

# FRASER CAR CLUB NEWSLETTER



Photos above from: Didier Poot



Photo above by: Alexa Bell

## A NOTE FROM ED

What a whirlwind March was!

This newsletter is jammed packed filled with news, mainly around the Taupo weekend, but news all the same! Chris's President's report is on page 2 again this month. The Committee and Club details are on page 4, followed by a few \*cough\* photos from my camera.

Our guest reporter, Kane, is back this month with part 2 of 'Rome'. Andrew has a Fish and Chip run planned for 7 May, details on page 3. Surely our Northern Rep has been busy building a trophy cabinet for his and Alexa's new trophies, I would like to personally extend congratulations to Roy and Alexa on their well deserved public acknowledgement this year, from both the Fraser Car Club and Fraser Cars.

If you have any photos or video of the Taupo weekend, please send it to me asap [ida@fraser.co.nz](mailto:ida@fraser.co.nz) - we're making a movie about the weekend, which will hopefully be ready by the next newsletter! Thank you to those that have already sent snapshots my way.

Thank you to all those who made the Taupo event so successful, it's always a brilliant weekend from start to finish. Thank you to those who encouraged me to continue to be the Newsletter Editor, it's a pleasure to be back in the seat for another year.

Until next month, safe and happy motoring.

Ida Tristram

## President's Prattle

One more annual Taupo outing done and dusted. Thoroughly enjoyed it seems by all who attended. It was especially pleasing to catch up with David Pattie, who I haven't seen for some years now. David moved to Canberra some years ago, taking his car with him. While he has had some time away from competing he tells me he is back doing the odd hill climb and keeping his hand in. When I first started competing, David was one of the quicker drivers around.

On matters relating to our track day I believe it was of the better days we have had, with only one interruption due to a car making it into the Kitty Litter. The marshals on the flag points again inform me that our day is top of the list of the better run days they attend. They have discussed with me though the issue of drivers and passengers not wearing hand protection, i.e. gloves. It seems this is a Motorsport requirement for open top vehicles and something we need to address next year.

The café people were pleased with the day also and advise they will be open, at 7.00 am, for bacon and egg breakfasts next year.

Our AGM held on Saturday night ran smoothly with no issues of any consequence discussed. Our finances are in good health and our subscriptions are to remain as previous years. I believe that over the next weeks Rebecca will email invoices to last year's members. Your subs are due now, not just prior to the next Taupo weekend.

The usual suspects remain at the top of the table except for Ron, our past secretary, who resigned as of the AGM. Once again Ron I want to thank you for all you have done over the years that the club has functioned in its present form. Those who are willing to give willingly voluntary organisations such as ours are truly valued.

With Ron's resignation came the need to fill the Secretary's position at the AGM. We had no nominees at the meeting, however, we anticipate someone will come forward in the next few weeks. Will it, be you?

Tom Rector resigned as area Rep for the Bay of Plenty and the decision was made not to replace him. Gary Cullen is our new Auckland rep and with the resignation of the Flewellens, Katrina and Aaron are our new Wellington reps. The other position remain as they were.

Prizegiving became quite the family affair this year with Alexa and Roy Goodwin collecting all but the Hindsight trophy to display at home. Well done you two, well deserved. The Hindsight trophy has made its way back to Tauranga in the hands of yours truly, where it will take pride of place somewhere yet to be decided. With the acceptance of said trophy of course comes the requirement to find a suitable recipient for next year. I already have one or two in mind.

That's it from me

Chris



# Fraser Car Club Event

## The **F** & **C** Run



Calling all  
**C**lub

**F**raser  
members.

Come and join me and your **F**ellow **C**omrades on a **F**ast **C**ruise around the **F**irth **C**oast, in the **F**ranklin **C**ounty.

We will enjoy **F**lowing **C**orners and **F**abulous **C**oastal views in your **F**uriously **C**ool, **F**raser **C**ar with **F**ellow **C**lub members.

We will enjoy famous **F**ish & **C**hips in the **F**resh **C**oastal town of Kaikua.

