

EDITION

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LOTUS NEWS . THE LAST LOTUS SEVEN .
THE KIWI REPLIC SEVENS - MCGREGOR & FRASER .
THE SUMMER OF 1973 . INDY 2015

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

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From the Club Lotus 2015/16 Membership Cards. The ex Chris Atkinson Lotus 20/22 at Hampton Downs

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Cover picture
Mark Gregory's Elise
Image—Guy Allen
www.guyallen.com

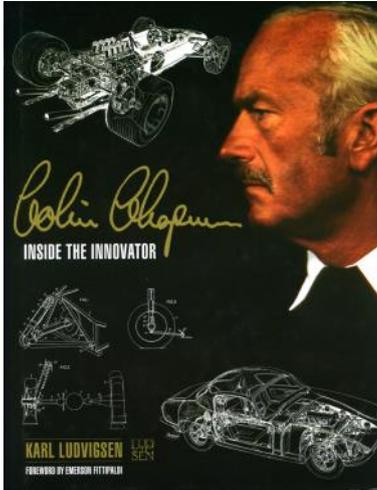
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Keeping life on the level

Greetings

In this EDITION we have a lot about Lotus Sevens. Karl Ludvigsen in his thoroughly fascinating book *Colin Chapman Inside the Innovator* relates a tale about the design of the Seven.



For better or for worse the Mark VI established Lotus as a maker of uncompromising sports cars for the rabid enthusiast. That Lotus had abandoned this market was bemoaned in 1957 by Colin's wife Hazel at a Sunday lunch at their home, Gothic Cottage at Monken Hadley in Barnet, Hertfordshire north of

London. Lotus no longer made 'a cheap kit car like the VI for "the boys";' she complained to Chapman and colleague Gilbert 'Mac' McIntosh. The men were nominated to do the washing-up after Hazels lunchtime cooking, but they spotted a way out.

'Hazel was intrigued,' recalled McIntosh, 'and Colin could see that she had her toes dug in so he proposed that in return for doing the washing up herself we could have a look at the idea.' This was to base a car on the Eleven chassis without all the costly aerodynamic bodywork made by Williams & Prichard.

'By tea time we had done the weight check.' said McIntosh, 'cost estimate, quick performance check, done a few sketches of bodywork and the idea looked good—so good we got out of washing up tea and got on with the suspension calcs and drawings. We had finished by midnight. Colin ordered the springs on Monday, moved an eleven chassis to the panel beaters and the Seven was running the following weekend.

Good old Hazel then. What a lunch that turned out to be. It's just as well someone knew exactly where the company was heading.

Steel Brothers chassis 3082, pictured below, has recently been purchased in Australia. Its new owner is keen to know about its history. If anyone knows about this car please get in touch.



Poul Christie is off to the States in August to race his McLaren M10B at the Monterey Classic meeting at Laguna Seca. This is a two week meeting with auctions in between.

Peter Boel returned from another sortie to Australia. Racing the Flintstone Lotus 23 at Morgan Park west of Brisbane and then Sydney Motorsport Park in their Retrofest meeting. Peter says — it went well in Warwick winning the Group O division but not so good in Sydney where I was up against some serious opposition - several Porsche 962's, CanAm cars, BMW M1 and some very quick Sports 2000's. Unfortunately I put a conrod through the side of the motor in the Race 2 (big damage) so that was the end for me. A new engine build has started but will take me some time with me over here most of the time.

Paul McCarthy has done a deal with his dad and now owns that fabulous Lotus 47 we keep seeing in EDITION. He didn't finish there and decided that since he owns the 47 he should re-join Club Lotus. Its great to have you back Paul.

Paul Couper tells us the Westfield Eleven he has been working on, (see EDITION 54) is finished, he is only waiting for his log book to turn up from MotorSport NZ. He is hoping to run the car for the first time at HRC's Brass Monkey meeting at Hampton Downs on the 12th July.

We saw this sign in EDITION 55 and its back for the same reason that it was in before, archives... The club does not have much in the way of archives in other words most of its history is held by the members and not by the club. If you have old club documents please don't throw it out, not yet anyway. Let me know what you have got.



Cheers
Rex



Keeping Time

Hi from the Classic Trial Register,

Since our last report the trialing season has ended and a new champion found. The final round of the 2015 PPG Classic Trial Championship, the HRC Legends of Speed meeting at Hampton Downs, was won convincingly by Paul Couper (Mazda MX5). Paul averaged a lap time difference from his nominated time of 0.24 seconds over the 12 laps driven during the two trials. The runners up were Peter O'Sullivan (Ford Cortina Mk2 0.34 sec) and Brent Middlemiss (Mini 1275GT 0.38 sec)

The final round, as it usually does, decided who takes the trophy for the 2015 season. The three drivers above were also the first three place getters in the 2015 PPG Classic Trial championship:

- 1st Paul Couper 662 points (ave lap variance 0.35 seconds)
- 2nd Peter O'Sullivan 657 points (ave lap variance 0.36 seconds)
- 3rd Brent Middlemiss 623 points (ave lap variance 0.44 seconds)



Top—Paul Couper 2015 Champion, above right Peter O'Sullivan 2nd, above Brent Middlemiss 3rd.

Below—When we last saw Paul Couper's Westfield Eleven in EDITION it was British Racing Green. What an amazing transformation.



Paul in recent years has dominated the CT scene, winning 3 of the past 4 championships. The 2016 season, starting 12 September 2015 with the HRC Icebreaker at Hampton Downs, will give him a new challenge as he will be competing in his newly constructed Westfield 11.

Our only activity since the final round was a track day held at Hampton Downs on a very wet Friday afternoon in May. Two of the management team from our sponsor PPG attended and thoroughly enjoyed some fast wet laps. PPG have confirmed their continued support of the Register for a further year. We are most fortunate to have a sponsor with a keen interest in Motorsport. Paul brought out the 11 for its first track outing and rather wished he had a tin-top with windscreen wipers! In fact, even a windscreen would have been helpful!

With Hampton Downs now under the ownership of Tony Quinn we look forward to the final section of the circuit being completed and the possibility of competing on 3 different track configurations.

Our next meeting is the HRC Brass Monkey meeting this coming Sunday (12 July) at Hampton Downs. Here we will be competing for the PPG Winter Classic Trial Cup. The good news is that the weather forecast is good right through to Sunday. It's not too late for any Elise Mk1 or earlier Lotus car owners to enter.

Just go to www.motorsportentry.com and we will guarantee you a great welcome. If you care to just go for a fine weather Sunday outing we would be very pleased to see any fellow drivers.

All the best till then...

Cheers **Ross**



PPG

2016 PPG Classic Trial Championship

STARTS ON THE 12/13 SEPTEMBER 2015
HRC ICEBREAKER MEETING HAMPTON DOWNS



Paul Couper

Mazda MX5

2015 Champion Lap variance 0.34 seconds

2014 Champion Lap variance 0.46 seconds

2012 Champion Lap variance 0.43 seconds



The PPG Classic Trial Championship is managed and run by the Classic Trial Register.

Club Lotus NZ, The Historic Racing Club and the Thoroughbred and Classic Car Owners Club are principal supporters of Classic Trials

LOTUS VALIDATES THE EVORA 400 AT HETHEL

- **Hethel Lap Time of 1:32 (six seconds faster than the previous Evora S)**
- **Increased power, reduced weight and improved handling contribute to faster lap time Validates Evora**

Having stated that the new Evora 400 supercar would exceed expectations, Lotus has now validated the claim. Early tests, carried out by Gavan Kershaw, Technical Manager for Lotus Motorsport, allowed Lotus to boast of a six seconds per lap advantage at Hethel. This validation drive of a standard road specification prototype Evora 400, running on road tyres and with standard road suspension supports the initial claim.

