

AUGUST 2016

FRASER CAR CLUB NEWSLETTER



**KEEP
CALM
AND
RENEW YOUR
MEMBERSHIP**



SUBSCRIPTIONS ONLY \$25 PER FAMILY

PAYMENT TO FRASER CAR CLUB

12-3083-0191597-00

**PLEASE USE SURNAME AS REFERENCE AND
ADVISE RON BY EMAIL TO**

LATERRON@GMAIL.COM

**LOYAL MEMBERS INCLUDE ALEXANDER BAKER BLANK BRYANT
CHURCH CLINTON DICKINSON EVERAARTS FLEWELLIN GOODWIN
HARVEY HEFFORD HENRY HOWIE JOHNSON JOWETT KELL LOWERY
MABIN MACLENNAN MARSH MARTIN MILLER PENGELLY RECTER
ROSSKILLY ROWE WONG WOODS WRIGHT**

A NOTE FROM ED

Spring is about to spring on this side of the world and there's a few events happening in September.

'Fraser Formula E' is happening on Sunday 11th, thanks for those that showed an interest, we have a good number confirmed. Details on page 2.

The Charity Run to Rod Millen's Leadfoot Ranch is happening on Sunday the 25th, we have some confirmed Frasers and drivers going. Having personally been on a tour with Rod, through his sheds and around his property, I highly recommend seizing this opportunity. Scott's off to the track in DMOFSR that weekend, so I'm trying to my ducks in a row so I can join in the tour. A special thanks to Carey for initiating this for the Fraser Car Club. Details on pages 3&4.

Roy and Alexa are planning something special in November, so there will be more about that in the next newsletter. Apologies from Matt and Jan this month (they have been 'holidaying' away from their Fraser!) Apologies also from Andrew, he's going to be back with a cracker of a report next month, after his holiday!

I've had a few people asking about membership, so our wonderful Treasurer has put tother an infographic above.

Enjoy the sunshine and I look forward to photos/tales of getting out there and enjoying yourself in September!

Ida Tristram

Formula E - Fraser Car Club Event



The Fraser Car Club have planned a 60 lap Le Mans race at Formula E Indoor Raceway, in Auckland; **2pm** (please arrive by **1:30pm***) on **Sunday 11 September 2016**. We nearly have two full teams, so if you want to join in the fun, email ida@fraser.co.nz to secure a spot.

Le Mans teams races; These are non-stop, fast paced, fun teams races, run like a relay

Drivers are split into teams (e.g. 20 drivers = 10 teams of 2 drivers).

Driver 1 will go out to complete 20 laps, while driver 2 is ready in their kart.

When driver 1 returns to the pits, driver 2 immediately goes out to complete 20 laps.

This process is repeated for the Final Race.

The 60 lap Le Mans will take approx. 1.5 hours and is \$80 per person.

Formula E Indoor Raceway

36 Ascot Road, Airport Oaks

Manukau City 2022

<http://www.formulae.co.nz/>

*All drivers **MUST** arrive at least 30 minutes before your event to sign a waiver and attend a safety briefing. Please note that late attendance will affect your track time.

Please remember to inform ALL DRIVERS in your group that **NO DRUGS OR ALCOHOL ARE TO BE CONSUMED BEFORE OR DURING A RACE - THIS RULE IS STRICTLY ENFORCED.**

Minimum height for drivers is 145 cm.

Maximum weight for drivers is 120 kg.

No open toed footwear is to be worn while racing.

Blue September Fundraiser



CORYS

BRANCH FUNDRAISER

DETAILS



LEADFOOT RANCH

Corys Charity Car Trial

Sunday 25 September 2016

Starting at 8:30am from Pukekohe and finishing at Leadfoot Ranch, Hahei

– home of motorsport legend Rod Millen and the Leadfoot Festival.

Meet Rod and see his collection of cars and memorabilia

Entry fee is \$50 per car. Entries close 16 September

Email your interest to cartrial@corys.co.nz or call Jill 09 237 1280 today!



FOLLOW US ON THE CORYS FACEBOOK PAGE



Terms and conditions: See in store or check with your local branch manager for terms and conditions relating to individual branch fundraisers

Blue September Fundraiser

Corys Charity Car Trial – Rod Millen’s “Leadfoot Ranch” **Sept 25th** 2016.

