

# DriveBy

TE AWAMUTU'S MONTHLY MOTORING MAGAZINE, THURSDAY, OCTOBER 9, 2008

2 ~ Our Sam ready for Bathurst.  
6,7 ~ Kiwi-A-Salt on US Speedweek.  
9 ~ Te Awamutu Road Haulage truckies a big hit.



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# Sam ready for Great Race

It might be a dream job, but V8 Supercar mechanic Sam Cosgrove of Te Awamutu is finding out it is also a tough job.

Sam was plucked from his job at Te Awamutu's Waikato Toyota for a go at motorsport for the Hamilton 400 in April.

The motor racing fanatic was then offered the chance to work for Sprint Gas Racing on the Aussie circuit - and jumped at the chance.

Now just a few days out from Bathurst he believes his car and team have every chance of victory.

He says it hasn't been the best of seasons for Sprint Gas Racing, very frustrating at times because we know we have car speed but just haven't been able to put it all together.

"But we are moving forward."

"When I first joined the team, a few months back now in the roll as number two mechanic on car 3 (Jason Richards) my first round was Sandown.

"Not only was I new, but we were debuting Jason's new car as well.

"All went well in qualifying and Jase made it into the top 10 for the first time all season. Five rounds on and we haven't qualified outside the top 10 since!

"Race results have been mixed though - we had a couple of sixth places in



V8 SUPERCAR mechanic Sam Cosgrove at work (behind drivers Jason Richards and Greg Murphy). Below is 'Sam's car 3' in action at Phillip Island.

hot Darwin and then the big boost for the team with a fourth at Winton.

"But things can change pretty fast in this game as I found out the very next race when Jase got shunted off the track, severely damaging the car just before the endurance races of the year includ-

ing the big one at Bathurst. But the team and I worked very hard totally rebuilding the whole rear end of the car in time for the next race at Phillip Island.

"With our Championship hopes now gone for this year our sights are set on Bathurst. And with team mate Greg

Murphy jumping onboard my car 3 along with Jason Richards its setting up to be the pairing to beat.

"These two achieved a fourth last year in the old car, now they have a new car, a car that I build and prepared and I know its got what it takes to win Bathurst."



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# Holden celebrates the return of the wagon



**By Dean Taylor**  
As the ads go, the stationwagon has come a long way since the first models were introduced to our shores.

Holden has reintroduced the wagon to their line-up and sent the best of the range across the ditch to us.

Apparently previous generation wagons have had more of a fleet focus.

Holden is trying to shift that balance with the emphasis very much on the well appointed SV6, SS V-Series and Calais V-Series Sportwagon models for us Kiwis.

Mechanically, the Sportwagon is all but identical to the Commodore with the exception of

changes to suspension rates to cope with load and slightly different weight distribution.

I drove the Calais V-Series V6 from Rosetown Holden - a terrifically well appointed model running the high output 195kW 3.6 litre Alloytec V6 with five speed automatic and Active Select option also used in the SV6.

The Calais also has the option of the six litre, 270kW V8 with six speed automatic. That configuration is also an option for the SS-V which comes standard with the big V8 and six speed manual and LSD (an option for all other models).

The luxury Calais V-Series appointments include overhead DVD entertainment system, six-way power driver and front pas-

senger seat adjustment, front and rear park assist, premium grade audio system, leather trim, rain sensor wipers and triple display trip computer.

Key selling points across the Sportwagon range is ESP stability and traction control, six air-bags and rear park assistance as standard equipment.

But it will be the initial appeal of the Sportwagon and popularity of the Holden badge that will also lure buyers.

It might be a Holden stationwagon, but it is long, sleek and sports-like. SV6 and Calais sit on big 18" wheels, the SS goes one better with 19" rims.

Incorporating the versatility of a vehicle designed to carry a load hasn't dampened the enthusiasm

for the driver or passengers.

The Calais, with its all leather interior, is superbly comfortable and loaded with driver aids and safety features.

But load is important - it is usually why people buy a wagon - and Holden haven't disappointed.

The Sportwagon has a forward hinged tailgate so it takes less room to open, then makes for a large opening load area.

The 60:40 rear seat split makes for four usable combinations of load and passengers, plus the wagon features cargo blind, child restrains, load hooks, shopping bag hooks, loading light, side storage and handy 12V power outlets to make sure all eventualities are catered for.



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# Kiwi takes out coveted US hot rodding trophy



**TOP** Kiwi hot rod builder Lloyd (Magoo) Wilson with the Stroker McGurk Trophy for Best High-Boy Roadster he built in America.

For more than three decades Lloyd Wilson of Masterton has been passionate about hot rodding. Through his business - Magoo's Street Rods - he makes his living indulging that passion.

Now he has done the unthinkable

- he has become the first person from outside the US to win its most coveted hot rod prize - the Stroker McGurk Trophy.

Magoo explains: I've been to 10 Goodguys West Coast Nationals at Pleasanton, and whilst it has always

been a blast to ride in my friend Mike Gialdini's hemi powered '32 roadster, there is nothing quite like having your own wheels, so on my 2006 trip, the idea of a rod running parts hauler was hatched.

**Continued page 8.**



**KIWI ASSAULT:** Lloyd Wilson's Stroker McGurk winning Roadster ready to push start Bill Ward's Kiwi-A-Salt blown, flathead powered Model A Roadster on the Bonneville salt (see pages 6,7).