Lotus, combining high performance with the legendary Lotus signature benchmark handling. It is faster and dynamically more capable than the previous Lotus Evora leading to greater agility and a more involving drive.

Maximum speed is 300 kmh and acceleration 0-100 kmh in 4.2 seconds. More than two thirds of the Lotus Evora 400 is new, including



Jean-Marc Gales, CEO, Group Lotus plc stated: "Internally, we all knew that the Evora 400 would be capable of exceeding expectations. Our initial pre-production tests provided immense confidence and a SIX seconds lap time advantage at Hethel. The previous best time achieved in the Evora S model was 1 minute 38 seconds; the new lap time set by Gavan is 1 minute 32 seconds.

"Our commitment to reducing weight to create a lightweight and efficient supercar has paid off. The extra 55hp in conjunction with the 22 kg weight reduction and the tremendous traction from the Limited Slip Differential (LSD) lead to benchmark handling. We are delighted that our customers will soon feel the benefits, when the first examples are delivered in August of this year."

The new Lotus Evora 400 is the latest pure and focused supercar from

its supercharged and charge-cooled mid-mounted 3.5-litre V6 engine producing 400 horsepower and 410 Nm of torque. A new aluminium chassis incorporates a new interior and the lightweight composite body has changed significantly both front and rear.

The new Evora 400, which was revealed at the Geneva Motor Show in March will enter production for European markets in the summer and European deliveries will commence in August this year. The Evora 400 will arrive in Australia and New Zealand in early 2016, when local prices and specification will be announced.

THE ALL NEW LOTUS 3-ELEVEN

- The quickest production Lotus road car ever
- Dramatic, all-new lightweight composite body
- Two versions, Road and Race, both developed through Lotus Motorsport

Heralding a new generation of Lotus high performance sports cars, today saw the unveiling of the company's quickest and most expensive series production car ever, the 3-Eleven, at the 2015 Goodwood Festival of Speed.

Designed as an uncompromised manifestation of the Lotus spirit, the new car is focused on providing an undiluted driving experience, and underlines the company's ability to deliver legendary handling and blistering speed.

Working on the concept of less is more, and keeping close to Lotus' track roots, the dramatic new vehicle features an all-new lightweight body, with an open cockpit design and a revised V6 supercharged engine developing 450 hp/336 kW.

Two variations of the Lotus 3-Eleven will be available: Road and Race; both delivering an impressive combination of high performance, agility and precision. Based on the Road version, the Race includes a more aggressive aero kit, a sequential gearbox and an FIA approved driver's seat with a six-point harness.

With a dry weight of below 900 kg (Race version), the 3-Eleven offers an enviable power to weight ratio, in excess of 500 hp per tonne, and is capable of sprinting from 0-100 kmh in less than 3.0 seconds before reaching a maximum speed of 280 kmh for the Race version and 290 kmh for the Road version.

Speaking at Goodwood, Jean-Marc Gales, Chief Executive Officer for Group Lotus plc, stated, "We always say that to make a sports car better, you make it faster and lighter. The new Lotus 3-Eleven carries that philosophy to a new level, and is per-

fectly in keeping with our brand values."

Jean-Marc Gales continued, "This new car is a giant slayer, capable of embarrassing far more expensive rivals. It condenses our engineering know-how into one, hard-core package, and is so focused that it won't suit everyone. This is a perfect demonstration of the faster and lighter concept, something which will be crucial to all Lotus cars in the future."

The new Lotus 3-Eleven will enter production in February 2016 and deliveries will commence in April 2016. Production will be limited to just 311 vehicles in total.



THE LAST LOTUS SEVEN

Or How I Ended Up Owning a Four Wheeled Motorbike—Maurice Andrews explains

For my 60th birthday I bought myself a motorbike. A born again biker. I had last owned a motorbike as a university student. Now after ten years with it and one big off (cracked ribs and a lot of bruising) and several other close calls I decided that my 70th birthday present should have four wheels.

So in 2009 with plenty of time in hand the search started. I was open minded as to what it would be. A 60's / 70's classic, preferably a roadster. Had to be usable and not needing major restoration. It was not intended that at 70 I spend years restoring it and that it stay in my shed to polish and look at. Could be a Morris 1000 (my first car, but not very exciting). Only definite no was a Triumph Stag. In 1971 I purchased a new one when in England on my O.E. What a disaster car that was.

After nine months of Trade Me and magazine searches up pops a Lotus 7. That would work I thought, you don't see a lot of them about.

Before going to inspect I went to see Ian Christie who I learnt owned a Lotus 7. He showed me over his car and what to look for to confirm it was a genuine 7. He took me for a 'demo. drive', that sold me.

As I left, Ian indicated he was thinking of selling his 7. By the time I made contact with the Trade Me 7 owner it had sold. So I quickly got back to Ian before he could change his mind. So that's how I ended up with a Lotus 7, a "four wheeled motorbike".



Wikipedia—Lotus Seven

"Steel Brothers Limited in Christchurch, New Zealand assembled Lotus Seven Series 4's until March 1979 when the last of the 95 kits provided by Lotus was used up. The last Lotus badged Seven Series 4 was therefore produced in New Zealand and as at 2011 was owned by Maurice Andrews."

Maurice Andrews competing in the Classic Trial at the NZ Festival of Motor Racing at Hampton Downs in January 2014—Photo, John Miller

THE LAST LOTUS SEVEN

Maurice Andrews continues

What is a Lotus 7?

A quote from the 1973 sales brochure

*In 1957 Colin Chapman produced the Lotus 7, Series One, a stark two seater that quickly gained a reputation as an exceptionally fast road hugging sports car on both road and track. The car owed more to the track than the road and was fairly described as "The fastest **four wheeled motorcycle** in the world". Many of today's top racing drivers started their careers in a Lotus 7 (including twice world champion, Graham Hill, who was a Lotus employee.)*

When manufactured.

Series I	1957 – 1960
Series II	1960 – 1968
Series III	1968 – 1969
Series IV	1970 – 1973

In 1973 Colin Chapman decided to stop building the Lotus 7. He sold spares, chassis jigs and body moulds to Caterham in the U.K. and also to Steel Brothers in Christchurch. The proviso from Chapman was that once parts and existing stock was used up any further cars could not be called Lotus. Caterham made their last Lotus 7 in 1974. They still manufacture cars today but they are called Caterham 7's. Steel Brothers made their last Lotus 7 in March 1979. The last Lotus badged Seven series 4 was therefore produced in New Zealand.

Steel Brothers (Steelbro)
Steelbro were established in 1878 making horse drawn wagons and coaches. They progressed (1900's) to making bodies for truck chassis. By 1970 they were assembling cars (Toyota). In 1972 they negotiated a deal with Lotus to manufacture the Lotus 7.

Steelbro were the only producer of Lotus cars outside of England. The Kiwi Lotus 7 had a local content of 70%. This local content reduced the duty from 45% to 6.25% which made manufacture economically possible. Steelbro fabricated the chassis and all other steel components. A local fibreglass boat builder made the body.

If you have ever owned a Lotus Seven type sports car you will understand why

The main imported content from Lotus U.K. was motor, gearbox and diff.

