

FRASER CAR CLUB NEWSLETTER



Coromandel Convoy This Weekend!

Saturday May 4th - BP Southern assembly point 9:30am for Aucklanders etc
 Kopu meeting point 11am outside the Kopu Station Hotel
 From there to lunch Coromandel, Kauotunu and a cold drink at Luke's Kitchen, on
 through Whitianga and Tairua
 Overnight in Tairua - group dinner
 Sunday at your leisure

Contact Simon if you want to join us, it's not too late: spinybug@gmail.com



President's Prattle

I have been feeling a bit like a squirrel harvesting his nuts lately as I uncover my stored firewood ready for the onslaught of winter. But cooler weather obviously is no excuse not to use our cars. That said I have had other things to discourage my lack of drive time. Andrew's F20C engine's demise has been pretty well documented and me with the same engine I'm a little hesitant to do a lot km's at the moment. I have an appointment with Dr Dan at The Factory to preempt the issue that has sadly hit Andrews engine.

Having said that, we have Simon (Size 7 Mach 7) Wickham's Coro Cruise to the Coromandel Peninsula to look forward to on the 4th and 5th May. I will be driving very carefully, I do not want to miss this weekend.

The Fraser Car Club facebook page is full of the info if you haven't already seen it. Great to hear the Flewellens are coming up from Wellington and Paul Miller from New Plymouth. People driving down from Auckland will meet at the BP on the southern motorway Saturday morning at 09.30 for a 10.00am departure. We will meet the southern contingent at The Station Hotel in Kopu at 11.00am. We are staying the night at Tairua, many of us are booked into Tairua Shores Motel which is a short stroll to the Tairua and Pauanui Fishing Club where we will have dinner.

Should be a great weekend and the weather will be fantastic because it never rains in the Coromandel!!!

Thank you Simon for putting this great looking run together.

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President's Prattle Continued

I have another run I would like to mention, this one is a little longer and is the brain child of Colin Campbell from Marlborough.

This run/tour will go the length of NZ and back again. Kerikeri to Invercargill and back. Down the east coast of both islands and back up the west.

The plan is to divide the runs into legs. eg. Kerikeri to Tauranga, Tauranga to Napier, Napier to Wellington, you've got it. Fraser owners from each region/leg would be invited to participate as the run passes their particular area by joining in on the tour for a distance, they may be able to suggest some points of interest or alternate Fraser type roads and maybe some tips regarding local accommodation etc etc. Drivers could do as many legs as they want, leave and rejoin or do the whole lot.

Colin is planning to coordinate the South Island part of the tour and I will do the North Island (with help from my friends).

Colin has taken part in a similar run in Scotland, it is called the Scotland 500 and I believe it is an annual event.

This to me is a very exciting prospect for us to pursue, after the Cobra Run several months ago I think this will be huge fun.

We are still working through the details, the most difficult may be the timing, we are trying to make it before Christmas.

We already have locked in two annual events Labour weekend is the Gentle Annie Run and our Northland Adventure this year is December 6th, 7th & 8th .

This NZ wide run will probably take around 3 weeks so November is looking most likely, more to come on this.

We have received the questionnaires back, thank you very much who took the time fill it in. It has been very helpful and has given us, the committee, direction and what we should be seeking to make our club more of what you want.

If you have not submitted your copy of the questionnaire please do so at:

<http://www.fraserclub.co.nz/questionnaire.html> it's not too late.

Please let us know your thoughts about our club and how best we can tailor our activities and how we can make it more like the club you want to be part of. Tell us what events you wish to take part in, in the future.

At the time of writing this Chris has not been able find out if any changes are in the wind regarding The Bruce McLaren Motorsport.

That's all from me this month.

Roy

FRSER

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- ROY GOODWIN

A Note From Ed

Hello from an amazing autumnal Auckland. April has been and gone and we're launching into the 2/3 of the year!

There's a lot to look forward to Fraser Car Club wise; there's the **Coromandel run** this weekend, the Fraser factory will organise a **winter night run** (once DMOFSR is back in action after some well deserved TLC), the **Coast to Coast** over Labour weekend (October), a **NZ North to South run** (TBA) and the **Northland Adventure** (December). I've moved the calendar of events back to the last page, as Richard is back with more tips this month.

Our reps have been busy enjoying, what has seemed to be, an endless NZ summer; Didier has some superb photos illustrating just that, page 6.

Carey has been busy hanging out with hotrods and motorbikes in Whangarei, page 7.

Aaron and Katrina have some information about the Coast to Coast run on page 9.