### \*\*\*Sunday 7<sup>th</sup> May\*\*\*

Meet at the BP Papakura at 10am, depart at 10.30 and drive through Clevedon and down the Firth Coast to Kaikua for lunch of Fish & Chips at the world famous Kaikua Fish & Chip shop.

After lunch and a chin wag we will head up the west side of the Hunua Ranges, through Hunua and back to Papakura where we can split up and head in our own direction of home (welcome to split after lunch if south is home).

If the weather looks suspect, please call or text me on 029 200 9045 Sunday morning.

# Fraser Car Club AGM/Prize-giving

**2017/2018 Fraser Car Club subs are now due (as of 25 March 2017)** Please credit \$25 to Fraser Car Club ASB 12-3083-0191597-00 (Use family name as reference) and email Ron Johnson [laterron@gmail.com](mailto:laterron@gmail.com) with payment confirmation.

## At the AGM the following people were elected

President: Chris Macleannan [chrisandliz@xtra.co.nz](mailto:chrisandliz@xtra.co.nz)

Secretary: Ron Johnson (until replacement is found) [laterron@gmail.com](mailto:laterron@gmail.com)

Treasurer: Rebecca Wright [rebwright@deloitte.co.nz](mailto:rebwright@deloitte.co.nz)

## Representatives (NZ)

Racing Rep: Steve Lowery [steve@lowery.co.nz](mailto:steve@lowery.co.nz)

Northland Rep: Roy Goodwin [roy.goodwin@xtra.co.nz](mailto:roy.goodwin@xtra.co.nz)

Auckland Rep: Gary Cullen [culleng@xtra.co.nz](mailto:culleng@xtra.co.nz)

Waikato Rep: Andrew Blank [drew7@slingshot.co.nz](mailto:drew7@slingshot.co.nz)

Wellington Reps: Aaron and Katrina Wood [aaron.climb@gmail.com](mailto:aaron.climb@gmail.com) or [katnz@xtra.co.nz](mailto:katnz@xtra.co.nz)

South Island Rep: Gary Frost [gary.frost@clear.net.nz](mailto:gary.frost@clear.net.nz)

Newsletter: Ida Tristram [ida@fraser.co.nz](mailto:ida@fraser.co.nz)

## Prizegiving

Fraser Car Club Trophy: Roy Goodwin and Alexa Bell

Driven Woman Trophy: Alexa Bell

Japan Cup: Roy Goodwin and Alexa Bell

Hindsight Award: Chris Macleannan



MARCH 2017

# Fraser Car Club Event - Taupo Tour



MARCH 2017

# Fraser Car Club Event - Taupo Track Day



MARCH 2017

# Fraser Car Club Event - Taupo Track Day



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MARCH 2017

# Fraser Car Club Event - Taupo Track Day



## PartMaster Prize Packs -

We would like to thank Partmaster NZ for supporting the 2017 Fraser Cars track day. A huge congratulations to Peter Bryant, John Cumming and Bill Morrisson who were prize winners on the day.

Let's do it all again next year.

Pete



# Guest Report

## "Rome" Part 2

Well a fair bit has happened in the past month some good, some not so good.

I still haven't found where or what my lone wire is in the engine bay. But thats No big deal because everything is working fine.

I managed to de-flea my cat.

(Honestly this is my biggest achievement)

And i got my fraser tuned on 95 pump gas.

Last time i finished my update the car was at the dyno waiting to have a second 38mm wastegate installed on the opposite side of the merge collector that feeds the turbo.

Well it is installed and works great and is holding boost levels nice and steady at 15psi for now. Once the 2nd wastegate was sorted Rome went back onto the dyno and started the tune once again. All was going well until they took the new engine high into the revs and noticed the timing was jumping all over the place at high rpm.

The problem is the ECU is getting its signal from a sensor that is connected to the camshaft. And that sensor is not a true representation of where the crank angle is.

This is due to harmonics in the cam belt wobbling and flexing under high rpm.

