

JANUARY 2015

EDITION



EDITION No. 55

LOTUS NEWS . NZ CLASSIC CAR MAG
PHOTOGRAPHS THE GANLEY ELEVEN .
HOWDEN GANLEY INTERVIEW .
TOURING BY LOTUS . HETHEL .
SHANGHAI TO LONDON .

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

EDITION

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

Club Lotus NZ Inc

PO Box 100 869,
North Shore Mail Centre,
Auckland 0745

Web - www.clublotus.org.nz

Facebook - Club Lotus NZ

You Tube—www.youtube.com/Club Lotus New Zealand

President

Rex Oddy
president@clublotus.org.nz

Vice President

David Crandall
membership@clublotus.org.nz

Treasurer

John McGregor
treasurer@clublotus.org.nz

Past President

Robin Stevenson
regional_coordinator@clublotus.org.nz

Social Media

Rich Miles
socialmedia@clublotus.org.nz

General Committee

Nigel Brock
Steve Elliot

Bay of Plenty Coordinator

John Mallard
bop@clublotus.org.nz

Wellington Coordinator

Mark Gregory
wellington@clublotus.org.nz



Classic Trial Register

PO Box 100 869,
North Shore Mail Centre,
Auckland 0745

Classic Trial Director

Ross Vaughan
classictrialinfo@clublotus.org.nz

Treasurer

David Tolhurst

General Committee

John Miller
Syd Davis



JANUARY 2015



Contents

- P3 Presidents Report
- P4 Directors Report
- P5, P17 Lotus News
- P7 NZ Classic Car Mag—Ganley Eleven
- P10 Howden Ganley Interview
- P12 Allan Walton—Touring by Lotus
- P15 Three Days at Hethel
- P18 Shanghai to London
- P20 Miscellaneous



Cover picture
NZ Classic Car Magazine photo
shoot for the January 2015 edi-
tion.



Club Lotus NZ is a MotorSport New
Zealand affiliated club

Keeping life on the level



Greetings

Another start to a new year and so far the weather in the top half of the North Island has been fantastic which is a lot more positive than the weather at the end of last year.

The Classic Trial Register fully joins Edition this month with their Directors Report and news updates. Welcome to Ross and all of the Classic Trialers.

Edition 54 appeared on the front page of the Club Lotus Australia web site in October. This rather quickly prompted me to consider the copyright on the photo of Peter Boel that was on the cover. Fortunately, an email to Peter quickly clarified that. It turned out that Peter's wife Bev had taken the photo so copyright was not a problem. At the time, Peter said that he had just arrived back from Perth. The Lotus 41 had run well coming 3rd in the weekends race series for their Classic Race Car Group so he now has another trophy on the shelf. The locals he said were very hospitable, the weather was good and he and Bev had lots of fun. There is more news from Peter, see the Miscellaneous section at the back of Edition.

In November we had another successful 'Playday on Track' organised twilight meeting at Hampton Downs. We invited a number of other clubs to join us and the Fraser Car Club turned up with half a dozen cars. There is such a strong shared culture with the Fraser team, it was great to have them join us.

Although the format and time of the twilight meeting is popular, getting to Hampton Downs in the late afternoon on a Friday and missing or working your way through the evening commuter traffic isn't something to be taken lightly. Steve Elliot spent over three hours getting there from Kaiwaka and Mark Cropper got there quicker from Rotorua than I did from the East Coast Bays. But the concept works well, it is a great evening and we will be doing the same again next year. Pencil in the 20th October 2015.

Rich Miles has put together a fabulous video of our evening at Hampton Downs. It is on both our Facebook and out You Tube sites. If you haven't seen it you should. It is one of the best track day video's I have ever seen.

Our Christmas Show and Shine was again held at the popular Horse and Trap early in December. I am not sure why, but it is always fine and sunny for this outing and it was again this year.

By popular vote the best car at the Christmas Show and Shine was Adrian Hayman's recently refurbished Elan + 2

The new year brings us a bumper F1 season with a record twenty race programme. While it is much better to have Lotus in F1 than not at all, last season I certainly missed the heady heights of 2013 with wins and podiums. Lets hope for a more exciting 2015. However as we currently stand we have stories that Lotus F1 is not yet confirmed as a starter for the forthcoming season. Back up reports indicate that Lotus is either on the way out, or is not yet confirmed because they are seeking permission to add a sponsor into the team name. Who knows, time will no doubt tell.

You may have seen this little sign before and there is every chance that we will see it again. Club Lotus needs a hand to sort out its archives. If you are the sort of person that likes going through old files especially if you have the ability to scan documents then we would like to hear from you.



Cheers

Rex



The Show and Shine favourite, Adrian Hayman's 1970 Elan +2

Keeping Time



Greetings

The Classic Trial Register makes its first appearance in Edition and we all wish the rebirth of Edition a bright and rosy future.

The Classic Trial season is now at its midpoint with four events completed and four more to come in 2015. This year has been a special one for the Register with PPG coming on board as our principle sponsor.

PPG is a major supplier of quality automotive paints and coatings for both light and heavy vehicles. In addition, they provide a diverse range of coatings for architectural work, construction and industrial equipment, the marine industry, and the aircraft and aerospace industries. This makes the Company an ideal sponsor for motorsport. In Australasia PPG is a strong supporter of Motorsport, sponsoring the Australian V8 Supercars, Angus Fogg's V8 Supertourer, and now the Classic Trial Register. The team at PPG are very motorsport oriented and we are extremely fortunate to secure their sponsorship.

Classic Trialing is all about consistent driving but you won't find our members dawdling around the track. Some of our quickest drivers are also the most consistent.

Of the four meetings contested for the 2015 Championship, two have unfortunately fallen on wet weekends. It's always more difficult to drive consistent laps on a wet lap that dries to some degree throughout the Trial. Members submit Dry, Damp, and Wet times after the practice session and during inclement weather the track condition either dry, damp or wet, is notified to the drivers just before they enter the circuit. Probably the worst situation occurs when a shower falls part way through a 'Dry' Trial.