I also spied an empty beer bottle in the photo that Kane sent through with his South Island report! You'll find that on page 11.

Don't forget to fill in the questionnaire that Roy has developed, it's your chance to say what you would like from the Club. I filled it in last month and it only took a couple of minutes.

We hope you enjoy the news this month, as always, we would love you to share your news with us, email ida@fraser.co.nz

Until next month,

Ida



Fraser Car Club 2019/2020

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NEWSLETTER

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Guest Report

It was time again for the annual edition of the 2019 Motoretta TT, which is a 1000 mile endurance scooter rally for classic scooters. After a month or so of preparation to make sure that our 40-50 year old machines wouldn't fall apart on us over the 4 day event, we set off for the start line at Taupo.

Day 1 started with a very wet and slippery trip over the Napier Taupo road, our team all managed it over the hill with only a couple of slippery moments, we then proceeded down the east coast on mostly back roads to Martinborough for the end of day one. It was a long day with over 10 hours on the seat and only one scooter having an issue with engine temps at one point, it had run so hot that we thought we may have put a hole in a piston, however with a bit of time to cool it started up again all be it with a little bit less compression but enough to keep going.

Day 2 was an out and back loop down to Cape Palliser, Castlepoint, Riversdale and many more of our beautiful country's spots.

Day 3 was a cross country day through Taihape and on to Whanganui. The 65km Whanganui River Road was a great stretch and one that would be awesome in a Fraser as it is all recently sealed, this was the day that saw me get two flat tyres, with the second flat causing the tyre to pop off the bead. I thought that my day might have been over and then turned up the tail end charlie van, who happened to have a spare wheel that another competitor had put in as a back up and that also fitted my scooter. First in first served! and we were off again. We didn't make our times that morning leg due to the flats, but managed to have a trouble free remaining stretch.

The final day is a short day with a quick burst up through National Park and back to Taupo. On the way back we travelled up both sides of the Mt Ruapehu. It was amazing how much the altitude effected the fuel mixture and by the top the scooters were running so rich that we were only just managing to hang onto 2nd gear. On the plus side they felt like rocket ships as we made our way back down the mountain. The only real issue this day were a couple of farm dogs that really seemed like they had a death wish. One of them in particular took a liking to not one but two of our scooters and managed to get collected by both, the riders managed to stay on but the dog did a few roly polys down the road - with a quick check in the mirror the dog was up again and wasn't any worse for wear. The day was finished off with a flat to the boards speed run down the straights into Taupo, you really do give these old bikes a hard time, maximum throttle, maximum speed for minutes on end but they hung together to finish the event

All in all it was a great adventure and really makes you appreciate our beautiful country and the camaraderie the keeping 4 old scooters going for 1000 miles, helping with break downs and keeping going.

Scott Tristram



Australian Report

It has now been a little over 6 months since a fire consumed the engine bay of the Fraser. The healing process for both the car, and my passenger Jim, has been slow going, but I am pleased to report that both are doing well. To recap the fire took out the entire engine bay, and due to the intensity of the heat, what wasn't directly melted, now is questionable due to heat exposure. With the obvious thing to do, being to replace everything, the opportunity was seized to do an engine upgrade. Now, I can definitely put replacing the entire fuel system from boot to bonnet, and the addition of heat shielding and insulation down as enhancing safety. However, upgrading the 4age 20v Silvertop to a race prepared Blacktop, complete with dry sump setup, let's put that down to repairing my emotional state of mind, and it must be working, as I smile every time I think about it. Although I am sure that there will be some initial teething issues, the overall build is focused more towards everyday reliability over all out performance. As I travel a lot for my work, on the days that I am at home, and the weather and spare time both present themselves to me, I just want to be able to get out and about and enjoy driving it. At a guess we are still a few months until we are back on the road, with the build currently waiting on the supply of the oil pump before work can continue. I am sure that I will have a few sleepless nights ahead as the excitement of the first real milestone of firing the car up on the dyno, draws even closer! There is still plenty left to do before then.

Leon



Northland Report

Well, it's been a very busy month at work, so a quiet month for my little Fraser up North.

I have managed a few runs with the wee blue squirt, but when it came to take a car up North, for Easter, the dogs couldn't quite fit. We are blessed with some of the country's best roads, North of Kerikeri, well actually north of Auckland, if you know where! Roy has entertained us for a number of years now, and I would love to add some very interesting detours to his already amazing runs so far.

So needs must, and it was the Porsche, with enough space for the two pooches, that was selected for the run North, to the Bach in Rangiputa.