Apart from this issue everything else is working together really well together and is making great power. How much you ask ? Well because of this sensor problem we decided to pull 15 degrees of timing out above 7500rpm and give it a redline of 8800rpm so it's not at its full potential yet until i get the sensor problem fixed. (I need to put a sensor directly onto the crank picking up its signal from a toothed gear.) But currently it is making 370 wheel horsepower at 8800 with plenty more in it to come. How much more you ask. Phil The dyno tuner guru thinks it will crack 400wheel hp on 95 pump gas.

To me i was quite shocked that it made such good power on just 95 pump gas so i asked the tuner phil why it goes so well on pump fuel and he had the coolest answer ever.

Once you start to rev an engine really high there comes a point where you start to outrun detonation and can then put in more timing advance and raise the boost therefore making more power. He also said a cool fact that F1 cars actually run on 91 octane fuel and they just run insanely high revs to outrun from detonation. For those of you that don't understand fuel too well 91 is actually more powerful and explosive than a higher grade of fuel say 95 or 98 pump gas. The reason we all don't run 91 is it because it is more explosive at lower revs 5000rpm for example so you can only compress it so much before it self ignites. Where 95 or 98 can be compressed more giving you the chance to put more air into motor before it self ignites.

Anyhow back to the fraser...

When the car was on the dyno phil did take the engine up to 9500rpm and power was still climbing but couldn't go further due to the sensor problem.

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## Guest Report Continued

So because this car was burning a hole in my pocket faster than a blowtorch i pickled up the car from the dyno to just drive it how it currently is for now.

I am planning of saving up and sorting the sensor then getting back on the dyno this winter. This should At least let the engine get a good running in and also give me the chance to feel how it drives and if I need to make any further changes before it gets its final tune.

And how does it drive for a 1600cc engine with 300 degree cams 2mm oversize valves and valve lift increased from 8mm to 11mm ?

Surprisingly... excellent... For quite a while before I installed this new high spec engine I thought I had overdone it on the head and camshaft specs and would make it completely un-driveable on the street. But those worries were quickly crushed after that first drive. In fact it's so nice to drive even at low revs of 1500rpm that it's smoother than the original motor with standard Toyota spec heads.

How does this happen you ask ? Well I raised the compression in the engine from standard 8.5:1. To a slightly higher 9:1 using different pistons.

Even though this is a relatively small change it has certainly helped retain some of the drive-ability. It's in the head of the engine that has made all the significant gains in power. That and a crazy big turbo for a 1.6 litre.

Another cool factor of this car is it grips under acceleration better at 370 hp than it used to at 300hp. Now before you think I'm totally mad and telling tales. I mean how can 370 hp grip the road better than 300hp ?

Well it is because of weight shift. (Yes I have cut down on those delicious meat pies but no it's the cars weight shift and smoother power band. Let me explain... when the car had 300hp under acceleration the car came onto boost in a big hit and you felt it in the back of your head with a big thwack (think of mum's sandal when you had done something naughty as a kid) and you were off down the road leaving black lines behind you. This is because the power increased so rapidly it overloaded the tires too quickly and turned them into smoke.

Now the 370hp engine with much bigger turbo comes onto power much differently. It is a much more smooth and gradual climb up to 370hp and why it grips so much better is because as the power comes on it is sending the weight of the vehicle on to the rear tires planting them into the ground and gripping harder therefore able to grip better and put the full 370hp to the ground.

Pretty cool eh. Even my cat must like the new changes because it decided to walk through some sort of grey clay then walk all over the car during the middle of the night and leave some tick of approval paw prints all over the bonnet and roof. The most puzzling thing is there is no clay around my house for miles...

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## Guest Report Continued

Remember the problem I was having with struggling to turn over the engine to start it for the first time? It turns out my battery just wasn't putting out enough Cca or Cold Cranking Amps. So online I go looking for a nice compact battery that is designed for starting with a high Cca and will fit into the tight spot we call the engine bay.

I came across a few options some lithium some unobtainium and all with a price tag high in the \$450+ mark or higher.

I decided to leave it for the day and look for more options over the next few days.