Wet meetings always result in less ideal time results. Fortunately, the Championship is based on a driver's best four results over the season. The 2014 Classic Trial Champion, Paul Couper, a driver who can excel in wet and dry conditions, has romped ahead after four rounds and now leads the Championship by 132 points. It won't be till the end of March when Round 8 is contested, and worst performances dropped, that the true 2015 Champion is found. All we need now is a string of dry meetings.

We look to 2015 with much anticipation as some of our major meetings lie ahead. Firstly, in early January we head to Taupo for our annual drive on the Taupo Motorsport Track. Taupo is a challenging circuit made more difficult because we only drive there once a year.

Two weeks later we compete in the biggest Classic Motorsport event in NZ – the NZ Festival of Motor Racing, this time honouring Howden Ganley of F1, F5000, and Le Mans fame. Of huge interest to Lotus fans will be the appearance of Howden's own restored Lotus 11 (featured in this month's Edition) The Festival meeting runs over 3 days and we have five Trials in front of crowds of spectators – unusual for Classic

Race meetings in NZ!

The Festival meeting brings all manner of new cars to Classic Trial. This year they come from opposite ends of the spectrum: a 1961 Sunbeam Rapier to be driven by an Australian visitor and a 1972 Porsche 911 that started life as a Super GT racer!

In February we meet at the Pukekohe Park Raceway for our second event there this season. Before Hampton Downs was established Pukekohe was our main track and it is great to get the chance to return. Pukekohe is a much more interesting circuit since the chicane was added to the back straight.

Our final event of the season is the Legends of Speed meeting, again at Hampton Downs on 28 March 2015. On this day we also compete for the Geoff Manning Trophy. The late Geoff, an F1 race mechanic in the 60's and a Formula Junior racer in his own right, is credited with checking out suitable land for a new motor racing circuit and finding the property that is now Hampton Downs Motorsport Park. The Manning Trophy is the mounted wooden steering wheel from Geoff's FJ Volpini.

The Register is always on the lookout for new drivers. Sports car and GT models need to be 15 years old and saloons 25 years old. The time frame is based on the year that model was first produced and on the body shape. For example, a 1996 Lotus Elise S1 would be eligible for Classic Trials from 2011. A 2001 Elise S1, although not 15 years old in 2011, would also be eligible from that year. A Lotus Elise 111S or 340R, being the same shape would also be eligible from 2011.

The same criteria can be used for all other models. The BMW E36 saloon will be 25 years old, mid 2015, and these models will then be able to enter Classic Trials. Cars externally need to look like the original production model.

If you enjoy track days and would like to have more track time, think seriously about the Classic Trial Register. I've never met such a friendly bunch of car enthusiasts and we will give you a great welcome. Lets see more of the Lotus marque out there.

Cheers

Ross



LOTUS EXIGE S SET TO BE AUTOMATICALLY BETTER

Already acclaimed as a remarkable combination of supercar performance matched to road and racetrack ability without supercar prices, the Lotus Exige S coupe and Roadster are set to become automatically better in 2015.

Lotus has announced that the manual version of the Lotus supercar will be complimented by a self-shifting version of the Exige S aimed at drivers who prefer the ability to have a racing car style paddle operated gearshift and the ease of use and convenience of self-shifting gearbox.

The six speed automatic gearbox has been specifically tailored to the extreme performance offered the Exige S, with a choice of 'Sport' or 'Race' mode defining the level of aggressiveness of the shift action. The new gearbox further sharpens straight line performance, clipping 0.1 second off the sprint to 100 kmh, dropping it to just 3.9 seconds. The automatic gearbox has no effect on the Exige's epic ability to dispatch corners. On the Lotus test track at Hethel, which has been the birth place of some of the world's most significant road and motorsport cars, the self-shifting Lotus Exige S records the same lap time as the manual car.

The driving experience is further enhanced by not only providing smooth and intuitive gear shifts that optimises engine performance; it enables the drivetrain to offer an exhaust note that is entirely in tune with the Exige's high performance character.

"The arrival of the Exige S in both coupe and Roadster form with the automatic gearbox in 2015 will significantly enhance the appeal of the Exige in Australia and New Zealand," says Glen Sealey, General Manager of Lotus Australia and New Zealand. "Self-shifting gearboxes account for a much greater market share here and the ability to be able to offer an automatic in the Exige S, and especially one that further enhances the unique Exige driving experience, will bring new clients to Lotus looking for the definitive sports car driving experience without having to resort to supercar prices."

Prices for the new automatic versions of the Lotus Exige S and Exige S Roadster will be announced when they arrive in Australia and New Zealand in 2015.



LOTUS NEWS

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 line.

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. 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 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.

NZ Classic Car Magazine Photographs Howden Ganley's Lotus Eleven

Edition watches on while NZ Classic Car Magazine produces the January feature article

We believe it started with Jim Barclay, the organiser of the Festival of Motor Racing held each January at Hampton Downs. The Festival this year features Howden Ganley and F5000's.

Jim thought that one of Howden's cars featured in NZ Classic Car Magazine was just what was needed and what better than his first proper race car the Lotus Eleven which conveniently happens to be located in Auckland in the care of local collector and racer Neil Tolich.

In the attempt to sort a suitable date, emails started going back and forth around the middle of September. In the end Howden Ganley indicated he was going to be in Auckland from the middle of October to finalise his book, *The Road to Monaco*, and would they like to wait until then. This is what happened with the gathering taking place at the Parkside Media on Sunday 19th October. Parkside's offices used to be in Ponsonby but they moved recently down the road to Grey Lynn where the group not only has their offices but a warehouse and a purpose built automotive sized photographic studio.

The photo shoot took about three hours with quite a crowd in attendance. Allan Walton, NZ Classic Car Magazine editor was there as was Howden Ganley along with, Ashley Webb, NZ Classic Car Assistant Editor, Neil Tolich, who got the car there, Jim Barclay, the organiser of the NZ Festival of Motor Racing, photographer Adam Croy and Rex Oddy from Club Lotus.



The car hadn't been anywhere since staring in the Club Lotus display at the Ellerslie Concourse in February so it was pretty tidy but quick wipe down didn't go amiss.

Allan who knows just about everything, had written most of his article before hand and just required Howden to dot a few i's and cross a few t's when they got together.