Now, if you think there is nothing North of Auckland, think again. Every time I drive North of Whangarei, I am amazed by the beauty of the "not quite" winterless North.

So Easter saw me not driving, or partaking in anything "car" related, but building, planting, paddle boarding, swimming and fishing.

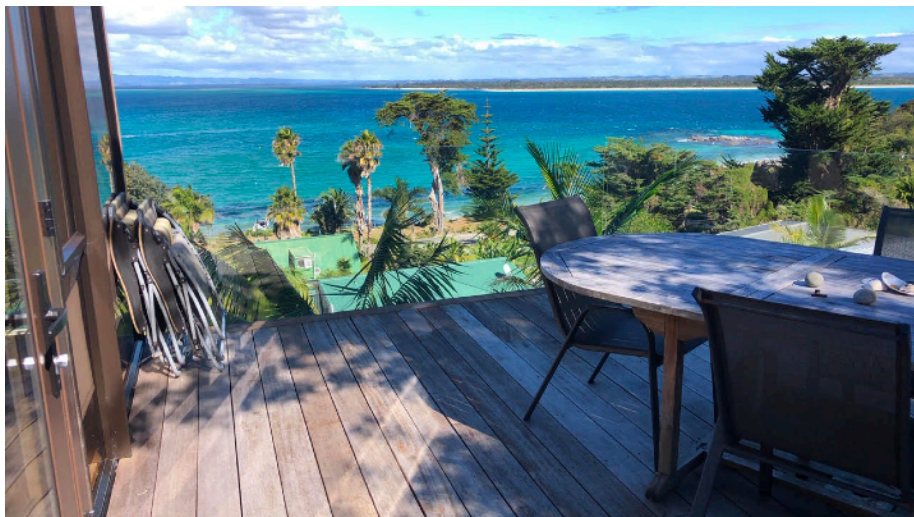
We have some of the best fishing in NZ literally at our doorstep, so both sons provide diner and more when we're up there.

So on the way home, instead of following every other bored commuter back south on SH1, I diverted towards Whangaroa, via the east coast past Te Ngaere bay, and then ducked back to SH1 just before Waipapa.

Amazing road, as a lot of you who have been up here for the Northland trips will know. Twisty, up and down, and never met another car allowing for 40 minutes of blissful driving!

Again, let the photos do the talking.
Greetings from the Winterless North,

Didier



Auckland Report

Another month flies by. The challenge is what to report this month that might interest and intrigue. On the home front I have been pre-occupied with applying for a building consent to renovate a bathroom and ensuite – which includes some structural work so permits are required. Frustratingly I have had no updates for several weeks except notification that Auckland Council is too busy so they have contracted building consent work to Wellington City Council.

This last weekend saw the Whangarei Rev Up car show held in the main street(s) of Whangarei, with over 320 Hot Rods and 70 motorcycles on display it was a great turn out. Regrettably I was unable to take the Fraser as I also had to transport 4 x 32kg concrete blocks, a 4 meter Gazebo, a table and a box of flyers and brochures. Plus Michelle and I. No matter how I planned it, I could not get it all in, so took the Nissan instead.

All vehicles were meant to be in place by 7am so that the public were not run over. As usual with these things a lot of people turned up late and went to the wrong place meaning cars and bikes threaded their way through some pedestrians. The only 7 style car I saw there was a McGregor, I was unable to find the driver when I went looking.

It was interesting to watch Holden Utes with huge air intakes towering almost as high as their roofs, surely blocking all forward vision. And another Ute that idled along the footpath with a monstrous rumble. Every time the engine ticked over the car would surge forward then coast, Brrrm roll, Brrrm roll. Can't have been a comfortable ride!

This weekend of course is the Coromandel run, looking forward to catching up with those who have put their names down as keen to view the lovely Coromandel peninsula. The long range forecast is fine for the weekend, but not really expecting too much 'spirited' driving – the last time we did that loop with Steve Lowery we were held up much of the way by tourists in camper vans and would be rally drivers in utes and their mums shopping trolleys.

In the Auto industry the rollout of Electric vehicles continues – Nissan plan to launch EIGHT new pure electric models between now and 2022. And there is interesting comment from the Chief Executive of the Used Vehicle Association who seems to think the government is working towards reducing private ownership of cars – citing two housing developments planned in Auckland for 4000 and 9000 houses, but no provision for “privately owned or operated personal vehicles”. Apparently the government is “investing funds to increase transport choices and encourage a shift away from POPOS. Choices include buses, trams, rail, cycle, ferry” So maybe we should enjoy our cars while we can – before we are declared antisocial fossil fuel users.

