



AP racing brakes and a Skyline derived diff. It weighs less than a Starlet (650kg). Its unique body is fashioned as a smooth blend of classic and future style. It's a triumph of Kiwi ingenuity and positive "can do" mindset.

Engine designer Simon Longdill came up with a concept of two motorbike engines firing in unison to create the perfect crossover from motorcycle to high performance racing vehicle – Simon drew it and Neil machined the prototype development engines. And it doesn't end there. Neil's gritty 'Don't Stop Now' attitude means his vision of an all-round top end performance vehicle upstages the famed Aerial Atom (the car that crumpled Jeremy Clarkson's face into the amusing "dog with head outside window in fast car" look.) Neil had a special curved pillarless windscreen custom-made to cut out the "blown away" facial effect and engineered the Hyper Car to be right at home whether scorching up the track or purring along as an on-road sports car.

This really is a car with two 'heads.' Idling, it sounds like a high performance motorcycle. Raise the revs and its classic sporty mask falls away to reveal the ear splitting howl of a Formula One racecar. This awesome machine raises the question: How does a guy who raced Superbikes 10 years ago morph into a world class designer and sole founder of Hyper Cars NZ – New Zealand's first NZ engined Supercar? A guy who built the car 'off the top of his head' from an idea "to run with the giants of GT1 and Super GT."

Neil is a qualified CNC (Computer Numerical Control) tool maker, who learnt his trade working on nuclear physics equipment. It was while working closely with Team New Zealand designers that he first had the thought "I can do that too. Having the concept and making it happen - it's the Kiwi way. We want more out of life than the average person and put more into it than the average person.

All projects have setbacks, but we can't just stop, we continue to 'jet on'."

Neil had his share of 'knockers' when he talked about his vision – to build a car to beat existing Supercars. He was told he couldn't do it and that what he has done has been a waste of time and money. Talk that made him more determined to show that what he says, he means.

"Initially I purchased an unfinished kit car and was proceeding to put that together, but my ideas for its future superseded the quality of the car. The kit car was diced up into the scrap bin and the design phase began. For a start, the seating space was so small, you couldn't fit a New Zealander into it comfortably. I wanted to open up a market to fit bigger drivers, with nice looking lines that could be driven by anyone, anywhere."

"After many hours of hand shaving foam blocks I had built the plug from which the body moulds were taken. The body design was inspired by English sports cars of old, blended with the aerodynamic surfaces needed to enable the 280km+ top speed it's designed for. I just shaped it as I envisaged it in my head and it came out really well."

"The car was CAD designed enabling precision calculations and simulations to be made before manufacturing began. I taught myself to use a tube-bender, then produced a tubular chassis that is fully triangulated and tig welded for the utmost safety. Carroll Smith's book "The Art and Science of Race Car Development and Tuning" acted as my mentor, and with the support of my wife Georgina, I just got stuck in. It's been 4 ½ years in development since laying out the chassis beginnings, working all hours, but it's getting closer to production. We are currently in the testing phase of our journey."

"I'm lucky to have Angus McLeod as my development driver.