Club Lotus was of course, pretty keen for the Eleven to feature on the cover of NZ Classic Car when the article went to print. Allan Walton took no time to explain the commercial realities of life but was able to let us down gently with the offer that if it didn't, and it was a decision NZ Classic Car would make just before going to print, they would prepare an exclusive cover for Club Lotus that did feature the Eleven. It did make it to the cover beside a Rolls Royce Silver Ghost tucked under an appropriate summer spread of a Holden Premier station wagon sitting on Milford Beach. Allan was true to his word and Club Lotus got it's exclusive cover which has featured on the Club Lotus web and Facebook sites.



Above—Editor Walton left and Howden dotting i's and crossing t's

The two covers, left the final, right the Club Lotus exclusive cover



Many thanks to Allan and the team at NZ Classic Car Magazine for the opportunity to get in the way at their photo shoot and thanks for our cover — Ed





Lotus Eleven

Built between 1956 and 1958 the Lotus Eleven with 270 cars produced became Lotus's most successful race car design until the introduction of the 2 Eleven over fifty years later

Lotus Eleven

Specification

Design - Car, Colin Chapman. Body, Frank Costin
Chassis & Body - Tubular space frame with an aluminium body
Engine - Coventry Climax FWA - 1098 cc or FWB 1500 cc
Maximum Power - FWA 78 bhp, FWB 108 bhp
Weight - 412kg

History

As a 1100 cc sports racer the car was very successful with class victories at Le Mans and Sebring. A 750 cc powered car won the Index of Performance at Le Mans in 1957.

In 1956 a bubble topped car driven by Stirling Moss achieved a class world record by running a 230 kmh lap at Monza.



Howden Ganley driving Chassis 221 at the Tarawera-Te Wairoa Hillclimb near Rotorua in April 1961

Lotus Eleven Chassis 221 was the car that helped start a number of very successful motor racing careers in New Zealand including that of Jim Palmer and Howden Ganley



Colin Chapman the designer of the Lotus Eleven and an accomplished driver in his own right at Silverstone in 1956. Mike Costin, brother of Frank, is holding the notes



Jim Palmer raced chassis 221 in 1959

Jim went on to compete at most of the major races in New Zealand and Australia during the 1960's driving a large number of top line cars including

Lotus 11, 15, 18FJ, 20B, 32B
Cooper T53, T55
Brabham BT7A, BT22
McLaren M4A

Jim Palmer took out the Gold Star Championship in 1964, 65, 66 and 68



Howden Ganley raced chassis 221 in 1961

Howden went on and completed a hugely successful international career including works Formula 1 drives for BRM (1971, 72) Williams (1973), March & Maki (1974). Racing sports cars, Can Am races for BRM and Le Mans for Matra-Simca where he came 2nd in 1972

As a constructor, Howden and Tim Schenken built the multiple championship winning Tiga race cars (1974 to 1989)

As an administrator Howden became a director of the British Racing Drivers Club and of Silverstone's Circuits



More of the Ganley Eleven. Above left—Seen on CLNZ display at the 2014 Ellerslie Intermarque Concours next to a brand new 2 Eleven. Above right—CLNZ Meeting Lotus History outing in 2012. Top—The club display banner from the Concours showing the car had kick started the careers of both Jim Palmer and Howden Ganley. Below—The Eleven will be seen next at the 2015 Festival of Motor Racing that will celebrate Howden Ganley and F5000's

brought to you by

NZ FESTIVAL'S MOTOR RACING

Gulf Oil Howden Ganley

F5000

Festival 2015

16-18 & 23-25 JAN 2015

Howden's Eleven

Edition talks to Howden Ganley about his Eleven

The Eleven was pretty much the first race car that you ever drove. What was that like.

It was actually pretty magic. I had raced mothers Morris Minor and I had driven the Mk 5 Buckler at Waharoa. The Buckler gave me an insight but when I got into the Eleven it opened a whole different world. It was so light, so fast and it seemed to handle so unbelievably well. That was what I knew. Later on I found out that there were better things, but at the time it was just a really magical little car.

I raced the car for two seasons. I did all the races from Ardmore, Levin, Wigram, Dunedin, Teretonga. I got more and more used to it and I thought I was driving it a lot better until a power pole reached out and grabbed me in Dunedin. But then I went to Europe and I raced a Formula Junior and then on to F1 and suddenly you had a lot of downforce and wings and everything and I never thought very much about it but for my 50th birthday I managed to buy the Eleven back again.

You had sold the Eleven, how did you come to own it again and after your time in F1 what was it like to drive.

My brother Dennis had had it for a while, he had restored it and tried to sell it back to me. I said I am not going to pay you that much money for it, your joking. He sold it to someone else and it was sold on. Anyway, one day Dennis called me up not long before my 50th. He said the Lotus is for sale again do you want it. By this time, I didn't care how much it costs I'm having it. So I bought it. Dennis arranged to hire Pukekohe for the day, so for the first time since 1962 I got back in it and I thought, what is wrong with this thing, it has got no grip, because that's how things had moved on. But it is still a lovely little car we spent a

whole day driving round and round. My wife had raced before I met her and I got her to have a go in it. But I had to accept that the grip levels in race cars had gone up so much since I had raced it. But I am delighted that I still own it.



I had to accept that the grip levels in race cars had gone up so much since I had raced it.

But I am delighted that I still own it.





Touring by Lotus

Words & Photos by Allan Walton

The editor of NZ Classic Car, and his partner Maria, go for a two-week tour of the South Island in their Lotus Elise

Even as we began mapping out our proposed trip of the South Island, a suspicion in the minds of our friends began to grow – they all thought that I must be crazy. ‘You’ll never get all your luggage into the Elise!’ ‘It’s a toy-car – its too harsh and small and not intended for touring.’ ‘It’s only good for the race circuit or short trips.’ ‘You’ll get haemorrhoids from the unpadding seats.’ ‘It’ll be downright uncomfortable over such a long distance.’