Steel Bros first Lotus 7 series IV were finished in 1973, to great acclaim from the motoring press. Performance and road holding were raved about. A "real" sports car they said.

Acceleration time to 100kph was approx. 6 seconds (4.9sec. 0 to 50mph, our speed limit). At that time a 3.3 ltr. Holden took over 13 seconds to reach 100kph. The Lotus 7 could keep up with an E Type Jaguar from 0 to 100kph and out accelerate MG's Triumph TR's and Austin Healey's of that time. But it cost \$4,300 and you could get a family Holden for that money. The exact number of Lotus 7 produced by Steel Bros. is unknown. They built their last Lotus 7 in March 1979. My 7 was first registered on 27 March 1979, chassis number 3095, and could be the last Lotus badged 7 ever made.

Ownership papers show that my Lotus has spent all its life in the



Auckland area. The first six owners only kept it on average for 18 months. If you have ever owned a Lotus 7 type sports car you will understand why. It has many short comings. Just getting in and out requires contortions and gymnastics. With the hood up it is almost impossible to get in and out of the drivers seat. Much more difficult than the Elise / Exige. (check out "how fast can you get in and out of an Exige" on the Lotus web site). The footwell is tight and you need your dancing shoes on to safely work the pedals. Wind buffeting is a major problem. The hood takes a considerable time to put in place. You are very wet before it is up and it rains a lot in Auckland.

Not a family friendly car, not overly practical, hopeless for every day use. So the first six owners put up with it for a total of three

THE LAST LOTUS SEVEN



summers and two winters. The last two owners were like me, 'Boys Toys' owners keeping it 10 years. The last owner, Ian Christie, used it for Lotus club runs and on the race track at Pukekohe and Taupo in the Classic Trials. At that time there were four Lotus 7's running in Classic Trials. Ian tells me they had a lot of fun.

Since owning the Lotus I have done a 5 week South Island trip (4800km) visiting family and friends. Travelling all the interesting roads. Kaikoura coast. A one day loop from Christchurch over Arthurs Pass for lunch with friends in Greymouth and back via the Lewis Pass. Through the Catlins. I returned back to Picton via Central Otago, Haast Pass and the full length of the West Coast. I never had the hood up as I stayed home at each base and did not move between locations unless the sun was shining. The South Island with Autumn colours, snow on the hill tops, sun shining, top

down and light traffic was just a magical trip.

I have run my 7 on track days, have competed in a few Classic Trials and use it on club runs. If I know its not going to rain I use it for any out of Auckland travel especially if the sun is shining. I'm really enjoying LOTUSX and like the last two owners I see me keeping it 10 years or until I can no longer get in and out of it.

Maurice Andrews.

THE LAST LAST LOTUS SEVEN



The Seven made regular appearances at the Lotus Stand at the Ellerslie Concourse during the time I owned it.

I was encouraged to enter the Classic Trials by Rex Oddy in the early 2000's, which I really enjoyed, and continue to be a regular competitor.

Chassis 3095 previous owner Ian Christie, writes about his time with the car

I originally purchased the Seven from a car dealer in Te Awamutu after the owner had traded the car on a motorbike. The dealer was a Mazda Agent and they were not allow to sell other makes as part of their franchise agreement. I heard about the car through Grant Martin, who I had been working with, and was racing a modified "Seven". He has now progressed through several classes and now runs a Formula 5000.

I was looking for a classic and Grant thought the car would suit me, as he had been contacted and been told it was for sale by Chris Munn in Te Awamutu who has a Caterham 7 which he races. Grant was a member of Club Lotus at the time and Chris still is.

I had no idea what a Lotus Seven was when I purchased the car, and it was in not particularly good shape, but luckily the paint work came up to the excellent standard it now has with only a cut and polish.

I discovered that the car still had matching numbers for the original "L" Block engine, and that it was possibly the last seven manufactured by Steelbros under the Lotus name. The rear end cross bar fibreglassed into the boot between the rear suspension supports had broken loose causing some alarming sideways movement when cornering as the whole back end moved. This was cut out of the car and a new stainless bar installed. The engine needed a freshen up and a new battery was required. The car was initially used for Lotus club runs and also Multiclub runs, these could sometimes take all day and we explored a lot of areas around Auckland and further afield that we would not normally have had the opportunity to visit.



We had three regular competitors in Lotus Sevens at the time, Ian Christie, Ross Vaughn and Jeff Laing, we were occasionally joined by Kenneth Bidlake from Palmerston North. Trails were then held at Pukekohe and Taupo on the old track, before Hampton Downs was built. Trailing was tough on the car and as a result I had the engine and diff rebuilt.

The end of trialling the Lotus came when I spun going through the esses at Pukekohe and when I finally stopped I was sitting looking at the front bumper of an MGB through the passengers window. That is when I decided the car was pretty fragile and in too good a condition to damage, so I purchased an MGB GT which I have trialled for the last 10 years, and have just completed at four of the four South Island tracks.

Ian Christie

THE LAST LOTUS SEVEN

Editors Comments

Despite Wikipedia, the very last of the most copied car in the history of motoring has been challenged from time to time. At the beginning of 2014 Club Lotus NZ had the opportunity to prepare a club profile for Classic Driver Magazine and an article appeared in the February/March issue. Club Lotus referred to Maurice's Seven as the last Seven. This prompted a letter to the editor in the next issue of Classic Driver. The letter reads...

Lotus Seven

Just been reading the great article on Steel Brothers / Lotus 7 S4 in Feb/Mar 2014 Classic Driver. I was then interested on the Club Lotus piece and in particular on page 115 the comment on a picture with "...last of Steel Brothers built Lotus Sevens which makes the car the worlds newest Lotus Seven".

Interestingly there was a time when there was a bone of contention as to whether there were three later ones—these being the Bainbridge cars (of which only one survives—mine!).

The story of the ill-fated sale from Steel Brothers to Bainbridges is widely known but no doubt much of the details as to why, what, who, how, etc. has likely been long forgotten.

Information I have come across is via the 1989/90 Court Document of Steels vs Bainbridges. Much of it is around the payment (or lack of!) for parts, jigs, engines and gearboxes but also, as part of the counter-claim, is around the licence, badge and insignia rights—which Bainbridge claim was part of the original negotiation.

A letter from Steels in 1983 pointed out that "the contract to Lotus Cars Ltd prohibits the plaintiff from assigning its manufacturing or marketing rights not the sub-contracting of any work or the involving of any individual company on a relationship which is less than an assignment." Then "The letter itself sets out the basis of such an arrangement—defendant acting as a subcontractor to plaintiff and paying the royalty of \$10 per car".

Steels appear to have provided—"chassis, fibre glass tub, the motor and one set of four wheels and tyres" it continues "...it is understood that you wish to take these components through a complete car." As can be seen on the photos, the fibre glasstub certainly wasn't used, as Bainbridges wanted to create an S4 with an S3 styled body out of aluminium—car was registered as a S4X.

The remaining pages of the 38 page document then go through the discussion as to what was said, written and contracted, and although it appears implied both in letters and verbally that the Lotus name was part of the deal, it was never written into contracts between the parties. The 1990 ruling was that the defendant "got what it was contracted to buy..." and defendant was ruled against on that aspect.

And there lies the grey area; a tenuous link that my car could in fact be the world's newest Lotus 7, being it was built in 1985 while Bainbridge's were working under the understanding around both the sub-contracting and the licencing agreement. It has chassis and components from Steel/Lotus jigs as well as the Lotus 907 motor mated to an Elan+2 5-speed' gearbox actually the internals from Austin maxi... can't have it all I guess!