Carey



Waikato Report

Well the search for a new engine hasn't progressed much further. A combination of having my head down doing truckloads of overtime to pay for it and the fact that I haven't come across one at the right money or good Km's. If my budget extended to \$15,668.25 for a brand new blueprinted Spoon engine <https://www.nengun.com/spoon/complete-engine-honda-s2000> then I wouldn't have a problem but sadly it doesn't. I am considering buying & importing a complete damaged car from Japan but they are also getting few and far between. The company that I have imported cars direct from Japan in the past have only had 3 since I started looking. The last one was too high kms at 160,000kms and not damaged enough which made it too expensive. Funny thing is that all 3 cars that they have listed, have all had aftermarket roll cages fitted!! Obviously they were track hacks and they looked pretty rough, so I'm sure they've seen 9,000rpm a few times and would be well run in!! The S2000 is aging a bit with production stopping 10 years ago and according to Wikipedia only 21,658 total were made for the Japanese Domestic Market (JDM) and sold in Japan. The JDM cars are the ones to get producing the most HP compared to the ones from the USA that were lower compression for emission's etc.

Talking of damaged equipment brings to mind a couple of examples that have come through work lately that will be of interest. The first was a hydraulic cylinder with approximately 8mm wall thickness that suffered a slight blow out! The photos tell the story. The second is an excavator H Link that was bent due to one of the pins "walking out" and causing the H-Link to be loaded only on one side. The owner wasn't very happy with his operator as the H-Link is right in front of the operator's vision from the cab and it's not the first time he has done serious damage. We managed to straighten and get very close to being inline. The bores were then welded and the H-Link was set up on the horizontal borer and line bored true again, new hardened bushes fitted with liquid nitrogen, new pin seals and following a coat of paint it was as good as new. The fact that the pins are Ø80.00mm gives some prospective to the size of the link and you can just imagine how much oxygen/propane was used for heating!!

That's all for this month

Andrew



Wellington Report

Time is flying by far too fast between needing to write an article for the monthly newsletter. I guess this just means that life is very busy and exciting. We usually manage to get our news to Ida well before the due date, but this is a last minute fingers flying on the keyboard note (thank goodness for learning to touch type as it sure does make life a lot easier!).

We hope that everyone has had a safe and enjoyable Easter and ANZAC day. For those of you who were smart enough to take three days of holidays and get ten - well done, and hope you made the most of it and got out in your car.

There weren't big long holidays for us - even though it was the school holidays it unfortunately doesn't mean that we can all take a break, but we did manage to squeeze in some quality family time over the Easter break. We went over to Masterton for the Night Glow for the hot air balloons - unfortunately the wind didn't cooperate and we only got to see them attempt to light up one balloon. It was a massive effort with about 20 people trying to hold the basket down, even though it was tied to the cars. There were also others stopping the balloon bouncing into things on each side. It was very cool to see though, and they still did a choreographed performance to music using their burners. This was our first time, so we will have to try again another year.

We also went to see the dinosaurs in the Esplanade and were taken back into Jurassic time. The kids could do a fossil dig for a shark's tooth, get a dinosaur stick-on tattoo and have their photo taken with the dinosaurs. It was great for the kids, and Tyler (being a dinosaur expert) thoroughly loved seeing them and proudly telling us what each one was called and other random facts.

We do have some car news as well - we managed to get out for a drive, even if it was just into town to visit Rebel Sport and visit a cafe. The car attracted attention, and without our helmets on we could hear all of the different comments - also was a reminder to us to be aware of what others may hear if we are talking to each other!

The Coast to Coast is beginning to shape up and we have started working out possible routes, with a slight variation from last year to keep everyone interested. In researching we discovered that Labour Weekend accommodation is already filling up quickly.



Continued over page

Wellington Report Continued

Email us (aaron.climb@gmail.com) if you are interested and we will give you accommodation details as soon as possible, but we will also put the information in next month's newsletter.

The current draft plan has us starting in New Plymouth on Saturday 26 October in the morning, possibly staying in Turangi/Taumarunui for Saturday night, then through to Napier for Sunday 27 October. This is mainly dependant on accommodation.

We are really sorry that we are unable to make it on the Coromandel trip this coming weekend (if only Katrina wasn't studying then there would be more time for fun adventures, as we are really gutted that we can't make it. We have extremely fond memories of the last Coromandel trip.). We wish all those attending a super time. We look forward to seeing photos and hearing of any interesting stories.

Until next month flies around again, safe motoring everyone.