I pretty much ignored all this ‘sage’ advice but, having said that, early pre-trip preparations did highlight a few problems. I had already cracked the perceived lack of luggage space – the Elise actually has quite a large boot for a mid-engined car of its relatively diminutive size, its just limited by a size-challenged loading orifice. The square peg into a round hole problem was solved by using soft, squishy bags (we actually used a set of zip-up bags which had originally contained duvets), which were then squeezed around the confines of the boot – and, as Maria is on the shorts side, I was also able to pack a few smaller bags into the passenger footwell. All it took was a bit of planning and, during our trip, I got the packing process down to a fine art. However, trial-packing the boot did highlight one problem – what to do with the soft-top?

Initially, I had thought that the hood would simply slot into the moulded shelf behind the seats. No such luck! Hethel’s crafty engineers, while ensuring that the shelf looked as if it would take the rolled-up hood, made damn sure it didn’t! After a little trial and error, I finally discovered that I could jam the hood in behind the seats, slotting it into the small space behind the fixed passenger seat and placing it at a 45-degree angle ending up behind the headrest of the driver’s seat. Fortunately, it all fitted in without forcing me to move my seat too far forward from its normal position. With that logistical problem solved, I then recalled a comment from another mate who reminded me that Lotus stands for Lots Of Trouble, Usually Serious – ‘All that way in a Lotus! You’ll be picking up fall-off bits all the way.’

Truth be known, I had no major concerns in this area – I ran the Elise as my everyday car for almost six months and it had not shown the slightest inclination to let me down, proving 100% reliable. I wasn’t even concerned about the minimalist factory tool-kit – I didn’t expect anything to go wrong and if it did I probably wouldn’t be able to fix it on the roadside anyway.

All that was required was a trip to KW Historics so that Ken Woodburn could drop in some fresh oil and give the Lotus a good check-over. I was, however, concerned about punctures. I augmented the standard Elise spare tyre – an aerosol ‘get-

you-home’ can – with a second can. The only problem being that I would be a long way from home – and the chances of sourcing one of those odd-sized front tyres in the South Island would be impossibly slim. I pre-warned Ken to have some spares ready to courier out to the South Island just in case!

Interislander

As well prepared as we were ever going to be, on the morning of 6th April 2006, we set off from home in the direction of Wellington. The trip south was largely uneventful – touring down SH1 is such a boring prospect these days – and we arrived in Raumati Beach towards the end of the day for our first overnight stop.

The following morning the Elise’s top remained on as we sat



No not the Marlborough Sounds. Allan and Maria out of the Elise and cruising Milford Sound

drinking espresso watching the rain bounce off the car as it was parked up at the Lindale Centre. Luckily, the weather began to clear as we made our way from Raumati Beach to the Interislander terminal in Wellington later in the day.

After the usual interminable wait to get onto the ferry – the Elise dwarfed by a sea of 4WDs and campervans – we encountered a minor ground clearance problem. With the Lotus packed to the gunnels with luggage, and with two people on board, negotiating the ramp into the ferry’s innards was rather tricky, calling for an extreme angled approach to avoid scraping the car’s sensitive nether regions. We managed to drive on-board – eventually – much to the amusement of the driver of the Pajero directly behind us, who seemed rather puzzled as to why we had taken such an eccentric line up the ramp.

Finally, with the Elise safely strapped down on the car deck, we were able to enjoy a very pleasant crossing to Picton.

Once safely ashore on the other side of Cook Strait, we were greeted with the sight of a pale metallic blue Sunbeam Alpine – our old friends Sid and Marje Mosdell had arrived to guide us to their house on the outskirts of Picton. Sid, a long-time Sunbeamer, also owns a show-winning Sunbeam-Talbot Alpine

Touring by Lotus Allan Walton's tour of the South Island

– a car that was originally restored by Steve 'Vintrim' Whitren.

We spent the next few days touring the Marlborough Sounds (by car and by boat), and catching up on old times with Sid and Marje.

On the 10th April, we packed up the Elise and headed towards Christchurch.

I love the open plains of Marlborough, lots of long sweeping corners connected by long, cruise-worthy straights. It's a section of road that also tells you just how unpopulated the South Island is when compared to Auckland – we literally drove for miles without seeing a single car, and the only real worry was the F1-type speed at which large articulated trucks thunder over these roads. They're just a tad bigger than the Lotus – so not really suitable for serious on-road arguments!

Akaroa and Mt Cook

Determined to keep away from the main centres, our next port of call was Akaroa. I had been there on the Gen3 Mazda MX-5 launch the previous year and had impressed by the twisty road which dives down the Banks Peninsula to Akaroa. It's a great sports car road and one that, unfortunately, highlighted that the current MX-5 is rather more of a tourer than a genuine sports car. At the time I had imagined driving the Lotus over these roads and now, after skirting around Christchurch, we were heading along these same roads.



You can't beat a good slice of cheese—Barry's Bay cheese factory just outside Akaroa

What a view! The background of Akaroa Harbour is pretty dramatic as well!



Stopping off at Little River on the Banks Peninsula

What a revelation – even packed up with luggage, the Lotus showed its true form as we sliced down the peninsula. It even managed to compensate for a few dozy driver errors as the amazing view of the harbour distracted me from the task at hand. In fact, this level of distraction proved to be a major problem throughout our two-week tour – with such astounding scenery on offer it was hard to concentrate on driving!

Akaroa itself is a delightful place, an old settlement full of quaint shops, narrow French-named roads and period houses.



Gift shopping at Akaroa—we couldn't find any pot though

The owner of the motel where we spent a few days was totally smitten with the Elise – she had never seen a Lotus before! They live a sheltered life in Akaroa.

After a few days enjoying the cosmopolitan delights of Akaroa, we packed up again and set out for Mt Cook. Once again, avoiding Christchurch, we turned off SH75 at Taitapu and took a detour alongside Lake Ellesmere, finally joining up with SH1 just before the Rakaia River bridge – the longest bridge in New Zealand. We then travelled through Ashburton, veering off onto SH79 at Rangitaia – we were now heading inland as we made our way towards our next overnight stop. We stopped briefly in Fairlie – a town that would be completely snowed in

Touring by Lotus Allan Walton's tour of the South Island



Burkes Pass—and a breathtaking view of the Southern Alps

within a month of our visit – and struck out on SH8. As we turned around a long corner we suddenly found ourselves confronted with a magnificent view of the Southern Alps as we drove through Burkes Pass. It was spectacular, and we couldn't resist stopping to soak up the sight – and take a few photos. At the other end of the pass, the road began to climb upwards to Lake Tekapo – and even more amazing views. It was like driving through the set of Peter Jackson's *Lord of the Rings*!