Then I hop in my everyday boring car with plastic trim and pop down to the petrol station to fuel up... while I was there I walked past the battery range thinking of ideas of what I could do to get a good battery. Maybe I could just rob one off the spacestation as I'm sure they have some good battery's up there. (Second thoughts they probably don't because they have endless sun to capture so don't have a need to store it) but I need a spaceship to go up and "borrow one" then midway through my crazy daydream the answer just appeared right in front of me. Of all things on the shelf amidst all the other bulky car battery's was a high performance battery built for a ride on lawn mower. Why you need a performance battery for a lawn mower beats me?

Anyhow it had everything i was after... correct dimensions, correct terminals and positive on the right sides. And best of all it had a very high Cca which is what I'm after. The cost was a measly \$85. I paused for a second... could it really tick all the boxes I was after for only 85 dollars. Maybe the manufacturer didn't think anyone would buy such a small battery for anything other than a lawnmower so just put whatever numbers they felt like on the sticker because all it has to do is start a lawnmower right ?

Wrong. I purchased that battery and hoped that the sticker had some merit to it...

So I install it in the car and turn the key. The fuel pumps hiss into life then I hit the start button and it chugs into life instantly with almost no hesitation. Since then it has done many starts and seems to be working faultlessly.

That spacestation will be safe for another day thanks to Caltex and a performance lawnmower battery...

Anyhow i see a few photos popping up of the Taupo track day on my addiction you call Facebook so I'm glad the sun decided to show itself and I'm sure it was a good day for all that attended. I Hope you all have good safe motoring back home from a great days thrashing around the track.

May this lovely summer weather last just a few months longer before the nasty evil machines they call the grit spreaders cover our favourite back roads in grit designed to destroy paint and decrease grip when applied by the truckload to any corner that might get a shadow on it during the day.

Happy motoring Fraserites.

Kane Thomas

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## Guest Report Continued



# Northland Report

Our annual Taupo Track Day obviously has to be the highlight of this months Fraser activities, more on this shortly.

Earlier this month my local car club, the Bay of Islands Classic and Sports Car Club held our annual picnic and show at Tauranga Bay, I was lucky enough to win the prize for best car built post 1975.



Friday morning, we assembled at the Southern Motorway BP, I really enjoy catching up with FCC members and meeting new people who may be joining us for the first time, there is a real sense of camaraderie evolved from sharing a common interest/passion.

Des Ryan had obviously spent a great deal of time in producing a beautifully presented run sheet. The directions were backed up by accurate odometer distance measurement and maps. When it came time for volunteers to lead our troop, I heard a chorus of voices saying "we don't have an odometer in our car". Now I don't think I am completely naïve and I guess I may have been gullible in this instance but in hindsight I struggle to believe my Fraser is the only one in the group gathered that had the necessary equipment to follow Des's exacting instructions. Never mind, once started I did enjoy the challenge and as I said Des's accurate measurements (down to 0.1 of a kilometer) made it a breeze. I have kept my copy, maybe we could do the same run next year.

Lunch at the Okoroire Hotel was a great opportunity to catch up with our Waikato and Bay of Plenty members and enjoy a welcome pit stop and to displace & replace fluids.

In Putaruru I had the pleasure of the company of Craig Alexander who become our navigator in chief and immediately we missed the next turn of our instructions. I probably should take some of the blame because at the intersection in question Scott and Ida had parked their vehicle on the side ride to help us and to get some photos. I thought, "ha they want some hooning shots", so I obliged and dropped the car down a couple of gears and roared off down the road trying to impress Craig at the same time, but all in the wrong direction! After 4 kilometers or so we had to fess up and embarrassingly did a u-turn all the while trying not to make eye contact with the quizzical team following. I got a good humoured " WTF look" from Des when we went passed. The rest of the run went pretty well for us with a hooning opportunity as we passed Alexa stationed with camera and tripod.

Friday night we enjoyed a few ales and the company of more club members at the Jolly Good Fellows on the Taupo Lake front.

# Northland Report Continued

I won't dwell at length on the actual track day antics, hopefully other contributors to this publication will go into more detail. I just would like to say I thoroughly enjoyed the day and I think like many of us in the club eagerly look forward to this time every year. I would like to do more of this stuff. If anyone in the future is aware of other track days that maybe of interest to FCC members please contact me, I will be a starter and I'm sure many others from our club will be too, let's spread the word.