Lindsay H

An interesting story but I think Lindsay H seems to have argued himself out of owning the worlds newest Lotus Seven. As Maurice pointed out, Caterham started producing their Caterham Seven way back in 1973 therefore we are left with only one car that can be classified as the world's newest 7.

Lotus Seven. Steel Brothers Chassis 3095.

Well sort of. There are other issues to be considered for the last ever Lotus Seven. Many people seem to believe that Steel Brothers in true Chapman tradition made a few extra cars. They had after all, more components than they had licences for. If this is true, then the extra cars are not actually Lotus's but the first production line replicas produced in New Zealand. There are also one or two cars around with higher chassis numbers than 3095. So therefore where exactly do the genuine Lotus Sevens end and where to the replicas begin.

The actual production records seemed to have disappeared

Since the actual production records seemed to have disappeared around the time of the Bainbridge court case, we are left to make an assessment. Chassis 3095 meets all the criteria of a true Lotus. A bunch of short term owners in the early part of it's life. Owners who wanted to experience the thrill of a drivers car. Then a long term owner who didn't quite know why he owned it resulting in 3095 spending the best part of ten years in storage followed by a couple of long term owners who have seriously used the car. Both owners have kept the car in first class condition. Both have raced the car in the Classic Trials, both have prepared and presented the car for the Club Lotus display at the Ellerslie Concourse d'Elegance.

Since the formal records no longer exist we can never be sure but if there was ever a car worthy of a place in the history of the worlds most copied car then it deserves to be this one. Chassis 3095 the worlds newest Lotus Seven!!

Rex



THE LAST LOTUS SEVEN

The Kiwi Sales Brochure



"... the Lotus Seven has always been a car to judge handling and road-holding standards by."

"Changes... which make the latest S4 as different from that first 1172 cc semi-special as tripe from caviar."

"You don't sit in a Lotus Seven, you wear it. And you don't drive it, you feel it round corners."



"... we can't think of any current production British road car which could match it on acceleration."

"... there's that familiar feeling of putting on a well-worn glove with everything apparently falling well to hand."

"... the gearchange... of that rarely - found greased - lightning type, encouraging cog-swapping for the love of it."

"Once in action, the performance is quite shattering."

"... the greatest value, dollar for performance that you can buy today."



The story behind the latest Lotus Seven, the series four, is one of sophistication underneath a skin that is still recognisably a 7, still a fast two-seat projectile.

In 1957 it had a mildly tuned 1172 side valve lump with three close ratio gears, a top speed of 80 mph and reached 60 in 16.2 seconds. The next, in 1961 followed the introduction of the Super 7 with long flowing front wings and a twin-webbed 1340 cc Ford Classic unit giving 96 mph maximum and 60 in 8.5 seconds. The 1500 cc Super Seven came in 1963 and its power increased maximum to 103 mph and 0 to 60 in 7.7 seconds.

This progression of increased power was not matched with increased passenger comfort. Obvious changes had been confined to a better hood with more clear panels, a better facia layout, an extra gallon in the fuel tank, disc brakes and a change from the standard worm and nut steering to rack and pinion.

Now, for the first time, major changes have been made and the series 4 can reasonably be described as an entirely new, water-proof, comfortable Seven. The chassis is still a spaceframe with square tubes reinforced along most of the side by steel panels welded to the upper and lower rails; the front suspension uses Lotus Europa components (pressed steel double wishbone with coil spring/damper units with anti-roll bar) and Burman

rack - and - pinion steering. 2 1/2 turns lock to lock, a 6" hydraulic column and 13" alloy spoke wheel with PVC grip.

At the back, Ford design has replaced the original BMC A-series axle. Now a twin-Cam Escort axle with its built-in radius arm mounts avoids the need to weld brackets half way along the tubes. It is located fore-and-aft by a pair of Watts linkages, the arms from the top of the axle going rearward and the lower arms forward from drop-down extensions of the normal Escort leaf spring location. The Seven uses coil springs mounted high and operating on a triangular structure level with the top of the after body. Sideways location was originally controlled via a centrally mounted A-socket attached to welded-on flange and took the load in a less than ideal position. Now there is an offset semi-trailing link from the centre to the driver's side and effectively creates a wide-based trailing arm with the aid of the lower radius arm. Sideways loads on the axle are taken through the same points as on the Escort.

Brakes are hefty 8 1/2" discs at the front and 9" drums at the rear which, in a car that weighs about 1100 lbs amounts to a lot of stopping power.

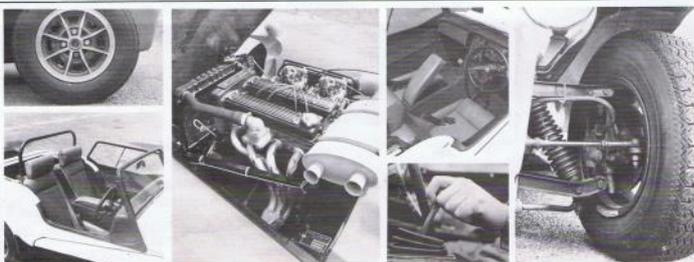
The Steel Bros Lotus Seven S4 is powered by the Lotus Big Valve 1558 cc Twin Cam with up to 126 bhp and can turn in a startling 4.9 second 0-50 mph. The power gets to the road with a Lotus Ford semi-close ratio 4 speed box with synchro-

mesh on all forward gears (with remote gear shift), an 8" hydraulically operated diaphragm spring friction clutch, a fixed length propeller shaft (sliding spline connection to gearbox tail shaft) and a Ford hypoid dif (3.77:1). Standard wheels are pressed steel but alloy 'mags' are available.

The body construction is glass-reinforced plastic. The bonnet section is one piece and hinges forward to give complete engine access. The centre is also one piece, moulded together and bolted to the chassis. The inner section is a complete double-bath running from side to side and up over the transmission tunnel. This ensures that the cockpit is waterproof with holes only for the pedals and steering column; an outer skin is bonded to this and the whole just drops onto the chassis rails. The tail section incorporates the rear wings. Colour is pigmented into the fibreglass resin surface coating. The fixed seats are very comfortable - thigh-grippers and mounting points are provided for full harness safety belts. The steering column can be adjusted (a spanner job).

Weather protection is provided by snug-fitting side screens incorporating sliding windows which mate neatly with the hood which is a conventional fabric affair. The supports are spring loaded to retain an even tension despite any hood stretch.