Hi all, Corys Electrical Pukekohe are running a fundraiser for Blue September – Prostrate awareness. I have spoken to Jill at Corys and she is very enthusiastic about having the Fraser Car Club along. Entry is a \$50 donation per car.

For the north Auckland members we could meet early at Frasers in Beach Haven or if Roy & David and possibly Didier were coming down from Far North, at another spot, and drive in convoy to Corys in Pukekohe to meet the rest of the crew before the 0830 start.

The run is to Rod Millen’s “Leadfoot Ranch” in Hahei where an Auction with apparently some “great items” will be held, and we will be able to look around the ranch including having access to the barns and seeing Rod’s memorabilia built up over many years of motorsport.

I have already registered my interest. Let me or Ida know if you would like to also attend, or contact Jill directly and cc us in to get an idea of numbers.

See the flyer on the previous page.

If you are keen to participate this year, the link to the online entry form is below:

<http://www.emailmeform.com/builder/form/eZ8taUWfs8Ynx6R>

If you have any queries, please feel free to call Jill on 09 237 1280 or

jillian.Dawson@corys.co.nz

Cheers,

Carey – Auckland Fraser Car Club Member

careyjmarsh@gmail.com



Scott in DMOFSR on Rod Millen’s ‘driveway’

Northland Report

Following my cars appearance at the CRC Speed show it has been at the factory for most of this month with a few issues which Dan has dealt with in his usual efficient manner. Consequently no driving or things Fraser for me to report.

On the 6th of August I started a small road trip on my own (Alexa was in Canada visiting family). I left home early and arrived at Hamptons about 09.00 for the Chrome Expression Show and Shine event and was greeted with a \$10.00 charge for parking and a further \$20 admission, maybe this is a taste of things to come under the reign of the new management at the track, I do not recall paying for parking there before especially for such a relatively small event. The event itself was quite unusual with the emphasis on participation rather than a viewing spectacle normally enjoyed at Hamptons. Having said that I did enjoy watching some of the antics on the skid pan from the high revving rotaries doing donuts and obligatory burnouts. On the new track drifters were doing their thing in spectacular fashion. Other participants appeared to have a lot of track time on the main track and this was run similar to an on Track Play Day.

Next day I headed to Taupo after spending the night in Rotorua, it was bloody cold with a southerly coming straight up the lake from the snow covered mountains. There was even snow on the road beside the track.

Bruce McLaren Park was hosting the second round of the Taupo 2 Wheel Drive Tarmac Rally. Scott and Ida in the demo Fraser featured very well in the prizes last round in May but were unable to make it to this one. The event is run exactly like a conventional rally special stage with cars leaving at 1 minute intervals and racing round the track against the clock. It was great to watch with a good variety of cars, I especially enjoyed watching the escorts which were very popular rally cars many years ago. The winner overall was driving a Toyota Starlet with a Hyabusha engine and 6 speed gearbox, it looked a very neat package and sounded the goods on track.

Interesting....no charge for spectators at the event at Bruce McLaren Park

Well FRSER is now safely tucked back in the shed and I am just waiting for this rain to stop so I can reacquaint myself with some more fun driving.

A couple of things for me to look forward to this month is the E kart racing on the 11th and the prostate appeal run from Pukekohe to Rod Millens Leadfoot Ranch on the 25th, hope to see you there.

It was great to see Chris (our esteemed President) and Liz pay a surprise visit earlier this month. We do enjoy having visitors call, so if you are ever up this way please do come for a visit, we always have a coffee or tea or beer and wine at the ready for such events.

Bye for now,

Roy Goodwin
FRSER



Auckland/Racing Report

Fraser bit from Blighty 22/0816

Summer in England, about the same as Auckland in winter but not so wet, with brief hot spells. That's the weather and now for the news.

If only the plane was a bit quicker I'd come more often. In my first week here I've overdone it a bit so just catching my breath.