After Lake Tekapo, SH8 loops back on itself as it unwinds to-



On the shores of Lake Pukaki

wards Lake Pukaki – and our next photo-stop was at Mt Cook Lookout, which afforded a view of the snow-capped alps rising above the lake's long ribbon of clear, deep blue water. Once we had skirted around the bottom of the lake, the road arrowed directly north – a long, climbing and undulating road that ran up the west side of Lake Pukaki directly to Mt Cook. Once again, a superbly surfaced road that proved to be per-

fect for the Lotus – the only minor irritation being the increasingly large number of camper-vans dawdling along. Fortunately, with so little traffic we were able to despatch them all without being held up for too long.

After a long day's drive, we finally arrived at Mt Cook booked into our motel and spent the remainder of the day wandering around, breathing in the fresh cool air and taking photographs. As we returned to the motel the sun was disappearing being the mountains – reflecting gold and pink from Mt Cook's snow-capped peak. We were starting to overload on picture postcard scenery!

Southland

The following day, we awoke to the sight of a white and sparkly Lotus sitting in the car park outside Mt Cook motel – but by the time we had finished breakfast, the sun was up and the car had once again reverted to its more normal shade of black. The air had a bit of a nip to it but, as the hood had dried off in the early morning sun, it was unclipped and stowed away behind the seats. We now returned back down SH8, this time following the road down to Twizel. The road from Twizel to Omarama runs on the valley floor between the Barrier Range to the west and the Benmore Range to the east. It was gloriously tranquil and we only came across a handful of cars on our way to Omarama. In full sun, the sight of the Omarama café was too much, so we pulled over for a mid-morning espresso. Sitting on an overstuffed leather chair on the café's deck, I could see why some people would want to live this far away from civilisation – almost totally surrounded by mountain ranges on all four sides, Omarama provided yet another of the breathtaking views we were slowly becoming accustomed to.

At this point, when I originally planned our trip, I had wanted to include the Lindis Pass but, this time around, we headed in the opposite direction – travelling back across to the east coast and Oamaru. The Lindis Pass would have to wait for another time – and I did want to leave a few surprises for any subsequent South Island tours.

From Omarama, we drove to the base of Lake Benmore, then alongside St Mary's Range as we followed the road along the southern shores of Lake Aviemore and Lake Waitaki. It was whilst parked along Lake Waitaki that we saw the only other Lotus on the road during our trip – at least, it might have been a Lotus! We were too far off the road for a good look, and it may simply have been a Lotus 7-style replica. If its driver caught a glimpse of our Elise he never acknowledged us.

We were now following the seaward flow of the Waitaki River,

Touring by Lotus Allan Walton's tour of the South Island

which led us back to the coast and Oamaru. We made a quick tour of this historic town before wrestling with our maps as Maria navigated us towards the penguin colony. We strolled through the colony but discovered that the little perishers only come out at night. We had no time to wait for that to happen, we still had a long way to travel as our next overnight stop would be in Portobello on the Otago Peninsula.

However, we weren't in such a big hurry that we didn't have an hour or so to spare for a look at the famous Moeraki Boulders.

After driving through the outskirts of Dunedin, we found ourselves on the peninsula. We stuck to the coastal road until MacAndrew Bay, then headed into the hills and sampled the 'top' road – as recommended by NZCC's Dunedin correspondent Mark Wright. True to his name, Mark was right – the road over the peninsula's saddle is a tortuously twist stretch of blacktop; real Lotus country. A compulsory stop-over at Larnach Castle gave me time for a breather and a spot of lunch. By the time we arrived at our motel in Portobello I was tired but happy after a glorious day of spirited driving. Boy, was I glad we picked the room with the spa bath!

The next day, we sprinted right to the end of the peninsula for a visit to the Royal Albatross Colony. It was a beautiful day and our final reward was the sight of a single albatross chick – although it was hard to see how these huge birds could survive on what seemed like a particularly inhospitable chunk of headland.

On 14th April, we left Portobello – it was time for another long drive, this time it would be almost a coast-to-coast trip as we set forth for our next stop at Te Anau. Leaving Invercargill aside for our next trip, we headed inland from Balclutha to Gore. All fairly uneventful – although Gore got our vote for the nastiest public loo we had ever come across! From Gore, SH94 travels across the Waimea Plains – good roads for a Toyota Camry, massively long straights and barely a corner in sight. As we approached the final run into Te Anau I was fighting boredom, I resorted to attacking even the slightest curve in the road as if I was racing around a circuit – lots of unnecessary downchanges – it was just enough to keep me (and the Lotus) awake!

I didn't know it at the time, but the next day would provide more than enough real roads to compensate for the long drive to Te Anau.

Milford Sound

The next morning we set off bright and early for Milford Sound – we wanted to get ahead of all the tour buses and campervans which seemed to be littering the streets in Te Anau. I had been warned that the road up to the sounds was tight and twisty and our mapbook warned us that snow chains had to be

carried during the winter months. An Elise on snow chains? Good job it was a fine and sunny day.

And what a lovely driving road! Up along the eastern shores of Lake Te Anau, the Milford road spears upwards into the Earl



On the road from Milford Sound back to Te Anau—time to take the top down

Mountains, long stretches of valley bottom road interspersed with rapid ascents and descents. On one of the long straights I spotted a group of serious looking motorcycles coming up behind us – the leader on what looked like a bright red Ducati, a distant cousin to the Elise. However, as we climbed up from the valley floor, the bikes soon dwindled into our rear view mirror – with the road lined with grit from last season's snow-falls, it was treacherous for those on only two wheels. The Lotus shrugged it all off, supplying an almost unbreakable grip on the frost damaged tarmac.

