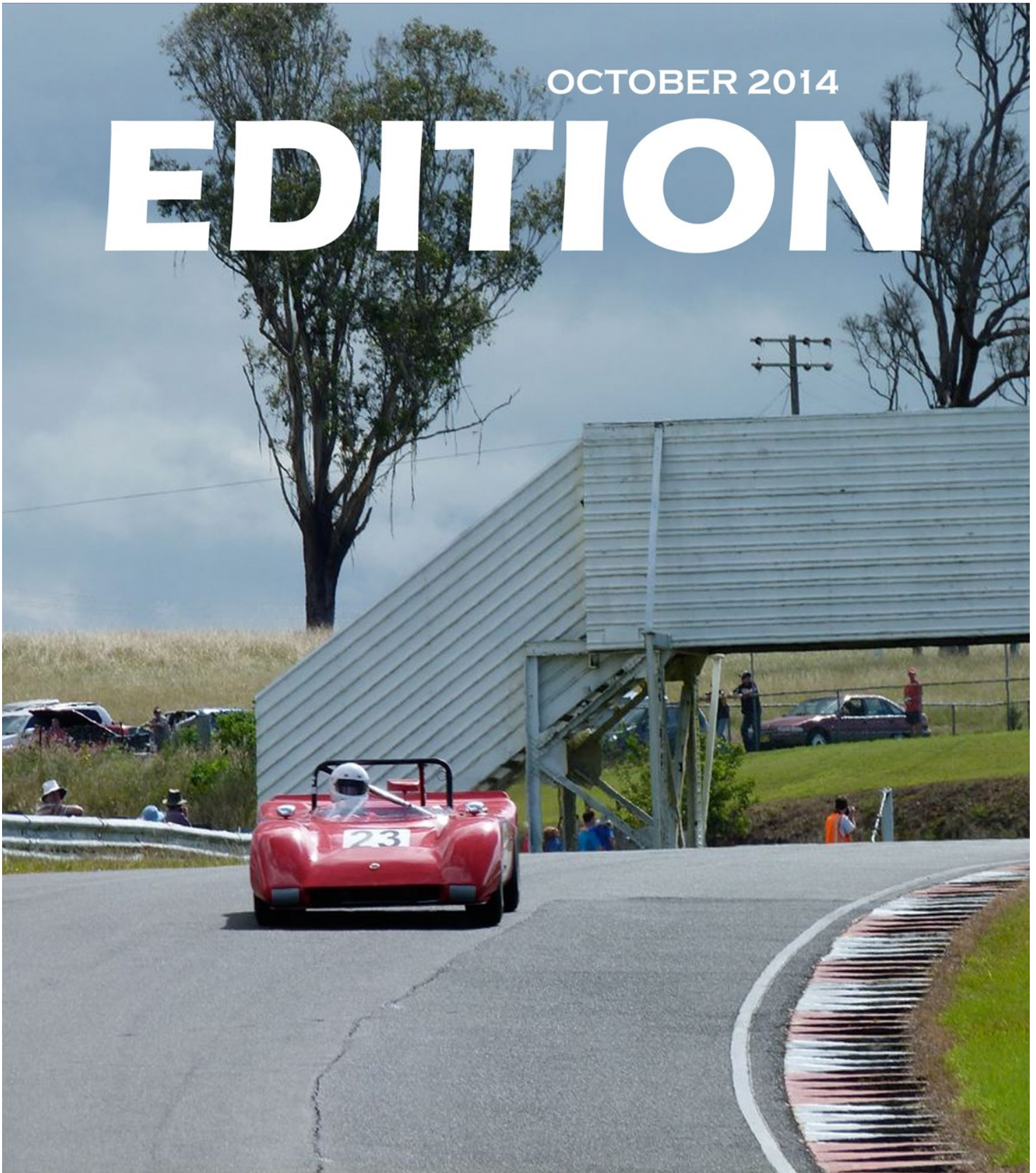


OCTOBER 2014

EDITION



CLUB LOTUS NZ EDITION No. 54

EVENTS . 2014 - 2015 MOTORSPORT SEASON .
CLASSIC TRIALS . WESTFIELD ELEVEN .
FLINTSTONE LOTUS 23

THE OFFICIAL MAGAZINE OF CLUB LOTUS NZ INC AND THE CLASSIC TRIAL REGISTER

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LOTUS NZ INC AND THE
CLASSIC TRIAL REGISTER

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Cover picture
Peter Boel racing his Flintstone
Lotus 23 at Lakeside International
Raceway in Brisbane



Club Lotus NZ is a MotorSport New
Zealand affiliated club

Presidents Report

Keeping life on the level



Greetings

After a few years of hibernation, Club Lotus Edition is back. It won't be printed and posted as before and we don't see it appearing every month. Every three months is our goal. October, January, April and July. We believe this, as goals go, is realistic. Let's hope it all goes as well as we think it will.