I would also like to say, as usual, the day went off with out a hitch and this obviously is down to the organizing team. I can only individually thank the people I know; Ron, Chris, Craig, Blue & Margaret, Vince and the Bruce MaClaren Motorsport flagey's. I apologies if I left anyone out. These people run the day so we, the drivers, can have one of the best days in the year driving our exciting little cars.

Thank you very much for the awards presented to Alexa and myself, completely unexpected and we were blown away.

We left Taupo at 8am Sunday, after getting wet a couple of times made it home in time to watch the F1 from Melbourne, an excellent end to an excellent weekend.

A little note for your diary if you live in the upper North Island. Sunday April 9<sup>th</sup> is the annual Ruakaka Street Sprints. Ruakaka is about 20 minutes south of Whangarei near Marsden Point. It is less than a 2 hour drive from Auckland even going via the excellent Fraser road through Kaukapkapa. A good excuse to blow off the dust from Taupo and come north, I will be there (if it's not raining) so would be good to catch up.

Roy FRSER

## Quick note from Alexa:

As the non-driving member I want to thank everyone for the great weekend in Taupo. I had an awesome time and enjoyed being involved with the day, people and the cars.

Have a look at <http://www.frasercarclub.co.nz> there are heaps of photos and if you want high resolution copies or see if there maybe others of you and your car then contact Roy (I took about 500!).

As always I enjoy working on the website and would really appreciate any stories, pictures, events, sales... news that you might have so please send 'stuff' to [alexa@alexabell.com](mailto:alexa@alexabell.com) Finally, remember to block the first weekend in December for the Northland Run.

# Auckland Report

Hi all,

Nothing substantial to report since I only got voted into the Auckland Rep position last Saturday at the AGM!

Even though my car developed an electrical/ECU type fault as I drove on to the track early on Saturday morning and spent a few hours scuttle off, deep in the wiring, I couldn't participate in the day's action but I actually had a pleasant day talking to various people, viewing the machinery and watching the track activities. SLVTOP got trailered back by Scott ( many thanks for that!) and I got transported back to Akl by Jed, in his Lexus.

Jed, I hereby formally apologise for ever having referred to it as a Hairdressers car as several roads south of Gordonton will attest. Many thanks for the ride home.

We stopped off at Hampton Downs on the way back on Sunday and watched a couple of races at the Festival of Speed.

I have never been to this event before but I can recommend it as the racing is "spirited" and watching the old classic racing cars do their stuff brings back many pleasant memories for me of Levin and very early Manfield back in the day....sigh.

Anyway, plan from me as Auckland Rep is to organise a few events in the coming months, usually on a Sunday, which will be a mix of country road driving to a suitable eatery, a couple of Navigation exercises ( mainly to keep your passenger amused ) and closer to next summer, maybe a picnic. I will attempt to organise an away event that will include an overnight somewhere.

Notification of proposed events will be by email and Fraser Facebook.

Intended recipients will be the wider Auckland area, say from Whangarei to Hamilton but all are most welcome if you are in the vicinity at the time.

Cheers

Gary

SLVTOP



Note from Ed: For those that don't know Gary, he organised this Fraser photoshoot at the RNZAF Base, Auckland, in 2013. Gary's Fraser is on the left. Photo by James Freeman.

# Waikato Report

I had a great weekend in Taupo at the Fraser club weekend as I am sure everyone else did to. We were so lucky with the weather. Unfortunate to see a couple of cars did suffer mechanical dramas which is always frustrating. I hope you guys are back on the road soon.

I spent about 3 weeks prior to Taupo ticking a few jobs of the "To Do List".

First up was to try and reduce my driver's foot well temperature. I've always suffered with my feet cooking with the proximity of the exhaust to the foot well. It wasn't originally designed that way, but during the build process I had to lower the gearbox to improve the driveshaft angles, which moved the 4<sup>th</sup> header pipe to within 1.5mm of the foot well. I had wrapped the 4<sup>th</sup> header pipe with a short piece of wrap when the car was finished but I don't think that helped.