The only other potential combatant we encountered on the road was a Ford Territory Turbo – I was a little disappointed that it didn't even attempt to eat the Lotus for breakfast! Perhaps it had already breakfasted on a few Italian sports cars? Needless to say, after being harried by the Elise for a few kilometres through a tight and narrow section of road, the Ford driver threw in the towel and very gentlemanly pulled over and allowed us to blast past on the approach to the Homer Tunnel. We rewarded him with the sound of the Elise's sports exhaust ricocheting off the rock walls of the tunnel.

Technical Interlude

One of the few complaints laid against the venerable Rover K-Series is that it just doesn't sound like a sports car engine. Very valid – in standard form the Rover-motor doesn't sound very inspiring. However, by ditching the factory air filter for a Hurricane set-up (supplied by Elise Parts in the UK; this unit is directly ducted into the left-hand side air intake and supplies a glorious induction roar starting around 3000rpm. It's spun aluminium body also looks good in the engine bay) and installing

Touring by Lotus Allan Walton's tour of the South Island

a custom sports exhaust courtesy of Mr Pit Stop, the K-Series is released from European decibel rating bondage and produces a lovely sound when on song – ask the Territory driver! The combination might even release a few more bhp!

Fiordland

I have no idea how the road through the Homer Tunnel is surfaced – I couldn't see much even with the headlights on – but from the amount of shocks travelling through the chassis directly into my backside, I would guess that the road was concrete – each gap between slabs sent another crash through the suspension. Not an Elise-friendly bit of road. Back into the daylight, the road twisted through a series of super-tight corners – this allowed us to get ahead of quite a few tour buses as, with good visibility ahead, we nipped past them through the corners. Easy stuff for the Lotus.

As we arrived at the tourist mecca of Milford Sound, a light rain was beginning to fall – the first we had seen since Picton. We stitched up the Lotus and booked two seats for a boat trip around the Sound – by now, the mountains surrounding Mil-

ford Sound were draped with white tendrils of mist. They were instantly christened the Misty Mountains – sorry, more *Lord of the Rings* name-checks!

If you have never been to Milford Sound, do it – its one of those 101 Kiwi must-do experiences. We certainly weren't disappointed – it was simply awe-inspiring and, even though I recorded everything with my camera, mere pictures could never do justice to the real thing.

After a few hours circumnavigating the Sound, it was almost with a sense of regret that we returned to dry land – although it wasn't too dry; it was still raining. After a spot to eat in the Milford Sound café, we headed back to Te Anau with the top up. On the other side of the Homer Tunnel the rain began to clear, after a few more miles to air dry the top we stopped to check out the Mirror Lakes, then dropped the top for the remaining drive back to Te Anau.

Touring By Lotus continues in Edition 56

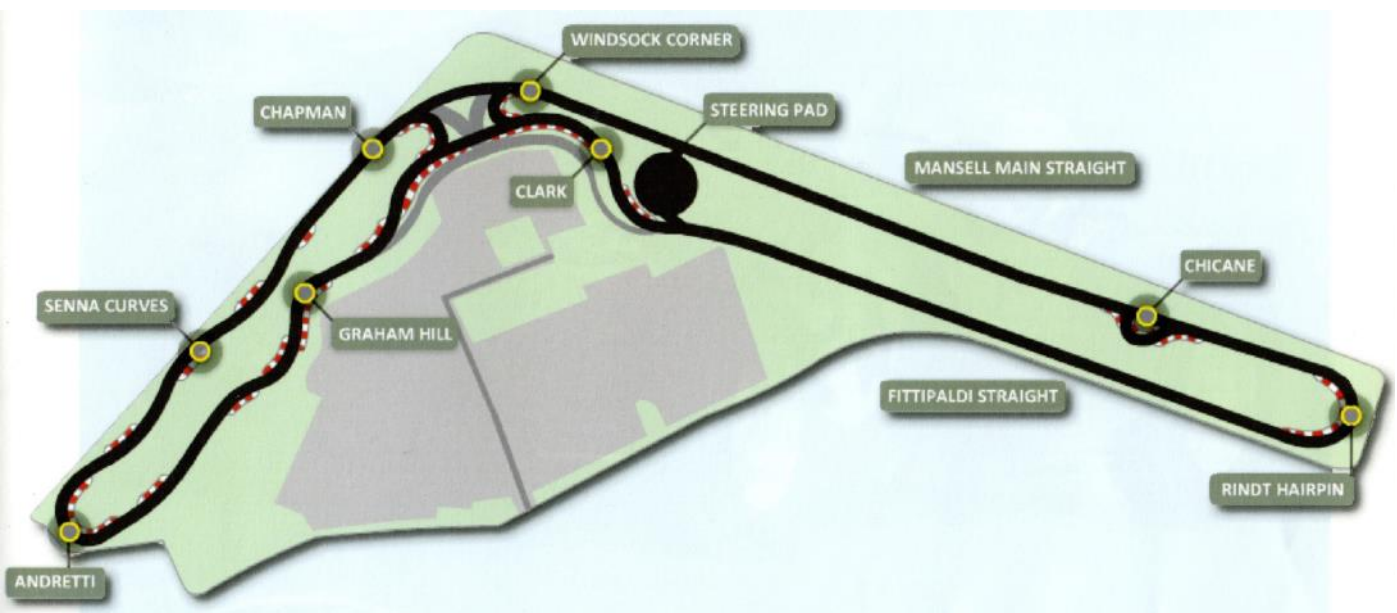
Three Days at Hethel

CLNZ Member John Nimmo writes about his time at Hethel

Lotus Licence Course 18 July - 21 July 2014 Hethel, Norwich UK

The course was structured over 3 full days as Level 1, Level 2, and Level 3 being progressive, some participants came for single or two days presumably returning when convenient to complete. Hethel is approximately 30 minutes drive from Norwich on the A11 road direction London / Thetford. This is well signed posted with Lotus signs on the correct exit.

Days commenced early at 8 am after passing through security, only permitted persons were allowed, no passengers unless previously arranged. A light breakfast was available and sessions commenced at 9 am. The factory and Head Office are located on the same site with the track – about the size of Pukekohe – this is an old RAF airfield purchased by Colin



Three Days at Hethel

CLNZ Member John Nimmo writes about his time at Hethel

Chapman.