Full instrumentation is Smiths with a Lotus Ford semi-close ratio 4 speed box with synchro-



NZ Agents: Steel Bros (NZ) Ltd Christchurch & Auckland

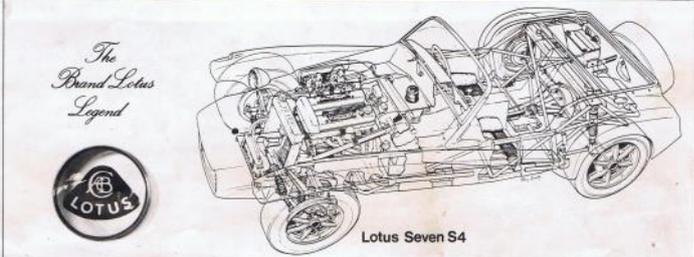
Engine	Number of cylinders 4	Capacity 1558cc	Stroke 72.746 mm	Bore 62.360/92.568 mm	Compression ratio 9.5:1	Maximum power (net) @ rpm 126 @ 6,500	Maximum torque @ rpm 15.622 kg m @ 5,500 (119 lbs ft @ 6,500)	Cylinder head material aluminium	Cylinder head gasket copper/asbestos	Angle of valve seats and faces 45°	Valve head diameters: Inlet 39.7 mm (1.56 in) Exhaust 33.6 mm (1.32 in)	Valve springs dual	Engine bearings: Number 5	Type steel backed white metal	Running clearance 0.13/0.50 mm (0.005/0.014 in)	Crankshaft: Balance within 14.42 gr cm (2 oz in)	Main journal diameter 54 mm (2.13 in)	Connecting rod: Type "H" section	Material steel forging	Pistons: Type solid skirt	Material tin-plated aluminium alloy	Rings 2 compression	Lubrication system: Type eccentric lobe pump	Drive gear on jackshaft	Filter full-flow (renewable element of "trow-away" center)	Fuel system: Pump drive lever by eccentric on jackshaft	Pressure 0.87/1.76 kg cm sq (1.25/2.5 lbs in sq)	Air cleaner paper element (dry)	Carburettor 2 twin-choke Dellorto 40 DRLA	Ignition system: Type coil and distributor	Firing order 1-3-4-2	Advance control automatic	Coil Lucas LA 12	Plugs Champion W7	Gas setting 508/584 mm (0.020/0.023 in)	Distributor type 230 D	Distributor drive gear on jackshaft	Cooling system: Type centrifugal pump and fan	Csp relief valve pressure 70 kg cm sq (10 lbs in sq)	Thermostat nominal opening temperature 76°C	Transmission	Clutch: Make Borg & Beck	Type spring diaaphragm	Operation hydraulic	Driven plate diameter 20.3 cm (8 in)	Number of springs 6	Gearbox: Type 4 forward and 1 reverse	Mainshaft bearings ball	Countershaft bearings roller	Gear ratios: Top 1.000:1	3rd 1.398:1	2nd 2.029:1	1st 2.572:1	Reverse 3.324:1	Rear axle: Make Ford Escort W.S.M.	Final Drive ratio 3.777:1	Mph @ 1000 rpm in: Top gear 17.8	3rd gear 12.7	2nd gear 8.9	1st gear 6.0	Steering	Type rack and pinion	Angles: Camber zero-nominal	Castor 5°	King pin 3°	Toe-in 1.6 mm (0.026 in)	Front suspension	Description: Fully independent with double wishbones and coil springs, telescopic shock absorbers, coil springs and anti-roll bar.	Rear suspension	Description: Live axle located by double Watts linkage, telescopic shock absorbers and coil springs.	Wheels	Material: pressed steel (alloy wheels optional)	Rim size 5 1/2	Tyres 165 x 13 Firestone Cavalino Sport Radial	Brakes	Front 8 1/2 in dia disc	Rear 9 in dia drum	Operation Hydraulic	Handbrake mechanical	Chassis and body	Construction: Tubular chassis with stressed steel side panels, sheet steel front assembly, glassfibre body bolted on with separate front wings and bonnet.	Seating capacity 2	Luggage well rear	Engine access forward hinged bonnet	Colours: Pigmented into fibreglass in standard range of red, yellow or white, all with black underpanels and trim.	Instrumentation	Standard: Speedometer, tachometer, oil pressure, water temperature, ammeter and fuel.	Equipment	Tools spare wheel kit	Jack screw	Jacking points under chassis side rails	Battery 12 volt negative earth	35 amp hrs capacity	Fuses 2	Headlamps 60/45 watt sealed beam	Indicators flashing	Screen wipers two-speed electrical	Lock optional extra	Upholstery vinyl, stretch weave	Door covering carpet	Hood fitted	Dimensions	Length overall (12 ft 1/2 in) 371.6 cm	Wheel base (7 ft 6 in) 228.6 cm	Width overall (5 ft 5 in) 168.7 cm	Height, hood up (unladen) (3 ft 7 1/2 in) 136.0 cm	Front track (4 ft 2 in) 127.5 cm	Rear track (4 ft 4 1/2 in) 133.6 cm	Ground clearance (under chassis) (6 1/2 in)	Capacities	Engine sump (including filter) (7 1/2 pints)	Gearbox 4 litres	Rear axle (8 pints) 89 litres	Fuel tank (7 1/2 pints) 34 litres	Coolant (12 pints) 6.8 litres	Due to a policy of continued improvement specifications are liable to change without notice.
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In 1957 Colin Chapman produced the Lotus Seven, Series One, a stark two seater that quickly gained a reputation as an exceptionally fast, road hugging sports car on both road and track. That car owed more to the track than the road and was fairly aptly described as 'the fastest four wheeled motorcycle in the world'. It was fun, but pretty uncomfortable fun. Developed from the Lotus 6, the Lotus Seven has enjoyed tremendous success, both as a "Clubman's" racing car and as a road going car for the enthusiast.

Many of today's top racing drivers started their careers in a Lotus 7 (including twice World Champion, Graham Hill, who as a Lotus employee raced the first Super Seven ever made.) Now there is the Series Four—the 'Seven for the Seventies'. With the all fibreglass body (the colour is pigmented inside the resin for a really fabulous finish) there's no rattle and bangs, draughts or leaks, and on wet days the hood and sidescreens (with sliding windows) keep you snug and dry. But it's with the hood down, the wind ruffling your hair and the

roar of the road coming up from inches below you, that the Lotus Seven Series Four comes into its own. The ride is smooth and positive, with the famed Lotus handling. Sit in the beautiful, hip-hugging seats, hold the 13" leather trimmed wheel, look in front of you at the matt black facia with all the essential instruments, the rocker-style switches under your finger tips, the stubby gearshift ready to give you gear, all synchromesh, close ratio gears and you believe, Lotus is the car that is made to go, fast! Take the key and turn her on.



THE KIWI LOTUS SEVEN REPLICA'S

McGregor SR7

The South Island Replica



A while back, actually around the turn of the century, John McGregor was living in Christchurch and was starting to build himself a Lotus Seven replica. As it does, word got out and John had orders for a couple more cars. This was the beginning of McGregor Motorsport.

Production of McGregor cars got underway seriously around 2000 and under John's management a range of McGregor Clubmans were produced including a group of Rover V8 powered cars. The original of which sits in John's Whangaparaoa garage.

Ex Club Lotus NZ member Robert Snow, had relocated from Auckland to Christchurch in 2001, he and business partner Mark Roberts purchased McGregor Motorsport from John in July 2007. The new team continued the Seven concept selling their cars as McGregor SR7's.

Robert says one of the key differences where the McGregor chassis differs from other 7-types is that it is wider and higher (to keep the proportions the same), as well as shortening the bonnet and increasing the cockpit length giving much greater overall interior space and wider footwells in the car. This has enabled larger and/or taller people the opportunity of owning a '7'.

Unfortunately the earthquakes that knocked the region around so much almost destroyed the local automotive industry. Both Robert and Mark lost their houses to the quakes and they almost lost their business the turndown was that significant. Diversification was required and McGregor Motorsport moved into the maintenance and refurbishment of a range of branded and non branded sevens and a variety of formula cars. The later representing the majority of the non McGregor work undertaken by the company in recent times. This work included the building of a Lotus 18 F1 replica for a client complete with some genuine componentry including a rare Coventry Climax engine and an even rarer Colotti gearbox.