Catching up with Rowan over Christmas, he gave me a left-over piece of self-adhesive gold reflective sheet. The plan was to cover the foot well to reflect the heat. Because I had removed the steering column for this, I decided to take the opportunity to replace the short piece of wrap on the 4<sup>th</sup> pipe and wrap all the pipes. After trolling through TradeMe at all the wraps available, I purchase 15m of Titanium Lava Exhaust Heat Wrap from Redline Performance. I knew it wasn't going to be an easy job, but it's soooooo time consuming, especially wrapping pipes 2 & 3 which are a tight radius and close to the block. By the time you cut 3 meters or so (you don't want to get to the end short) and feed it around the pipe time & time again, keeping it tight and looking consistent, you get over the whole idea pretty quickly.

It was about 8pm one evening when I was wrapping the 3<sup>rd</sup> pipe, Mikyla came out to the garage to say good night. She looked at what I was doing and said "Why don't you remove the pipes and then wrap them" I said that it probably would have been easier to have removed them first. She just rolled her eyes and headed off to bed!! Out smarted by a 10 year old!!

The final job was to move my pedals further away. My knees were always close to the steering wheel & the bar that runs under the dash. Because mine are floor mounted pedals, I've got the luxury to be able to adjust them (it's just taken 7 years to get around too it!!). I wanted to move the brake & clutch pedals about 20mm further forward. It doesn't sound like a lot, but it did drop my knees a lot and was so much more comfortable diving to Taupo. The clutch was easy as the master cylinder plunger rod was able to wind in. The brake plunger rods (1 x front & 1 x rear) were already wound in as deep as they could go with heaps of thread still available. After cutting off the ends of the rods with a demel, they wound in to give me a pedal 20mm further away and the same as the clutch.

It was about 9.00 Thursday night that I finally fired the car up, well that was the plan but the battery wound flat before it cranked into life. Half an hour on the battery charger was all it took to give it enough to fire up. About 9.45pm I took the car for a drive around the streets of TK without the nose or bonnet and so much smoke bellowing off the freshly wrapped headers that I thought it was on fire.

# Waikato Report

Friday morning before heading off to the meeting point at Ohinewai, I fired it up to make sure that the battery wasn't playing up. No issues there, I pushed it out of the garage for a wash and load up what gear I was taking. At 9.45 I thought that I would head off via Sherie's work, jumped in and the battery was flat again!! A panicked phone call to Sherie at work and she got one of the apprentice mechanics to bring a jump pack down (thanks Te Kauwhata Auto Super Shoppe). Once fired up it was off to Ohinewai to meet with Chris and the rest of the convoy. From there it was off to lunch and then Taupo. A big thanks to Des for planning the route down to Taupo, it was much appreciated.

Once Hamish & I had checked in, it wasn't long before dad arrived. Dad mentioned that he wanted to go and look at an XJ-S that was for sale. This particular car is an unfinished race car project that was started in the late 1980's. The car wasn't very old when it was stripped for the project so would have to be one of the most rust free and low mileage cars around. The car hasn't been on the road for nearly 30 years and never made it to the track. It's had a lot of money spent on it with the inner & outer rear wheel arches widened for larger tyres, aluminium boot lid, roll cage (not current for today's racing) and a number of other mods. The reason that it was never finished was they kept on destroying V12 engines (yes more than one or two) on the dyno. Remembering back in the 80's, aftermarket ECU's weren't available and factory units weren't reprogrammable. This put an end to project and that car has sat ever since. If anyone has an itch for another project then give me a call as it's pretty reasonably priced.

After another great Fraser Club weekend in Taupo its time for a club run. Summer is rapidly disappearing with Taupo a month later than usual, so put May 7<sup>th</sup> in your diaries for the F & C Run that we did last year. A week earlier than last year (And not Mother's day like last year). The plan is to meet at the BP Papakura at 10am, depart at 10.30 and drive through Clevedon and down the Firth Coast to Kaiaua for lunch of Fish & Chips at the world famous Kaiaua Fish & Chip shop.

After lunch and a chin wag we will head up the west side of the Hunua Ranges, through Hunua and back to Papakura where we can split up and head in our own direction of home (welcome to split after lunch if south is home).