Day 1— A factory tour which was interesting to see the batch method of manufacturing no photographs were permitted. We also were taken 5 minutes up the same road to tour the Classic Team Lotus maintenance factory run by Colin Chapman's son – great historical lotus cars being maintained. The training commenced with short white board sessions and then demonstration laps from instructors then at least 3 driving sessions where participants drive 1 on 1 with instructors at various course exercises. The cars for this day were a fleet of Lotus Elise's - one being left hand drive. The day concluded at 5 pm.

Day 2 - Was a full on intensive day with many exercises set up all round the test track which was able to be divided into two shorter tracks which made it safer to run full out driving exercises and participants were driven around in vans to each exercise location so it was a very effective use of time.



Lotus Elise's were used and hammered all day .

Day 3 - Lesser number were present on the final day and the car fleet was expanded to 4 Evora S manuals (1 left hand drive for the Germans !!) and 1 Lotus Exige nicely set up but was also left hand drive. This was the day when the training got put into practise with full on speed encouraged, on full track with a slalom to control speeds on the main straight. Safe passing was allowed and supported. I managed to put most of the training to good use and no other participant passed me during open track time – 4 cars on full track at staged intervals – I managed to catch and pass the Exige in an Evora S which was surprising and only clipped one slalom cone at 125 mph, being in the left hand drive Exige it was more difficult to judge the off side – all participants were given equal time in every car and full Lotus Licence Certificates were issued to those who completed the 3 days. The instructors were all first class – Chief Instructor is Martin Donnelly – google him, he survived a terrible crash in Lotus F1 car many years ago. The cost of the course was £1,899.00 .

John Nimmo



LOTUS NEWS

LOTUS CELEBRATES 1000TH EXIGE S



the United Kingdom in Hethel, Worcester, Wellingborough and Norwich.

Since its launch in 2012 the Exige S and its Roadster sibling has achieved critical acclaim for its agility and handling performance, receiving praise from the international media and high profile accolades. The Exige has been impressing customers too, particularly in Japan where the car has received most of its orders followed by the UK, Switzerland, Australia, Hong Kong and Belgium.

Lotus continues to expand the appeal of the Exige S and the 1000th car is destined for Lotus's Test and Development team where it will be used for the final sign-off of the new automatic gearbox, an optional extra that will be available in either coupé or

The 1000th Exige S has just rolled off the Lotus production line marking a key milestone for the British sports car and is testament to the skill and dedication of the workforce based across

Roadster variants in 2015 in Australia and New Zealand.



one in a thousand

one in a thousand - If you think we are talking production, you would be wrong. We are talking about a one in a thousand design. Raw, in your face, testosterone filled, functional you name it plus plus. On the showroom floor at Lotus Auckland. Stunning. —Ed

Shanghai to London Classic Tour & Classic Le Mans

CLNZ and CTR Member Tony Herbert writes about a recent jaunt

Last year I was fortunate enough to be again asked to help on this years Shanghai to London Classic Tour . This is a tour for Classic cars from NZ which get shipped to Shanghai and then are driven the 15,600k's to London via China, Mongolia, Siberia, European Russia, and through Europe to London. From London the cars are again shipped back home to NZ.

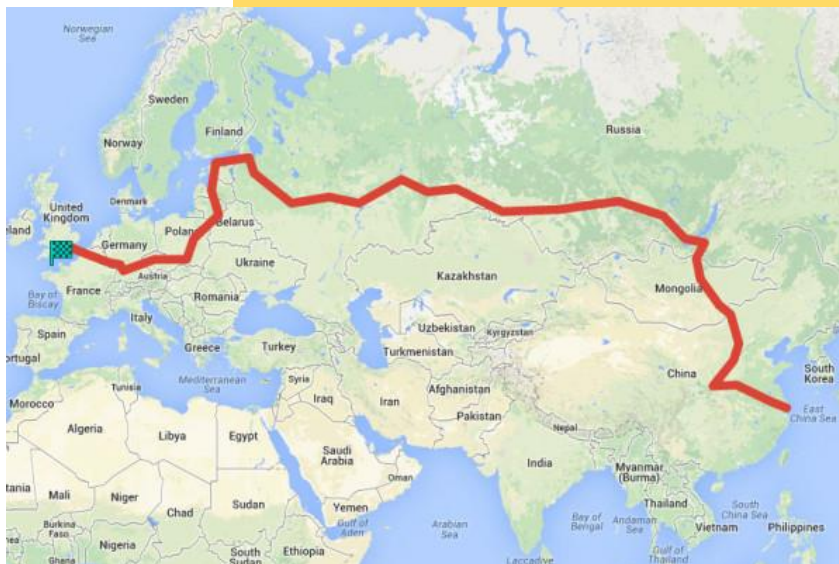
It takes 2 months and is fairly arduous though the roads this time in Siberia were much improved, and whereas last time, only 2 years ago, we drove approx 600 k's across the Gobi Desert the long promised road was complete and we covered the crossing on a new 2 lane highway. As this was considered too easy some off road excursions were undertaken simply for the pleasure of it, including 30 k on the Gobi without the benefit of either railway lines or power cable the usual methods of navigation, to get to a traditional Gur camp where we stayed over night.

The Classics on the trip included a couple of Mk5 Cortinas, Hillman Hunter, Volvo Amazon, BMW 318, Jaguar Mk1, and XJ6, Peugeot 404, Range Rover, VW Beetle and an early Honda Accord a last minute replacement for a Mercedes Benz. Tour leader, Greg Paul and I used a Land Cruiser to lead.

The full story of the trip with heaps of photos can be found on the Simply Classics website/facebook page. The trip is a remarkable thing to do and details of future tours can be found at www.rallytours.co.nz.

This simply explains how I arrived in Europe the week before the Classic Le Mans meeting, an event I have long wanted to get to. I met up with fellow kiwi and BMW fancier John Hudson and a couple of other BMW owners for the trip across the channel and down through France to Le mans, lots of other Brits doing the same, so lots of Lotus , TVR, vintage Bentleys, etc etc on the roads.