We introduce as a partner to Edition the Classic Trial Register. The Classic Trial Register is an association of motorsport competitors, it is not a formal club. All register members are also members of a Motorsport NZ affiliated club. Many are members of Club Lotus. Club Lotus along with TACCOC and the Historic Racing Club are the principle supporters of Classic Trials. You may have noticed that the Classic Trial Register web site is attached to the Club Lotus site we have extended that support to include participation in Edition which will in the future become a shared publication.

Edition is our means of letting members know what's happening and while Club Lotus NZ is not one of the biggest car clubs around, our people get out and do things that we need to know about and support.



Club Lotus has recently opened a Facebook page and a YouTube site these with the reintroduction of Edition are the main parts of our plan to increase communication within the club. This is not the first time the club has had a Facebook page. The current page is Club Lotus NZ whereas the

old page was Club Lotus New Zealand. If anyone knows the access codes to the old site please let me know and we can

tidy up the redundant site.

Communication of course is a two way process. We want to hear back. One of the easiest ways to do this is to support our Scrap Book page. We all have photos of our cars and we have favourite photos taken in great locations. In the Scrap Book section of this Edition is a picture of my Excel which would probably be my favourite. We were at Whenuapai over ten years ago on a magazine photo shoot for the Classic Trial group. This was a grab shot of the car parked in front of a hangar. It was not intended to be part of the presentation photos. Later when we got to see the photos we discovered the Excel had been sitting on the yellow line which formed a lead into the photo. As an old time photographer this is why I liked it.

Soichiro Honda once said "Without racing there is no Honda". The same can be said for Lotus and for Club Lotus. Club Lotus NZ has a tradition of participation in motor sport, classic racing in particular a tradition that goes back a long way. This is something we all should be proud of and in true Lotus tradition we intend to keep motorsport activity to the fore in future Editions.

There is no doubt that racing has been one of the core fundamentals of our club. This we hope this will continue. Club Lotus NZ is a MotorSport NZ affiliated club. Through affiliation, our members may obtain a race licence and participate in the sport. This year, MotorSport NZ increased membership levies for affiliated clubs from \$5.00 to \$10.00 per member, per year. This applies to all our members regardless of whether a particular member holds a race licence or not. Payment of levies represents a substantial portion of our budget but without affiliation we loose the link we have to the sport.

Club Lotus without the motorsport culture is just another car club. Colin Chapman would turn over in his grave at the thought of it. We are not all going be racers but lets get out and support our drivers, they will love to see you at the track.

Cheers
Rex

LOTUS NEWS

LOTUS AT MOTORCLASSICA 2014 24-26 OCTOBER 2014

Few companies can lay a greater claim to be the epitome of the ethos behind Motorclassica, the unique automotive event that takes place in Melbourne on 24-26 October, than Lotus, the inimitable British sports car and motorsport company founded by automotive legend Colin Chapman. With every model it has produced regarded as a classic car, Lotus will be strongly represented in the classic car displays at Motorclassica and its modern range, also on display, continues the Lotus tradition of providing motoring enthusiasts with the closest experience to driving a racing car possible and at prices that humble other car makers, whether it is the

The Lotus Elise

The Lotus Elise is the epitome of the Lotus ethos of minimum weight and the minimum number of parts deployed in the most effective manner to produce a car that is entirely focussed on providing the driver with a driving experience that, in terms of performance, chassis, steering response and involvement is as close to a racing car as it is possible to achieve in a road going car. Yet, while the Elise is highly capable on the race track, it is more than capable of being a car for regular daily use

The normally aspirated 1.6 litre engine provides 100 kW, sufficient to push the lightweight Elise to 100 kmh in 6.5 seconds and on to a top speed of 204 kmh. The chassis of the Lotus Elise is a blend of the mechanical and the electronic

that provides a unique driving experience that is responsive, sharp, with perfect handling and, yet, at the same time safe, allowing both the expert and the novice to enjoy a superb driving experience on the road or the race track.