So pencil in May 7<sup>th</sup>. If the weather looks suspect, please call or text me on 029 200 9045 Sunday morning. See flyer in the newsletter. Hope you can make it!

Clip(s) of the month is from the Red Bull Holden Racing Team. They turned one of their V8 Supercars into a drift car.

This is an interesting behind the scenes of building the car

<https://www.youtube.com/watch?v=cT8jb5EpRrg>

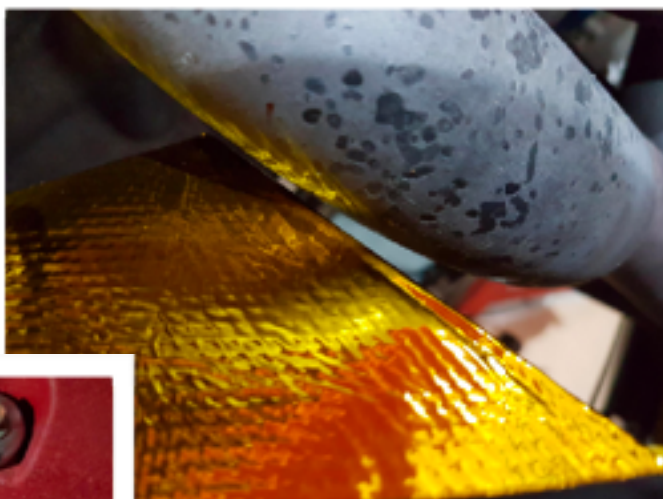
And in action at Sydney Motorsport Park

<https://www.youtube.com/watch?v=aVwYOJUK-O4>

Andrew

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# Waikato Report



# Wellington Report

Hi everyone

It is a great honour to be nominated as the Wellington reps, we hopefully can provide some interesting articles, though there will not likely be the wonderful and exciting exotic updates Matt and Jan provided.

For those of you who do not know us - we are Aaron and Katrina Wood. We live in Palmerston North. We have been a part of the Fraser Car Club for about 5 years now and love the 'family' feel and how welcoming everyone is.

We love getting out and about in our car and have tried to get drives happening in the Manawatu area - 2015 was successful with a drive every month, 2016 we got busy and didn't get out anywhere near as much as we hoped. We made a promise to each other for 2017 that we would get out every month again.

We have travelled most of New Zealand in our car and found some beautiful scenery to photograph, often with the car rather than ourselves, as well as travelling with others.

We were hoping to have details of an upcoming trip to include in our first article - we were discussing possibilities pretty much as soon as we left Taupo on Sunday. Then an unfortunate event put any trip planning on the back burner.

What unfortunate event you may be wondering? Well, it started at the track on Saturday. We both were taking turns driving and thought we were doing really well with our fuel economy. We had four runs each and when Aaron went out for his fifth run he noticed in the warm up lap that things weren't quite right. He started the first lap but quickly discovered he didn't have much power so pulled into the pits. We hoped adding some fuel would fix the problem.

It did! Well at least for a while. It was all good driving out of Taupo, through Turangi, but once we were on the Desert Road it became apparent that something wasn't quite right.

This is probably the part of the story that Aaron should take over and write - as some of you possibly want the details that I honestly don't know about. I can tell you that the engine didn't sound right and it didn't feel right when Aaron was accelerating.

We had Aaron's parents travelling behind us, but we had got ahead while they were stuck behind traffic. We pulled over and sat to think about what might be happening. Aaron looked under the bonnet and while investigating his parents pulled up behind us. There was discussion between the two men and investigating. Only obvious thing was a lack of fuel pressure. We tried going again and it was successful for a little while. But then the problem was back.

We pulled over and decided that perhaps a fuller petrol tank might help. So Aaron's parents, Philip and Julie, headed into Waiouru to get a can of fuel. It was quickly decided that we should probably text and suggest bringing back a tow rope just in case the fuel didn't help. This is the point in the story where I might say to make things worse it was pouring down with rain, however it was just drizzling thankfully.