I took my long suffering sister to Donington Park museum to have a look at some cars. They have the largest collection of F1 cars anywhere. There are over 150, some with amazing histories like Moss, Stuart, Mansel, Lauder and Fangio plus the Kiwi contingents of Amon, McLaren and Hulme and heaps more. There's a Williams collection and a McLaren section also the BRM and Vanwalls from the 50s & 60s. When I was a nipper my uncle took my brother and I to Bourne where BRM were made and we got to see and hear them. Sitting outside was a car that caught the imagination of a couple of young boys. We got taken around the little town in a Ford GT 40 that had just competed at Le Mans. I don't know who the driver was but I do remember how noisy, rattly and bare it was inside. Maybe that was when I caught the bug. Lincolnshire is an agricultural area and to go along with that many pieces of farming equipment were built here, not the least engines or traction engines. Yesterday I visited the Lincoln Seam Fair that had over 1200 exhibits in the Showgrounds. Every year it gets larger and the engines seem to get more polished. They have names like Titan, Rosy and the Duke of York giving them personalities as they rock as they sit idling at about 50-60 rpm looking like a 12 ton giant breathing gently. Dotted around the place were about 30-40 fairground organs belting out the Dambusters March and other stirring stuff. No electronics here but enough power to shake your boots! There are paddocks full of tractors, stationary engines with elderly minders dozing in the sunshine, military vehicles, cars, mostly English with the odd American (car) looking strangely out of place, a pavilion of old models, and more. Great fun for all the family. Ohh my aching feet.

I've booked the ferry for the car to the Isle of Man senior TT this weekend so my mate and I are off at some ungodly hour to probably drink far too much, watch the most amazing show on earth, drink some more and float back home. The things I have to do to keep you informed, I hope you appreciate the sacrifice.

Cheers
Steve
3SGE



How about the workmanship on this half scale engine?

Auckland/Racing Report Continued



South Island Report AKA GAZZA'S GARAGE



Morning, All.

Zero progress on Smoke to report due to Influenza A, head colds, head colds, more head colds, the birth of my beautiful second granddaughter Sasha, landscaping and various other pathetic excuses. Roll of eyes and groaning from the masses.

Now, as you can see from the title above, I have decided to upgrade the name of my contribution from Southern Report to Gazza's Garage. Largely due to the lack of material from other Southern Fraser owners and general car-based event news. Lackadaisical Lotus Lounge Lizards. :-)
Come on, people, I know that you are out there hiding deep in the hay sheds and up high in the big Macrocarpa tree down in the bottom paddock.

With no relevant news relating to current 600hp modern Se7en builds etc, I thought I'd pad out Ida's monthly publication by throwing in an article pilfered quietly from OldClassicCars.co.uk showing one of the original 1957 Series 1 cars running a 40hp ford side-valve. Enjoy. I have also attached a colour pic of an original Series 1 showing the beautiful alloy coachwork

Grrrrr!

Gazza.

Lotus 7 Series 1.

Lotus 7s were produced in a number of variants following the model's introduction in 1957, based on the previous Lotus 6's basic design principles. Like the 6, the earliest 7s were also powered by the sidevalve Ford engine, in its 100E guise. Whereas the 1172cc unit didn't give the 100E saloon a particularly sparkling performance, when bolted into a lightweight sportscar it endowed the Lotus with a very respectable turn of speed. A phonecall to the Aquaplane tuning company would provide a number of tuning goodies to really make the 7 motor, whether on the road or on track. All of these photographs features a Lotus Seven registered 8044 WW. The first is a head-on view of the completed car, showing its neat aluminium coachwork and distinctive egg-crate radiator grille. Lucas SFT476 and SLR476 spot- and fog-lamps provided illuminance as standard, while crossply tyres fitted to the steel road wheels kept the car on the black stuff. All of these photos looks to have been professionally taken and printed, the first image being mounted on card with a handwritten note below it simply saying G-RRR!!!