The Lotus Elise S

Developed from the standard Lotus Elise, the S variant is fitted with a supercharged 1.8 litre engine that boasts an extra 40 Nm of torque with significantly lower torque and power peaks, enabling the driver to even more fully and easily able to exploit the remarkable

chassis abilities of the Elise with its new levels of drivability.

The new 2ZRFE engine fitted to the Elise S uses a Roots-type supercharger driven from the crankshaft by a belt, which means a lag-free performance boost that remains proportional to the engine speed. The new supercharger has been developed in partnership with Magnuson and incorporates the latest technology, including the Eaton TVS Twin Vortices Series that reduces noise, vibration and harshness compared to other forms of Supercharger.

The changes combine to enable the Elise S, on one hand, to blast to 100 kmh in 4.6 seconds and, where law permits, on to 160 kmh in 10.8 seconds, while also be able to boast a 10 per cent improvement in fuel consumption with a new combined fuel figure of 7.5 l/100 km and a CO2 figure of just 180 g/km.

entry level Lotus Elise or the Lotus Exige S V6, which provides supercar performance at very un-supercar prices.

Underlying this is a unique motorsport heritage and a world-class reputation for technical innovation. Lotus remains the only car maker to have won both Formula One and World Rally Championship titles and it has developed models that have collected touring and sports car titles around the world. Technology developed by Lotus has consistently changed Formula One and the company provides an engineering consultancy for many other car makers in a wide range of technological areas.

Today's unique range of Lotus sports cars will be represented at Motorclassica by the Lotus Elise in both entry level and supercharge Elise S variants as well as the Exige S in both coupe and Roadster versions.



LOTUS NEWS



At the same time, recognising that not all roads and even some race tracks are smooth, the chassis offers remarkable levels of compliance to smooth out bumps and maintain the maximum tyre footprint contact with the road surface for the highest levels of adhesion.

Of course the Exige S stops as well as it goes with AP Racing four piston clippers clamping themselves to massive 350 mm ventilated and cross drilled disks at the front and 332 disks at the rear, all backed by the latest four channel ABS anti-lock system.

The interior is just as focussed as the chassis and drivetrain. Built around the driver, everything required to execute the performance falls naturally to hand and is perfectly positioned while the instruments are in the ideal line of sight. The seat grips in the right places and provides comfort where needed, all of which combines to allow the driver to extract with ease the maximum excitement from the Exige S under all conditions.

Despite all of this, the Exige S is not some temperamental beast that can monster a race track and be a pain on the road to and from the track. It is, when required, smooth, docile and easy to drive, allowing everyday driving while the driver knows that a flex of the right foot, a flick of the hand or a twist of a wrist will mean an instantaneous supercar response.

The Lotus Exige S

The Lotus Exige S is the ultimate combination of compact size, low weight and big engine, in the form of a supercharged 3.5 litre V6 engine that punches out 257.5 kW and 400 Nm of torque with a weight of less than 1200 kgs, which is lighter than some of the smallest hatchbacks.

The result is performance that can only be described as shattering. The blast to 100 kmh is dispatched in four seconds and continues unabated, as shown by a zero to 160 kmh time of 8.5 seconds, to a top speed of 274 kmh.

Of course power is nothing without control and, as would be expected from a company that built its legend on chassis design, the Lotus Exige S is as equally masterful in the corners as it is in a straight light.

Using the light, responsive steering to fling the Exige S into a corner invites an instantaneous response that is both accurate and resolved in its ability to corner at speeds and with lateral loads that reveal its remarkable track performance.



The Lotus Exige S Roadster

The Exige S Roadster which, like its coupe counterpart offers an unrivalled combination of race-track orientated performance and on-road ability derived from the legendary sports car maker's unique motorsport experience, as well as

the visceral experience of open top motoring with no price penalty – it is the same price as the Exige S coupe.