When Philip and Julie returned, Aaron was just taking off the fuel cap when I heard a car pull up and stop, then a voice say "Hi Katrina". It turned out to be our lifesavers, John and Ben Cummings. They saw we were pulled over and stopped to check if we were ok.

Continued over page

## Wellington Report Continued

Turned out with some extra fuel we weren't right. John kindly offered to take his Fraser off the trailer and put our car on his trailer. Ben drove the Fraser back to Wellington while John took the longer route home via Palmy to drop us and our car off.

A massive thanks to John and Ben. Without them we would have had a rather long and slow trip back home. This shows just how kind and 'family-like' the Fraser Car Club are, even to a couple who have a McGregor.

Aaron says that it is possibly to do with one of the fuel pumps but this will take some investigating. Hopefully more details in next month's newsletter.

The Fraser Track Day, AGM and dinner were very smoothly run, full of fun and a great opportunity to catch up with friends. We look forward to more adventures in the year ahead.

Paul Miller commented on having reached 100 000kms at the AGM and we have a monthly challenge. What is your goal or challenge for the rest of the year with your amazing car?

Katrina and Aaron



# Fraser Factory Report

MARCH 2017



We have had a successful March this year leading up to the infamous Taupo track day. Our goal of finishing Chris and Anita's Fraser for the event came down to the wire with a last minute rush due to a misbehaving speedo on the final test drive! The guys all jumped in to get the car finished and we delivered on the side of the road somewhere in the Waikato during the Fraser tour down on Friday. It is a beautifully finished car which received a lot of positive comments while in the workshop and in Taupo. We look forward to seeing it out and about in future.

Another car we delivered the day before the event was Brian's MacGregor. Again down to the wire due to a last minute decision to paint the car blue! It looks stunning and again are looking forward to seeing the use Brian gets out of it.

We have had another older unfinished kit come out of nowhere, being recently purchased by Glenn from Napier to take over. It is currently in the factory having exhausts made along with a variety of other things done. As usual we will be updating "The Pit" as things progress.

We have also been enjoying working alongside Stephen Beattie of Beattie (now Redline) fame on his new project. Again keep up with "The Pit" to see this grow into what is promising to be a pretty special car.

As usual we all had a blast at Taupo and enjoyed seeing our owners cars doing what they do best. Good old DMOFSR did every lap of the day once again without missing a beat. It must be the mechanical sympathy we show it!

Dan and the team at Fraser Cars

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

# The F & C Run



Calling all  
C l u b

F r a s e r  
m e m b e r s.

Come and join me and your Fellow Comrades on a Fast Cruise  
around the Firth Coast, in the Franklin County.

We will enjoy Flowing Corners and Fabulous Coastal views in your  
Furiously Cool, Fraser Car with Fellow Club members.

We will enjoy famous Fish & Chips in the Fresh Coastal town of  
Kaiaua.

## \*\*\*Sunday 7th May\*\*\*

Meet at the BP Papakura at 10am, depart at 10.30 and drive  
through Clevedon and down the Firth Coast to Kaiaua for lunch of  
Fish & Chips at the world famous Kaiaua Fish & Chip shop.  
After lunch and a chin wag we will head up the west side of the  
Hunua Ranges, through Hunua and back to Papakura where we can  
split up and head in our own direction of home (welcome to split  
after lunch if south is home).

If the weather looks suspect, please call or text me on 029 200  
9045 Sunday morning.

## MORE HAPPENINGS

Keep up to date:

Fraser Car Club Website [www.fraserclub.co.nz](http://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](mailto:ida@fraser.co.nz)

## Happenings

### APRIL 2017

**30 Caffeine and Classics**  
- Auckland

### MAY 2017

**7 Fish and Chip Run**  
- Kaiaua

**28 Caffeine and Classics**  
- Auckland

### JUNE 2017

**25 Caffeine and Classics**  
- Auckland

### JULY 2017

**30 Caffeine and Classics**  
- Auckland

### AUGUST 2017

**27 Caffeine and Classics**  
- Auckland

### DECEMBER 2017

**1-4 Northland Adventure**  
- Kerikeri

### Fraser Car Club

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