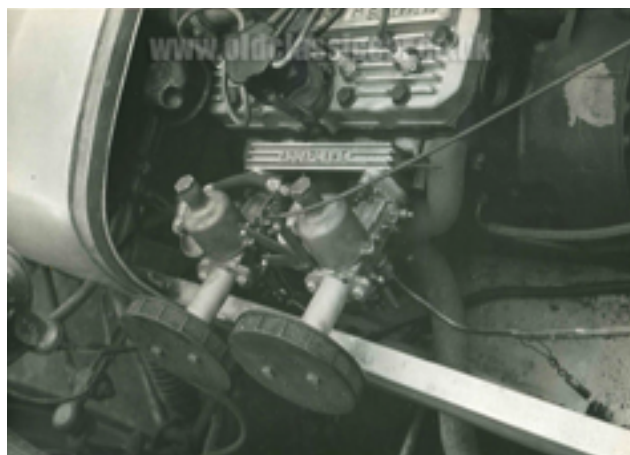


South Island Report



The Lotus' empty engine bay

For the second photo, we rewind back in time slightly. Perhaps the car was still being built at this time, or else the engine had been removed pending an upgrade. Either way, the front end panels have been removed and the empty engine bay is shown. The tubular spaceframe chassis employed on the Lotus 7 is clearly evident, as is the steering rack. The first cars were fitted with a steering box, rather than a rack, but in early 1958 a switch to modified Morris Minor-sourced racks was introduced. Later on in Series One production, LHD Triumph Herald racks would be installed (upside down). Some lettering can be seen on the bulkhead, namely "B.A. Co." and "DTD 710X", presumably relating to the originator and specification of the aluminium used in the Lotus' construction.



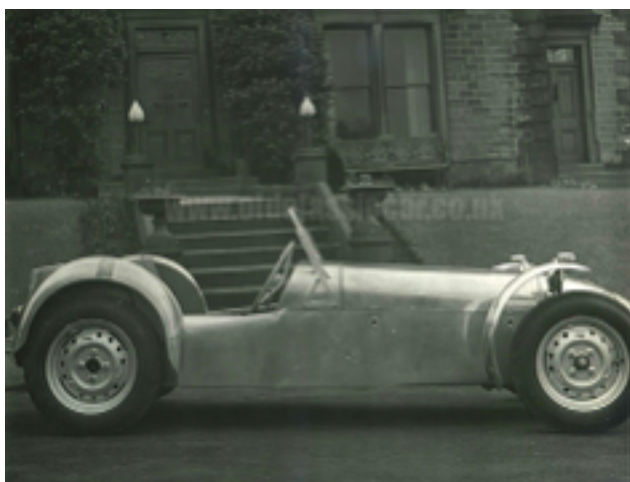
Aquaplane-tuned Ford sidevalve engine

Early Series Ones, from 1957 to mid 1960, were fitted with the standard 1172cc Ford engine only. This model was known as the Lotus Seven "F". In 1958 you could also choose the Seven "C", or "Super Seven", which did away with the Ford engine and instead came with the Coventry Climax OHC engine. The following year saw the introduction of the "A" type, so named due to its use of BMC's 948cc A Series engine. All types continued being available until mid 1960 when the Series 2 was launched. Photograph number 3 shows a nearside view of the engine bay, an Aquaplane-tuned 100E Ford engine now installed. Twin SU carbs, fitted with pancake air filters, are bolted to an aluminium Aquaplane inlet manifold. A tubular exhaust manifold has also been fitted, as has an Aquaplane "Superhead" cylinder head, designed to both raise compression and improve heat dissipation. A period brochure describing some of this company's tuning products can be found on the Aquaplane page, within the tuning companies section of the site.

South Island Report Continued



Photo 4 again shows the Aquaplane-tuned engine, but from the offside of the car. The remote gearchange linkage can just be seen at the bottom of shot. Cycle wings have been fitted to this particular Lotus.



Lotus Seven, side view

The final picture in this set shows a side-on view of the completed Lotus, complete with its cycle wings and drilled steel wheels. Despite the car's sporty stance and demeanour, a standard road-car steering wheel is fitted. Unlike later Sevens and Caterhams, which tended to feature more and more fibreglass body parts, the early version's simple lightweight all-alloy body, here in unpainted form, can clearly be appreciated. Note the wing-mounted Lucas sidelights, ex-Austin A30/A35.