The Lotus Exige S Roadster demolishes the rush to 100 kmh in four seconds, continues to 160 kmh in 8.5 seconds and on to a top speed of 233 kmh

None of the exhilarating performance of the phenomenal Exige is compromised by the soft top, yet the driver is only 'two clicks and a roll' away from cruising in open-top style thanks to the lightweight, factory-fitted soft top. The Exige S Roadster is 10 kg lighter than the hardtop and modifications to the suspension – changes to the camber and a slightly thicker rear anti-roll bar, ensure that Exige Roadster maintains the benchmark standards set by the Exige S coupe.

EVENTS

Coming Up



22nd October 2014—Club Lotus / Austin Healey Car Club

Wednesday Wander

Voyager New Zealand Maritime Museum, Auckland waterfront.



Sunday 9th November 2014, TACCOC Summer Classic Meeting, Hampton Downs



Friday 14th November 2014 - Club Lotus Twilight Meeting Hampton Downs

After work on Friday. Laps at Hampton Downs and a barbeque.

What a great way to start the weekend. This is one you need to put in your diary, it is one of the most popular club events of the year. This year it will be a little different. There will be three groups instead of the usual two. Race and Sprint (same as last year) plus a new group, Road Speed, for those who want to have a good drive around Hampton Downs without overstressing the car or the passengers.

We will be inviting other clubs this year. Club member entry fees will be subsidised but to receive the subsidy you will need to enter ahead of the day.



26th November 2014—Club Lotus / Austin Healey Car Club

Wednesday Wander

To be advised



Sunday 7th December 2014—Club Lotus Christmas Show and Shine

Our annual Christmas brunch and the best looking Lotus of the year at the Horse and Trap, Mt Eden



Sunday 14th December 2014, TACCOC IT Christmas at the Downs Meeting, Hampton Downs



Saturday 10th January / Sunday 11th January 2015, Historic Racing Club, Tasman Revival Meeting, Taupo



Friday 16th January / Sunday 18th January 2015, Historic Racing Club's Festival of Motor Racing Featuring Howden Ganley and F5000's. Hampton Downs. Week One



Friday 23rd January / Sunday 25th January 2015, Historic Racing Club's Festival of Motor Racing Featuring Howden Ganley and F5000's. Hampton Downs. Week Two

Sunday 8th February 2015—Eilerslie Concours d'Elegance and Classic Car Weekend



Saturday 20th February / 21st February 2015, Historic Racing Club, Tasman Revival Meeting, Pukekohe



Late March 2015—Club Lotus Central North Island Tour to the Chateau Tongariro.

Note changed of venue from Hawkes Bay

Our People

Tony Herbert has returned home after driving from Shanghai to London. We know this is not the first time he has done this. So what was it all about. The answer in a later Edition.

Richard McCarthy Snr's team are beavering away on the Seven and 47. Race plans for the season will depend on how the work goes.

McLaren M10B F5000 racer, Poul Christie having damaged his arm before last season and unable to run is now fit to race this season. He is planning on contesting all the F5000 races in NZ this summer. Then he is off to the USA to race later in 2015.

Peter Boel who was gearing up to run his 41 at the Singapore GP meeting tells us that it seems that a chap called Ecclestone wasn't happy and vetoed the plan.

Peter's ran his 51 at the Icebreaker meeting at Hampton Downs. He then headed of to Oz racing his Lola Formula Junior at Lakeside (Brisbane) on 20 and 21 September and Wakefield Park (NSW) on the 27 and 28 September. Meanwhile his 41 is off to Perth in a container with four other historic race cars for the start of the Oz/NZ Tasman series. The series starts at Barbagallo on the 25 and 26 October, then Sandown Melbourne on the 8 and 9 November, and Eastern Creek Sydney on the 29 and 30 November.

The cars then come back New Zealand for the Festival at Hampton Downs in January. At this stage Peter is not sure if he will bring the 41 or the Lola FJ back to NZ. The Formula Junior club are trying to organize a group to do the four meetings in the South Island after the Festival meetings at Hampton Downs. Looks like he will be busy this summer.



Ian Christie at Hampton Downs during Round 1 of the PPG Classic Trial Championship in September.

CLASSIC TRIALS

The new motor racing season is underway. Having started with the first of the classic meetings, the Historic Racing Club's Icebreaker meeting at Hampton Downs on the weekend of the 13/14 September and TACCOC's Spring Classic at Pukekohe on the 4 October.