One of the rights of passage for Le Mans events is camping there, now I haven't been camping since the very early 80's when we used to camp at places like Silverstone and Donnington when racing the Ginetta G4. The modern single person tent was fine and the facilities more than adequate and much better than anything from the 80's but the rain was not really in the original draft of the script that I saw.



The trip is a remarkable thing to do

details of future tours can be found at

www.rallytours.co.nz.



Shanghai to London Classic Tour & Classic Le Mans

CLNZ and CTR Member Tony Herbert writes about a recent jaunt

Classic Le Mans is a huge event, with 8000 cars on the cars club display stands, this does mean row after row of 911's but even the Lotus stand had well over a hundred cars, including a couple of 340R's, the first time I had see them in the flesh, all in all far to much to take in, though there were many French makes we rarely see let alone in such numbers. Then there is the trade stands and of course the racing.



Our camp site was close to the Porsche curves were we watched some of the night races, unfortunately the rain meant many race stoppages and safety cars and a very damp self, and cheap French red doesn't warm you up though it does remove the ability to feel the cold!

Plateau (group) 3 was where the Lotus action was, with Marks 11, 14, 15 and 17 all represented. The Type 14 Elite of UK based Kiwi Roger Wills being the most successful, a car with an extensive USA period race history in the hands of then US Lotus importer Bob Challman.

I must go back again, whist the rain didn't help there is no way you can see everything, and some of the racing, in just three days. Access to the race cars is very relaxed. For a few euro's you can drive the circuit on the Saturday morning before the racing starts, we did this in John's BMW 2002Ti, needless to say pace is controlled as cars go out in very large groups, even so the first corner before we got to the Dunlop bridge saw two Renault Alpines spinning off, and at the second corner another, and that was just the cars around us. Again very relaxed compared to what we have become used to.

I recommend it to anyone who loves sports and sports racing cars first and foremost, not a single seater to be seen anywhere.

Tony Herbert

Not a single seater to be seen anywhere



MISCELLANEOUS

✓ The Topcon difference

As far as Synergy Positioning Systems managing director Mike Milne is concerned, the Topcon difference comes down to the robustness of the product – in both physical and technological terms – and the company's comprehensive in-house research and design methodologies.

"Topcon is continually pushing the boundaries; the confidence in its abilities to successfully refine and revolutionise comes from experience and a history of innovating stretching back over 80 years."

Topcon's in-house R&D teams focus on providing innovative solutions for the geospatial, construction, agricultural, and mapping industries using GPS, optical, scanning, and machine control technologies.

Mike says that a key design strategy for Topcon is creating equipment that is very versatile, yet not overly complicated to use in the field.

The continual refining of their model lines and technologies ensures the company boasts a large number of patents on a variety of innovations.

"The really exciting component of the Topcon brand is what they have planned for the future though," Mike continues.

"In the next five years, Topcon will double the products they have on the market today.

"The amount of resource the company has invested in developing technologies and equipment that ensures every job site runs as efficiently as possible, with the most accurate data possible at hand means Topcon will continue to offer solutions that change the way we work."



This advert fell out of an issue of NZ Construction News. Well, you might think that this chap Mike Milne and his team are on to it. Lots of impressive comment on the research and design technology the company possesses. Unfortunately another advert in the same magazine for the same company bearing the same photo refers to the car as a Maserati. Oh dear.



David White video's Rich Miles one Sunday heading to Karekare on Lone Kauri Road. The video can be seen on the CLNZ Facebook page. This was also the route followed by the Wednesday Wanderers on their November outing only this time it was lights on in thick fog all the way via Karekare to Piha.



Next Edition

The last ever Lotus Seven. If not the complete history we promise some of it.

Missing Europa?

Tony Herbert is trying to track down a Europa he once knew. He writes

I am looking for the current owner of Lotus Europa Twin Cam, it was registered GK2244 in 1973 when it came to NZ with a returning NZAF member. It was originally Lagoon Blue with Oatmeal trim, Chassis # 7109181007P. I have the original sale documentation and correspondence that states that it was an Earls Court Show car, though quite how that works when it was sold on two invoices as a kit I'm not sure. The above registration is long dead. For interest, the car cost £1,553.25 including extras for paint and the oatmeal trim, tinted glass, Firestone tyres on Lotus Brand alloy wheels and air horns.

Contact Tony Herbert
(09) 415 8123 or
thebert26@gmail.com.



You have two choices when you purchase a M100 Elan for everyday use. Get used to having wet feet or get a hard top. If you can't find a hard top, you could do as Tim Walton is doing for his M100. Build one.

Obviously still work in progress, we will keep you up to date on progress.



No, not a Kiwi photo. Your Editor has a Welsh correspondent, fellow Excel owner Eifion Jones. This is Eifion with one of his daughter competing in his Excel just before Christmas. And the white stuff on the road, ice.



Below
Peter on the right holding the Spencer
Martin Trophy

More Silverware in Australia

Peter Boel reports early in December of another successful trip to Oz

Just back from Oz. Raced the Flintstone Lotus 23 at the Eastern Creek Tasman meeting a week ago. Won 3 of the 4 races and the Spencer Martin Trophy for Sportsrace cars. We had nice weather (until the late storms Sunday after my final race) and a great meeting with lots of lovely cars.

Peter Boel

Peter, Another serious trophy, well done mate. Where do you keep them all? — Ed





RAISING THE ROOF ON PERFORMANCE

INTRODUCING THE NEW LOTUS EXIGE S ROADSTER



A perfect balance between beauty and performance, this is the fastest Lotus convertible yet. The finely tuned suspension delivers the responsive ride and handling that is so distinctly Lotus. The heart thumping power of a 350HP 3.5L Supercharged V6 engine coupled with an open-air experience makes for a truly memorable drive. Expertly engineered, the track inspired chassis ensures any topless thrills do not compromise extreme performance. Packing a punch far beyond its minimal weight, the Roadster offers effortless immersion in exhilaration anytime, anyplace, any road.



LOTUS AUCKLAND
425 Broadway, Newmarket, 1023 Tel 09 522 3299
LOTUSCARS.CO.NZ