Lotus 7 reg. 8044 WW

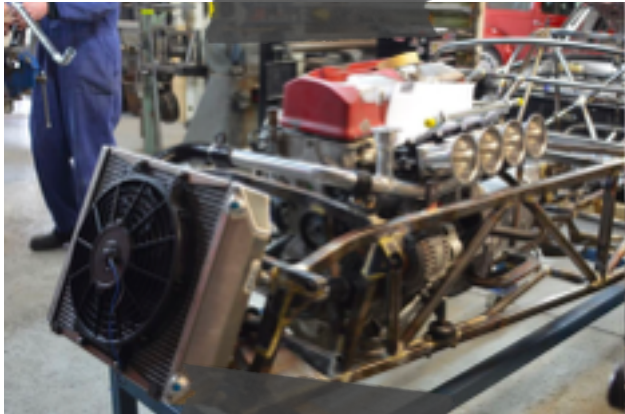
But what of 8044 WW now? It doesn't show up on a search of the DVLA site. Did it end its days in a hedge somewhere, was it broken for parts at a later date, or did it simply get scrapped? Perhaps it lies forgotten in a dusty garage somewhere, waiting to be rescued. Whoever took these photos was a keen photographer, the final side-on shot shows the Lotus parked outside a fine country retreat. Was this a road-test car? I've been unable to find any reference to a car with this registration, but maybe someone out there recognises it, or maybe the location of the final shot?



an original Series 1 showing the beautiful alloy coachwork

Fraser Factory Report

AUGUST 2016



Bring on Spring, only a couple of days left.

August has been a relatively quiet month Fraser wise, there was a night run planned but the weather put a stop to that. Aside from the weather that has come that hasn't stopped us from being productive here at the Fraser factory, one of the chassis and components have been off getting sandblasted and a shiny coat of gloss black powder coating attached, its now back in Bruce's capable hands having the body hammered and shaped to fit the freshly coated frame. Dan has been busy making all the components off the other chassis and that too is also almost ready to get coated.

We have also had chassis 127 return. Its here for a complete service and to be made road legal again it last WOF sticker shows a date of 2003. Pete is looking forward to getting into this job and returning the car to the road.

Head on over to The Pit to see build updates and more from the Fraser workshop.

The Fraser Formula E go karting event is on for the 11th September, for those of you that have entered, all the Fraser factory team are looking forward to doing some laps.

Scott and the team at Fraser Cars

<https://thepit.fraser.co.nz>

Carey's trip to Puhoi; 11 cars, 5 Cobras, Corvettes, Mustangs, a Holden. and a lonely 4 cylinder Fraser. I didn't need to peddle too hard to keep up. And the sound was tremendous.



Happenings

SEPTEMBER 2016

11 Formula E event 2pm, Auckland

25 Charity Run - Hahei

25 Caffeine and Classics 10am at Smales Farm, Auckland

OCTOBER 2016

TBA Raglan Run, Auckland

FEBRUARY 2017

25 Fraser Car Club Track Day

MARCH 2017

17-19 Bluett Taranaki Run

MORE HAPPENINGS

Keep up to date:

Fraser Car Club Website www.fraserclub.co.nz

Facebook <https://www.facebook.com/Fraser.NZ>

Twitter <https://twitter.com/fraserclub>

Instagram [fraserclub](https://www.instagram.com/fraserclub)

Fraser Website <http://www.fraser.co.nz/news-events/>

Please email events through to ida@fraser.co.nz

Fraser Car Club

PRESIDENT

Chris MacLennan chrisandliz@xtra.co.nz

SECRETARY

Ron Johnson laterron@gmail.com

TREASURER

Rebecca Wright rebwright@deloitte.co.nz

NORTHLAND

Roy Goodwin roy.goodwin@xtra.co.nz

AUCKLAND/RACING

Steve Lowery steve@lowery.co.nz

WAIKATO

Andrew Blank drew7@slingshot.co.nz

BAY OF PLENTY

Tom Recter tom@vinoptima.co.nz

WELLINGTON

Matt and Jan Flewellen MattF@radaero.com

SOUTH ISLAND

Gary Frost gary.frost@clear.net.nz

AUSTRALIA

Will Charlton w.charlton@bigpond.com

UNITED KINGDOM

Andrew Lockyer alockyer@cremfields.co.uk

NEWSLETTER

Ida Tristram ida@fraser.co.nz