Classic Trials are an integral part of the local classic motor racing scene and Club Lotus is the principal supporter of the Classic Trial Register who manage and run Classic Trials.

Classic Trials, for those who aren't quite sure, are an entry level motorsport event. A time trial where each driver selects their own lap time and sets out to exactly meet that time during the trial. Over the years, Club Lotus members have been extremely successful in the event. Of the twelve championships completed, Club Lotus members have taken out the championship seven times. Rex Oddy winning in 2005 and 2009, Des Redgwell in 2007, Ian Christie in 2010, Paul Couper in 2012 and 2014 and Ross Vaughan in 2013. Of the Club Lotus champions, Des Redgwell has achieved the best overall result. While competing in the 2007 season he averaged a variance between his selected lap time and his actual lap time of 0.38 seconds. This being his average lap time variance for full the season. Not easy to do.

Classic Trials start the 2015 season with a new sponsor in the form of international coatings company PPG. A name that appears from F1 to Nascar to V8 Supercars and now in classic motor sport in New Zealand.

Classic Trials are run under Motor Sport NZ Regularity Trial Regulations or RT Regs. In the early days the trials were known as Regularity Trials but the name wasn't considered all that sexy and was changed to Classic Trials in late 2002. While RT Regs continue to set the rules for trials, Motor Sport NZ have in the last few months created three types of events under their regulations. Historic Trials,

Classic Trials and Modern Trials. So after a dozen years of running under a made up name, the term Classic Trial has at last become officially sanctioned.



Current champion Paul Couper at Hampton Downs



The Classic Trial Register has been organising motor-sport for road going classic cars since 2003



Paul Couper receives his trophies from Classic Trial Register Director Ross Vaughan. The 2014 prize giving was held at the popular Horse and Trap in September.

PPG

2015 PPG Classic Trial Championship

13/14 September 2014 - HRC Icebreaker Meeting, Hampton Downs
4 October 2014 - TACCOC Spring Classic Meeting, Pukekohe
9 November 2014 - TACCOC Summer Classic Meeting, Hampton Downs
14 December 2014 - Outsource IT Christmas at the Downs Meeting, Hampton Downs
10/11 January 2015 - HRC Tasman Revival Meeting, Taupo
23/25 January 2015 - HRC NZ Festival of Motor Racing Meeting, Hampton Downs
21/22 February 2015 - HRC Tasman Revival Meeting, Pukekohe
28/29 March 2015 - HRC Legends of Speed Meeting, Hampton Downs



Ian Christie

MG BGT

2010 Lap variance 0.45 seconds



John Stone

Audi Quattro

2006 Lap variance 0.31 seconds



Paul Couper

Mazda MX5

2012 Lap variance 0.43 seconds

2014 Lap variance 0.46 seconds



Des Redgwell

Volvo 246 GT

2007 Lap variance 0.38 seconds



Syd Davis

Porsche 944t

2008 Lap variance 0.37 seconds



Rex Oddy

Lotus Excel SE

2005 Lap variance 0.40 seconds

2009 Lap variance 0.46 seconds



Ross Vaughan

Mazda MX5

2013 Lap variance 0.64 seconds



Barry Nicholl

Porsche 924

2003 Lap variance 0.49 seconds

2004 Lap variance 0.49 seconds



Brent Middlemiss

Mini 1275 GT

2011 Lap variance 0.48 seconds



Westfield Eleven

Paul Couper writes about his latest project



I have had a soft spot for the Lotus Eleven, after seeing one of Peter Bruin's chassis completed by good friend Steve Aldersley a few years ago. Not really knowing a lot about them, after a bit of research, the history, story and success of the Lotus



One of Peter's Elevens



My Eleven at the Westfield factory. Pics are fairly flattering- in actuality the Gelcoat was pretty average...



Eleven really impressed me. Interestingly the body shape appealed, it was of great interest to read of the background of Frank Costin, the body designer, you can see the influence from his De Havilland experience in his work.

A bit of (unofficial and probably wrong) background - Westfield sports cars actually started out building chassis and repairing genuine Elevens. Due to demand, the owner made a small run of his eleven replica's back in the early 80's. He figured it would be easier to build a whole new chassis than repair the wrecked ones. These were hugely popular, with some even powered by the Coventry Climax engines. However as most things go, legal dramas (around the Sevens copyright with Caterham) and small company pressures meant the end of the Westfield eleven for some years.

