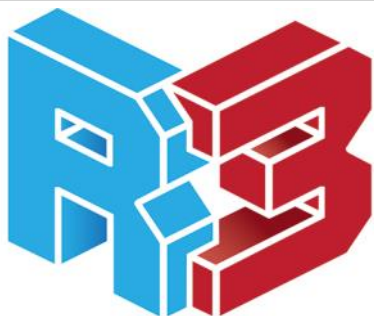
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