More significantly, they planned for the future of the Company by looking at ways to improve their chassis design. The primary objective was to improve the suspension design and manufacturing accuracy process, which would in turn further improve the car's already excellent handling performance. On top of that, other factors re-

quired, were to ensure improved ease of assembly, and future maintenance by the customer. Both the front and rear of the new chassis were completely redesigned.



The Club Lotus connections. Above left, McGregor Motorsport founder and Club Lotus Treasurer, John McGregor. Right, current McGregor Motorsport joint owner Robert Snow. Robert was a Club Lotus member until he headed south.

Significant use of laser-cut steel components went into the chassis, in particular, bulkheads and key panels to which the suspension components can be mounted with absolute accuracy. The new front suspension design is such that the owner can choose to use either the traditional outboard suspension or the new inboard design. This new inboard design is quite radical in that the shock absorber and spring are mounted vertically just inside the side panel and is activated via a pull-rod from the top A-Arm to a bell crank (rocker) machined out of billet aluminium. Needless to say, when the inboard design is used the shock and spring are very short making this whole package extremely compact, thus giving maximum clearance and space in the engine bay for other critical components. The performance benefits of this design are significant as it produces a rising

McGregor SR7

The South Island Replica

spring rate, (ie, stiffening the suspension), greater than 20% when loaded up in fast cornering, just the opposite of the traditional design. The new independent rear suspension design is such that the whole structure can be pre-assembled as a standalone module that could be utilised in a variety of chassis designs.

Other factors came into play as well, such as the move from using the popular, tried and tested Ford Sierra rear axle assembly to the Subaru Legacy. The Sierra items have been very popular with many of the major UK makers of Lotus 7-type kits for some time where the parts are still readily available there. Here in NZ it has become increasingly difficult to source these and to get the ideal diff ratios, hence the choice of Subaru. These are readily available here and one can choose from a number of ratios as well as LSD.

Obviously their existing Rear Hub Carrier was no longer suitable and so had also to be redesigned. The result is an entirely new unit, cast from aluminium, heat treated and machined to fine tolerances that has the added benefit of also being able to be used by other Sport Car builders.

Another unique feature of the new chassis is that, as far as they know, it is the only 7-type chassis to incorporate rear impact protection. Most 7s can be quite vulnerable to rear impact as the fuel tank is mounted directly behind the rear panel with little or nothing to protect it.

This rear impact protection design is incorporated in the roll bar structure, which is now not a bolt-on kit but a fully integral part of the chassis, and is MANZ approved. As such, each chassis now comes with its own Log Book, so that even if the initial owner has no intention of racing the car, a future owner may.

As if all these weren't enough, they put significant effort into designing Bell Housings to mate the amazing Honda K24 engine to rear wheel drive gearboxes. They have two designs so far. The first mates the K24 to the popular Toyota W58 (Supra) gearbox and the other to the Quaife Rocket QBE60G (Ford Type 9), both of which McGregor Motorsport have been selling to the UK, Europe, USA, Canada, Australia as well as here in NZ.

Mark Roberts undertook these design tasks, which took hundreds of man-hours to complete, during which time he engaged the services of a number of highly skilled and experienced race-car designers from the UK and NZ, and the results are outstanding.

Excitingly, production of vehicles utilising the new suspension concept is under way with several chassis shipped recently.

Robert tells us the industry in Christchurch is now back on its feet and the future is looking good but for himself the timing has not

been great. The earthquakes have taken their toll on Robert, four times to the high court to receive an insurance pay-out on his house, helping to manage the company through a difficult business environment and seeing the traditional retirement age come and go. With the design development work completed Robert was faced with the decision of taking the company into a new era or retiring. Age was the biggest factor and he has chosen retirement.



One of the famous V8 powered cars

Robert advises that regrettably the Seven side of McGregor Motorsport is up for sale. The plan being to keep the company as an operating unit under the McGregor name and to include the new chassis and suspension development as part of the sale complete with jigs, patterns and engineering drawings.

For information on McGregor Motorsport contact Rex at president@clublotus.org.nz

THE KIWI LOTUS SEVEN REPLICAS'S

Fraser Clubman

The North Island Replica



In 1987 Neil Fraser was busy at Reid Trailers, a company he owned, for fun he raced a Lotus Cortina. Neil was a Club Lotus member but his involvement with Club Lotus came a little strained when he decided to build a Lotus Seven replica. At the time there were some people at Club Lotus that weren't too keen on club members building replicas Lotus's. Not surprisingly Neil ceased to be a member of the club but with his resolve undeterred Fraser Cars came into being.

The result was spectacular and when Neil took his hand-built replica to the 1988 National Car Show, it was greatly admired, leading to the placement of three orders on the spot. The rest, as they say, is history...

Based in a workshop in Beach Haven in Auckland, Fraser Cars continues to handcraft the Lotus 7 replica sports cars, the Fraser Clubman and the slightly more sporty Fraser Clubman S and this year the company is celebrating their 27th birthday. There are over 330 Lotus 7 replicas built by Fraser Cars. While about 35% of the vehicles remain in New Zealand, Fraser Cars' reputation for quality is renowned worldwide and the cars are regularly exported, in particular to Australia and Japan. Fraser Cars are New Zealand's largest car manufacturer.



Above and right—Owners of Fraser Cars. Scott and Ida Tristram



Below—The company flagship at the Club Lotus track day at Hampton Downs last November.



THE KIWI LOTUS SEVEN REPLICA'S

Fraser Clubman

Scott Tristram, a chassis builder for Fraser Cars for many years, bought the business in 2006 with his wife Ida. Together the husband and wife duo have built on the businesses heritage of craftsmanship, now employing seven people full-time in the workshop. A team who are committed to putting their souls into the cars.

From the colour of the body, interior and trim, through the style of the seats, lights, dashboard and steering wheel, consumers each make their custom designed Fraser their own, even going as far as choosing from various suspension options and engines.

As well as the Lotus 7 replicas, available as a kit car or finished product, Fraser Cars have diversified, putting their skills to use on custom fabrication work for motorbikes and other vehicles under the Fraser Customs brand. At their specialist Auto Mechanic workshop, they offer maintenance, crash repairs, modifications and servicing to all classic cars and sports cars from around the world; an important part of preserving motorsport history and some of New Zealand's best-loved heritage vehicles.



Above—Fraser Cars founder Neil Fraser in his V6 powered Fraser Clubman
Right—A series of photos of chassis number 330 under construction. Fraser Cars provide an interesting platform, a virtual garage, called The Fraser Pit. Customers can track the progress of their cars build via the internet and give out guest passes to their friends and family. Chassis 330 is a special build with a supercharged Honda K20A engine. Although technically a Fraser Clubman S this car is going to be known as a Fraser SP330.





Such an atmospheric shot from the French GP, showing just how F1 has changed in forty years... See how close to the track the crowd is permitted, note the press man dangling a leg over the fence and the camera crew on the bridge. Meanwhile on the track, Scheckter is storming away from the middle of the front row and into the lead. Stewart is in car 5 and Peterson is in the black Lotus 72E

The Summer of '73

John Aston gained access to an extraordinary archive of “behind the scenes” photographs from the 1973 Grand Prix season. Published for the first time here in *Lowflying*, they provide a fascinating insight into a world where some names may be familiar, but the sport has now changed beyond recognition.