Shift forward 30 odd years, and a small run of elevens was announced, so I took the plunge and ordered a chassis/body site unseen from their factory in the UK.

The crate arrived in August 2013 and was pretty comprehensive, based around an MG Midget donor car for engine and drive train. It came with a full suspension, adjustable shocks, interior and pretty much everything needed to



make a turn key runner. So, rather than just building it using MG components, because I primarily want to race it, I totally redesigned the suspension to allow for a fully adjustable and tuneable package, and rather than a live axle, took to designing a De Dion tube (from the original concept) to incorporate some modern solutions to rear end geometry. (Rather than shims etc) I cad designed the front and rear end and had it all water jet profile cut, then assembled. I am using NA Mazda MX5 front and rear hubs/brakes as well as diff centre section. (to ease replacement part availability issues) The half shafts are custom made.

Westfield Eleven

While the track and wheelbase are within a few mm's of the Lotus Elevens, I've retained the MX5 suspension geometry design entirely as a basepoint. I figure why reinvent the wheel - the NA MX5 is a pretty good handling car after all. It does have some quirks in design, but the overall package should yield a pretty neutral handling car that can be tuned easily. As far as brakes and safety are concerned, Wilwood dual master cylinders and balance bar brakes, a foam fuel cell and extinguisher system are mandatory. As is a proper roll cage, designed and built by Ray Chubb.

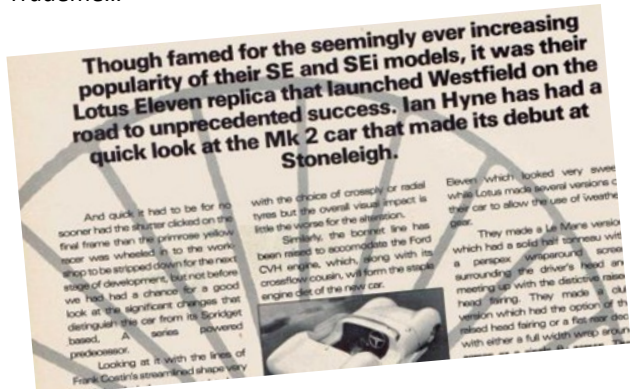
Although structurally the Elevens chassis design precludes a totally satisfactory solution.

When it came to the engine, there was no way a Midget engine was ever going into anything I owned (Apologies MG car



First fitting of the Crossflow and 5 speed type 9 gearbox

club readers). So after much deliberation, the second worst choice, a period 1600 Ford crossflow (yes – ok apologies to Ford car club owners) was procured from the largest source of totally unreliable car parts-Trademe...



Westfield Elevens in the 80's had the choice of Spridgets or Crossflows, and later the Ford CVH. In fact everything from Lotus Twinks, Alfa Romeo twin cams, Coventry Climax to Buick v6 (yes only in America!) we're fitted to them.



My first attempt at suspension design... fingers crossed



Old meets new- De Dion Rear end, grafted to a LSD MX5 IRS Note the extra bracing for the Rollcage



No more broken clutch cables here folks!

Westfield Eleven

Actually as luck would have it, allegedly my engine block is actually from a Lotus vehicle. Something I would like to verify with someone who has a Lotus doctorate? So I felt on safe ground going with a period correct engine. Spridget engines were the popular choice in the UK, I suspect mainly because there were so many rusted out examples lying around there....(and the engine fitted very easily) - but who really wants 65hp?

Right now, the project is progressing, with Ray Chubb from rollcage.co.nz doing some great work for me. The roll cage being hopefully blessed by Motorsport NZ, and engine being fitted. From there it's down to ancillary items and final fitting. I'm hopeful the car will be ready this year.

**This picture keeps me motivated !!
I mean, who wouldn't be.**

Paul



Postscript—The other Westfield Eleven



Pictured at Pukekohe, an earlier Westfield Eleven owned by the late Ray Wilkinson a Club Lotus NZ President. Ray's Westfield is shown with its Le Mans windscreen.