Aaron & Katrina



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South Island Report

Hi team. I must say what a great newsletter last month.

Since last month I have only had the Fraser out once for a nice crisp morning drive which I thoroughly enjoyed. After parking the Fraser back in the garage I noticed my oil catch can had filled up again... After I installed my new high performance engine 2 years back I have been getting a lot more oil go into my catch can, and I have to regularly empty the oil catch can. I'm guessing this is happening because of larger piston ring gaps resulting in more blow-by pressurising the oil system. Anyhow I decided to try sort this problem as I'm worried if I do a long road trip I'll lose a lot of oil and it will overflow out of the engine bay and under the rear wheels, or damage the engine. So I pulled the cam cover off and then realised that any oil flying off the cam gear lobes could quite easily be flung into the breather hose and run off into the catch can. So I decided to install a baffle plate and try divert the oil off the cam and away from the breather and back toward the sump i used 2mm alloy and a couple of tacks of the tig welder to hold it in place. Then I fitted the cam cover back on checking clearance as I went. I also placed a stainless steel wool scrubbing pad inside the filter of the catch can to help catch oil vapour to slow down the clogging up of the filter. I haven't taken the car out yet to test this new setup and I'm hoping the baffle is all it needed to solve the problem. Time will tell.

All the best,

Kane



Fraser Factory Report



The Factory has been busy over the last month, although truth be told I haven't been here to witness most of it! I took a weeks leave and went on a successful surfing trip to Gisborne, followed by the Factory shutting down for the three days around Easter and ANZAC day, which gave everyone a well deserved 10 days off in a row to spend some time with their families and loved ones.

Some interesting cars in the workshop currently include a Factory Five Cobra which we are converting from LHD to RHD and performing the necessary modifications required to get on the road. We also have one of the original General Lee 1969 Charger's from the Cult TV series 'Dukes of Hazard'. Our customer has brought the car directly off John Schneider, the actor who played Bo Duke. He bought the car after production finished and used the car in the years following for various stunts including a jump in this video: <https://youtu.be/ToNRJJNYs0Q> We are now trying to get the car road legal in New Zealand and the plan is to leave the car as it is in sunburned orange!

John's BEAMS Altezza powered Fraser is coming along nicely with the wiring nearing completion and ready to progress to the trim and we should be starting the car up in the not too distant future.

We have also been working on two Ariel Atoms that have been brought into the country. These require quite a lot of expensive modifications to pass NZ regulations so Fraser Cars has been working on a solution to make it easier to import them and get them road legal.

As we head into winter we are planning on giving DMOFSR a birthday to make up for the years of abuse, so she may not make it to a few events - she will be back to fight another day.

Dan and the Fraser team

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Which Coolant is Best?

Coolant is as important to your engine as engine oil. But, as many of you will have noticed there are three types of coolant readily available at auto parts stores, red/pink, blue and green. So, which one do you need and are you using the correct coolant?

Green coolant is glycol based and is essentially obsolete in modern day vehicles. It is suitable for most vehicles but requires regular replacement (2 years or 30,000kms).

Red and Blue are Organic Acid technology (OAT) and Hybrid Organic Acid Technology (HOAT). They have been developed for modern Aluminium radiators and has a much longer service life of 5 years and 250,000kms. OAT antifreeze, unlike green and blue coolant doesn't contain Phosphates and silicates. HOAT like glycol based does contain Phosphates and Silicates which provides extra protection for Aluminium components such as cylinder heads.

So, what does this mean, and which one is suitable for your needs? Well that is down to what the manufacturer recommended originally and what type of radiator you are using. Glycol-based coolant is better than no coolant and for older engines is perfectly fine as long as it is replaced at the required intervals. For vehicles using modern engines such as F20C and Ford Duratec engines, Check with the manufacturer what coolant is recommended and if you're not already using the correct coolant, drain, flush and refill with the correct coolant.

As always, let us know if we can help.

Richard Hodson

Technician @ Fraser Cars

info@fraser.co.nz or (09) 482 0071

Events Calendar

MAY 2019

4/5th Fraser Car Club Coromandel Run -
Tairua

26th Caffeine and Classics - Smales Farm,
Auckland

OCTOBER 2019

Labour Weekend Fraser Car Club Coast to
Coast Run

NOVEMBER 2019

TBA Fraser Car Club, New Zealand Run

DECEMBER 2019

6th-8th Fraser Car Club Northland Adventure

Get Social

Fraser Car Club Website

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

Fraser Car Club Page

[www.facebook.com/groups/
186687148542408/](http://www.facebook.com/groups/186687148542408/)

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