We all know that the past is another country, and sometimes it can be an even stranger place than the one we try to remember. I'm old enough to have attended my first Grand Prix forty three years ago but I still find the pictures that accompany this piece an extraordi-

nary testament to a laissez-faire F1 which was as laid back as it was deadly. They were taken by two friends Nigel MacKrell and Stewart Dickinson; both were serving in the RAF in Germany, Stewart at Laaqrbruch and Nigel at Wildenrath. Their job was to maintain Buccaneers, Phantoms and Pembrokes (*the Percival Pembroke was a British high-wing twin engine light transport aircraft by the Percival Aircraft Company LF*) in the Cold War game of chess which was being played out in western Europe. But at weekends, Nigel and Stewart had a different mission—to infiltrate the F1 circus on its European tour in the year when Jackie Stewart won his final championship and



Above—Francois Cevert in Tyrrell 006—just three months before his fatal accident at Watkins Glenn. With the introduction of car to pit radios still many years off, communication with the engineers was somewhat of a challenge.

Left—The debut race for the Ensign Grand Prix team, whose F1 effort was funded largely by driver Rikky von Opel, a descendant of the founder of the Opel car company. Ensign was founded by former Works Lotus (Gold Leaf Team Lotus) F3 driver Mo Nunn. There was an interesting link between Nunn and some stalward Lotus Seven Club members, well worthy of an article in its own right.



Above—Then Ferrari team looking much more composed than their usual excitable state. They were struggling that year, and were running sports cars too—and being beaten by Matra.



Above—Howden Ganley and Mike Hailwood in the Surtees pit. Rivals here (Ganley drove for BRM) but team mates in the Gulf Mirage sports car.

Above Right—Graham Hill, now team boss as well as driver in the Shadow DN1—a reminder of just how 'hands on' the smaller team owners were. Check out the white shoes and the picnic chairs which were clearly sufficient for this most 'English' of legends. The photo was taken a mere two years before Hill and the other occupants of the aeroplane he was piloting were killed in an accident while returning from testing at Circuit Paul Richard.

the sport was forever scarred by the tragedies of Williamson and Cevert.

The two friends attended the French, German, Austrian, Dutch and Italian Grands Prix and travelled to them in a variety of modes of transport—bus, train, Cortina GT, Lotus Europa and a near-brakeless Vauxhall Cresta. But here is the thing—they not only blagged their way into the F1 paddock but also into the role of gofers for the March F1 team and of general dogsbodies for anyone else that would accept their help. It's not a ruse I could have pulled off; I'm a stranger to the spanner and terrible with a torque wrench. However if ever I needed a luxury on Desert Island Discs I'd choose Nigel and Stewart—give them some jetsam and they'd make me a radio any flotsam would probably soon be fashioned into a serviceable air condition-

er. They were pretty handy with a camera too... It all started with Max Mosley but there again... what didn't? Some RAF friends of Stewart had already attended the Spanish GP and, with a bit of ducking and diving and a chat with March mechanics Pete Kerr and Dave White, they had



ended up on wheel cleaning duties for the March 731 of Jean Pierre Jarier. Max had also confirmed that they could help out in future Grands Prix—and that's how pit lane and paddock passes became the currency to gain access to what is today a forbidden world.

Pete Lyons the legendary Autosport F1 reporter, quickly became an ally and source of insider gossip, such as the story behind the picture of Graham Hill standing on his Shadow DN1. This is testament to the fact that at the previous Grand Prix, the cars bad handling had been found to be attributable to a suspension arm flexing at the point at which it was attached to the tub. The mounting was reinforced



for the next race—but only on one side, and the other side was now experiencing the problem... Shadow also features in Stewart's recollections of the Austrian GP where the works team had turned up with it's own brand of petrol. As we know, Grand Prix racing thrives on gossip and rumour and here was soon talk of rocket fuel and cries of 'unfair'. UOP Shadow (the team had some financial backing from Universal Oil Products) magnanimously let the whole field run on the stuff. Stewart recalls half empty drums of fuel strewn around the paddock after the race, a couple of which helped to speed the Vauxhall Cresta on it's return journey home.

1973 was Hesketh's debut season and the Towchester team quickly established itself as one of the more approachable, perhaps because (as Stewart puts it) 'they looked like a bad, sad rock band'. James Hunt always had time for a chat, which rather lightens the popular image



Above—Denny Hulme at Paul Ricard; looking far more than his 37 years and perhaps thinking about the speed shown by his new team mate at Yardley Team McLaren, Jody Scheckter.

Left— Denny Hulme, Jody Scheckter and (we think) Gordon Coppuck in the McLaren pit at Paul Ricard.

of an irascible driver consumed by pre-race nerves. The notorious 'silly nose' on the Hesketh March was quickly emulated by the works team who created a huge splitter which started to drag on the track after only a couple of laps; Stewart was enlisted to help fabricate four rods riveted on the nose to alleviate the problem. He was proud to see his handiwork pictured in the next week's Autosport...

Nigel was a big Denny Hulme fan, and the black and white picture of the New Zealander with team mate Scheckter is extraordinarily evocative; it was taken at Rickard and perhaps undermines his recollection of the team as being very aloof, if not quite in the same league as Ferrari in this respect.

Stewart recalls having a long chat with Gordon Murray about why he chose to have outboard discs on the Brabham, against the prevailing trend for inboard brakes which the other teams had adopted (I must remember to ask Adrian Newey about the current trend for priapic noses on F1 next time we bump into each other. As if)

The genial New Zealander Howden Ganley became one of the drivers who always made time to talk and, in contrast to the razor sharp team outfits which are now



Above—Hesketh driver James Hunt, in his first year of Formula One, signing an autograph. Note the assorted Nomex drying/airing on the roof... hard to imagine Ecclestone accepting this in the pristine pit lanes of today.

derigeur, Stewart remembers Howden wearing 'the same old pair of shoes at every single race.' Eat your heart out Ron Dennis.

I was to become a huge Lauda fan, having seen his sublime opening laps in the BRM at Silverstone and Nigel caught up with him at the Osterreichring. Niki wasn't able to drive because of a wrist injury but Nigel recalls spending a fascinating 10 minutes sitting on a wall and just chatting to the man who was to transform Ferrari in the coming seasons.

At the entry to the Monza paddock, Stewart had mistakenly been given David Purley's Formel 1 Piloto armband at the gate and Purley had been given Stewart's pass. This being Italy, Stewart was consistently being stopped for autographs by the tifosi (Come to think of it, in a very poor light he could be mistaken for Vittorio Brambilla). Armbands were ultimately swapped back, thus ensuring that Stewart's tenure as a GP driver was very short—and also showing that Purley was the good egg we all remember him as being.

1973 is a lost world, one where our heroes could bump into Louis Stanley and his entourage on a Monza paddock walkabout and one where they chewed the fat with legendary BBC commentator Raymond Baxter, I'll leave it to the reader to decide whether 2014's ubertech F1 is better than 1973's analogue sport. I know which I prefer—it's the one that doesn't have DRS but a screaming BRM V12 instead...

And what of our heroes? Stewart lives in Norfolk after a lifetime career in the RAF and brother in law Nigel left the RAF in the mid-Seventies and has been an IT guru ever since. After some time spent in Idaho, Nigel now lives near Derby. Our men are sixty somethings now, but the memory of summer '73 still burns bright.

It sounds like a dream, but it wasn't because in my cabinet is an armband—Jean Pierre Jarier's pit pass from Monza. I treasure it still.