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## 1992 Nissan Navara Ute



2.7 Diesel Double Cab Wellside, 5 spd, power steering, stereo, towbar, NZ new, cheap and cheerful, out it goes!

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## 1998 Mitsubishi Galant GLXi



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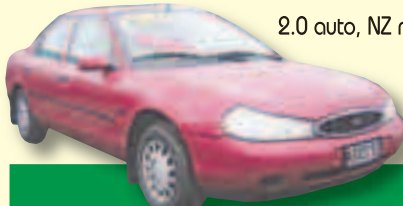


1.5 auto, power steering, A/C, drivers airbag, CD player, central locking, electric windows, one for the bargain hunter.

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# Kiwi-A-Salt achieves goal - new record for unusual blown, flathead, modified roadster



A group of intrepid Kiwis racing one of the most unique cars at the famous Bonneville Salt Flats Speedweek has set a new speed record.

To be fair there wasn't a record to beat in the class - but the aim of Kiwi-A-Salt was for veteran racer Bill Ward to return to the salt one last time and claim a record. Mission accomplished.

Te Awamutu Rod and Custom Club member Craig Houston also made his third trip to the salt last month, his third - all with his mate Bill - and says it was great to get a record.

The Model A Roadster certainly attracted a huge amount of attention for its build quality and innovative thinking.

Running in the XF/BFRMR class (flathead V8, blown fuel, rear engine, modified roadster) Kiwi-A-Salt was

officially a 159.552mph (257km/h) car.

Mr Houston says more had been expected, but running fast speeds on the salt isn't easy.

"If it was everyone would be doing it."

For a start Bonneville is at altitude - almost 1300 metres - so tuning the car is difficult.

Mr Houston says you don't get a chance to really test the car until you get on the salt - so it is a great leveler.

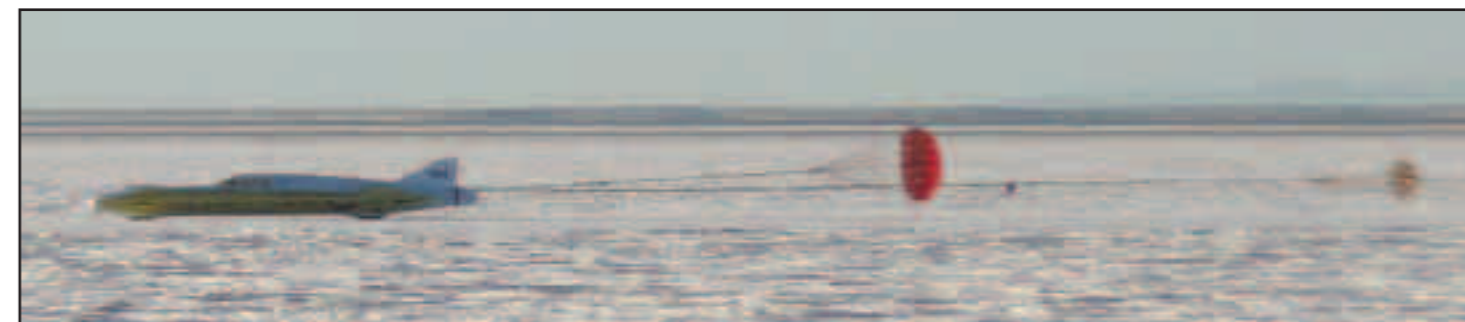
Kiwi-A-Salt ran on the short course 12 times. That in itself was a major achievement as most cars ran about half-a-dozen times. Some didn't even make the start line once.

Mr Houston says the team's turnaround time was great - giving Ward every chance of getting a good run.

And it was great for the veterans to be back at Bonneville after 24 years.

Mr Houston says it hasn't really changed and it is still a huge buzz for everyone involved.

He says the New Zealanders were well represented this year and they are



CRAIG HOUSTON captures 'Little Giant' # 444 popping its chute on the long course at Bonneville. The Vescoe family streamliner was built in 1957 and restored for 2007 in celebration of its 50th year on the salt. See [www.teamvescoe.com](http://www.teamvescoe.com) for the amazing story of this family's racing achievements and their quest to be first to 500mph with a wheel driven car.



(Below) TE AWAMUTU Rod and Custom Club and Kiwi-A-Salt Team member Craig Houston packs the parachute in preparation for a run on the Bonneville salt. Far right is the Kiwi-A-Salt team. THERE are many unusual sights at Speedweek - such as a French team's bike (right) brought into the USA as three pieces of hand luggage and Bonneville's 'garbage collection service' (above).



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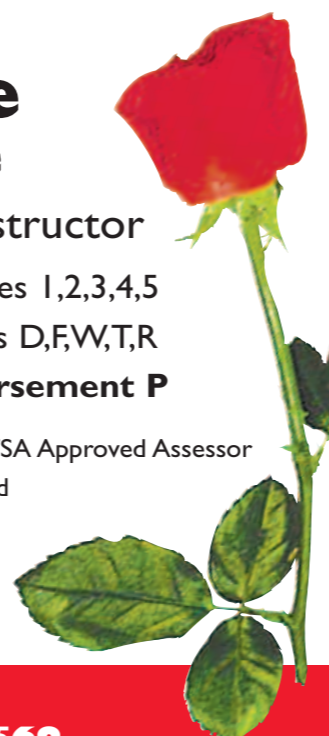
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