Ray, while looking for a wrap-around Lotus Eleven Le Mans style windscreen went to the company in the UK that had made the original screens for Lotus only to find they could no longer supply. Apparently no one had seen one for

years, but if he could find one in the factory store (attic) he could have it. Well Ray being Ray, he found one. Then surprise surprise, there was no way he was going to be allowed take such an historic piece of kit off to the Antipodes. Ray was persistent chap however, and a deal was struck. He couldn't have the one he had found, but the company would take a mould off the screen and he could have the first one off the production line. There it is.

FLINTSTONE LOTUS 23



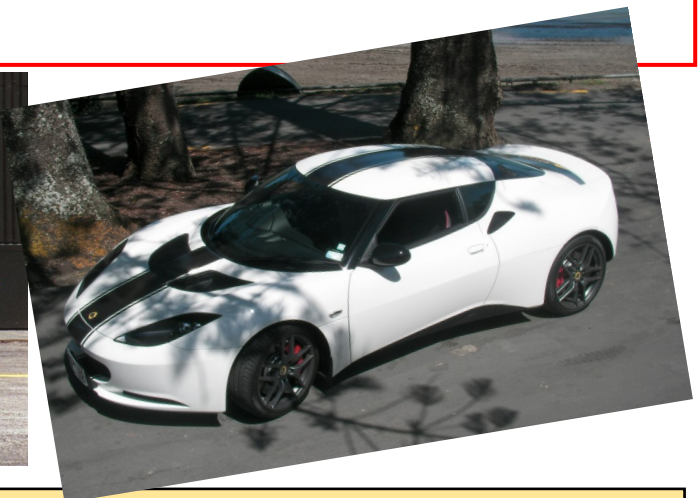
Fred Flintstone's Lotus

Peter Boel sent us a couple of photos of a unique Lotus 23 he owns in Australia, the Flintstone Lotus 23B. He hoped that they may be of interest. Its fair to say we were interested. The cover photo is of Peter racing the car at Lakeside International Raceway in Brisbane.

Peter writes. *"This is a 23 that after an accident in the UK in 1965 was re-bodied with an aluminium body and wider wheels and raced there in the 1960/70's. I bought the car in the 1990's and restored it. I recently raced the car at*

Morgan Park (Queensland) where I had several class wins (and second overall against much newer cars) including the Lionel Ayres trophy in the feature race. It's still a totally genuine Lotus 23B under the body and is a great handling little car. It holds the lap record for its class at Morgan Park".

The photo above shows Peter with his Morgan Park booty. Didn't he do well and wouldn't it be nice to see the car in New Zealand.



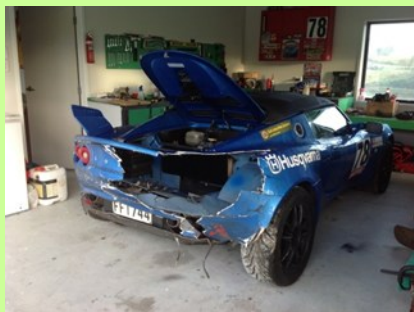
Scrap Book

We all have photos of our cars. The ones we like best should be seen by lots more people.

Send them in and tell us the story behind the photo. We will get them into Edition's Scrap Book.

Send to secretary@clublotus.org.nz.

MISCELLANEOUS



Remember this. Steve Elliot's Elise after an incident (not his fault) at Hampton Downs earlier in the year. All's well that ends well. Isn't the car a picture to gladden ones heart.



Ellerslie Concours 2015

Every year the Elleslie Concours d'Elegance has a theme against which the club displays are judged. Next years theme is *The Big Screen*. This theme could have been selected specifically for Club Lotus and we are wondering if we should have another crack at winning the prize for the best display. The club is looking for someone to project manage the Club Lotus entry.

The Concours date is the 8th February 2015 and if we are to formally enter the best club display competition, we need to get started soon.



If you have the inclination, email your President or a committee member. We are keen to hear.

Club Lotus Monograms

There are two places in Auckland where you can get a Club Lotus logo embroidered on your kit. One in Albany and the other in Onehunga.

Kwik Embroidery
238 Onehunga Mall, Auckland.
09 634-7377. kwikemb@gmail.com

Speedy Embroidery, Unit 3-14 Airborne Road, Albany. 09 444-9553
speedyemb@xtra.co.nz



Just bowl in and tell them what you want.

Next Edition

New Zealand Classic Car Magazine photographs Howden Ganley's Lotus Eleven





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Lotus Auckland finance offer extended to the end of November 2014