Lowflying



Tecno PA123—driven by the perennially unlucky Chris Amon.

If only this car had gone as fast as its screaming Flat 12 hinted that it might.

The article, Summer of '73 is published courtesy of Lowflying. Lowflying is the magazine of the UK based Lotus Seven Club. John Aston is an Editor of Lowflying Magazine.

A short adventure in America; experiencing the 99th Indy 500

Allan Horner reports on his first and possibly last visit



Being a general motorsport fan, to experience the Indianapolis 500, billed as the Greatest Spectacle in Racing by the Americans, has always been a “bucket list” thing for me and this year I finally achieved it. To share the trip I invited two good mates from the Austin-Healey Club, Mark Donaldson and Graham Loughlin, and we joined a tour organised by Wayne Palleson of Iconic Motorsport Adventures. This turned out to be a good strategy, as we were in the company of a like-minded group of mainly Kiwi’s and experienced much more than we otherwise would have done if travelling alone.

This was the 99th running of the 500 at the Indianapolis Motor Speedway (IMS, aka “The Brickyard”), making it the oldest motor race in the world by some margin, I think only the Le Mans 24 hour comes close. Obviously there is a lot of history involved, and this factor was a big part of the experience for us “Classic Gentlemen”. Our adventure started at Auckland International Airport on the Monday evening before the race, where we boarded Air New Zealand NZ1 for a night flight to LA. Some 12 hours later, after a couple of hours on the ground at LAX, we were on a UA flight to Chicago, Illinois, which took another 4 hours. Arriving at Chicago’s massive O’Hare Airport, we

cumbled to temptation and bought mini RC quadcopters complete with cameras. We now have to learn how to fly them! Just after midday we were off to the local CruiseAmerica depot to pick up our RV’s and hit the road South East to Indiana. On the tour we had 20 people spread across 9 RV’s, mostly 2 per RV but with 3 in ours we ended up with the long (30 foot) model, which also had the bigger engine. Having previously studied a comprehensive ‘how-to’ video on the vehicle before leaving home, we were reasonably prepared to take on this fairly large ‘truck’. It took a couple of hours to get all the paperwork done and vehicles handed over before we were on our way. Pre-programmed GPS units and mobile phones thoughtfully provided by Wayne helped reduce the stresses of navigation and communications. I drew the ‘short straw’ and got the first driving duties.

After a reasonably uneventful but tiring 3 hour drive on Interstate freeways, interrupted by a fuel stop (tank near empty on pickup) and a few toll booths, we arrived at a small town on the outskirts of Indianapolis where we stocked up on essentials at a large Walmart supermarket. The RV had rather vague steering but otherwise was easy to drive with plenty of power and we were able to sit on 75mph (the speed limit) pretty much the whole way as the terrain is fairly flat in this part of the central USA. After provisioning we had a short drive into the Indianapolis suburb of Speedway where the brickyard is located, to our camping ground for the first 2 nights while we waited for our primary site nearby to become available.

Below—1911 Race winning Marmon Wasp



Home for the duration

and others on the tour were met by Wayne Palleson and shuttled to the nearby Hilton O’Hare Rosemont Hotel for a welcome overnight rest. Tuesday morning was cold but fine and after a good Hilton breakfast Wayne advised that our RV Motorhomes for the coming week would not be available until early afternoon, allowing some time in the morning to explore the local area. We took a walk to a nearby Outlet Mall where there was little of interest to us except that Mark and myself each suc-



Allan's short adventure



In a land of wonder. From left—Allan Horner, Mark Donaldson, Graham Loughlin



'Wasp' #32. The track tour included a full circuit of the speedway which comprises 2 x 5/8th mile straights and 2 x 1/8th mile straights connected by 4 x 1/4 mile 90 degree corners making a total of 2 1/2 miles! Of course we stopped at the famous "Yard of Bricks" start / finish line where it is obligatory to get down on your hands and knees and kiss the bricks!

Right—Barbeque time

Below—As you would expect, there are Kiwi's everywhere.

Below right—Andretti Autosport Team Manager, Kiwi Paul "Ziggy" Harcus



Our guides were very informative and passionate about the IMS. After the tour we enjoyed more time in the Museum, plus looking through the historic paddock nearby as teams and cars began to arrive and set up for their demonstration laps as part of the main program over the coming weekend.



Arriving well after dark and quite tired after the full-on day we wasted no time in getting to sleep. Wednesday dawned bitterly cold but at least it was fine. We were hoping it would not snow, it sure felt like it could! Wayne and his assistant David Goodwin had organised a couple of 10 seater vans for the week and these proved invaluable for shuttling the group about, so first up was a visit to the IMS Museum followed by a 'Track Tour'. The Museum's main exhibition hall is a sight to behold, full of historic Indycars going right back to the original race winning 1911 Marmon



Today our first Race Team tour was planned for the afternoon, and Andretti Autosport Head Office and Workshops was a great place to start. By this time the race teams are getting set up at the Speedway, so the Indycars and race crews were not at home. Nevertheless we were treated to an interesting tour of all departments by Team Manager and expat Kiwi Paul "Ziggy" Harcus. A very busy man, but Ziggy is a great character and even found time to visit 'Fort Palleson' for a few beers and a chat later in the weekend.

On Thursday morning we were up very early to ensure we got the best spot in 'Lot 2', our designated camping ground for the weekend. By 8:00am we had "Fort Palleson" formed up with our 9 RV's, and were setting up our entertainment area. Wayne is well organised with flags and bunting, and by the time we had finished there was no mistaking who we were and where we came from! Great location; a short 80 metre walk across

Georgetown Road and we were at the nearest speedway gate about halfway down the front straightaway.

Our Tour today was to Chip Ganassi Racing, Scott Dixon's team, so there was great anticipation of this visit. We were not disappointed, as fantastic tour of all corners of the facility was provided by Jason. As with Andretti's the Indycars and race teams were all at the Speedway, but this did not detract from this wonderful insight into a modern professional racing organisation. The wall mounted stacks of past winning cars were particularly impressive.

By the time we arrived at the speedway qualifying was over and Scott had pole position for the race on Sunday, obviously our group was very happy about this, and plenty of beers were consumed in celebration at our first BBQ that evening.



Left—Scott Dixon's Target liveried car from last year, plus a Corvette Pace Car

Below—Almost a complete set, heady stuff for the Lotus fans. From the back. Car 92 Jim Clark's second place getting Lotus 29 from 1963. Car 86 Lotus 34 from 1964. Car 82 Jim Clark's winning Lotus 38 from 1965. The red car, car 19 Jim Clark's second place getting Lotus 38 from 1966. This car painted green, appeared at the Goodwood Festival of Speed in 1997, 1998, 2000, and 2011. Repainted this year back to Clark's original race colours but this time with white wall tyres.



Allan's short adventure in America continues in EDITION 58.

MISCELLANEOUS



Above—Not quite the glory days of Sevens but a scene now well in the past. Four Sevens at Taupo for a Club Lotus meeting in November 2003. Drivers from the left. Ian Christie from Auckland with the last ever Lotus Seven, Kenneth Bidlake from Palmerston North with a car he still owns, Ross Vaughan from Auckland with a car that is now in Oz, and Jeff Laing from Taupo, both Jeff and the car reside in Australia as we reported in the last EDITION.

Right—At the same meeting, Ian Christie needs a Seven to steady himself while he relays a tale of shock, horror and despair to Jeff Laing and fellow Classic Trial driver John Fulford.



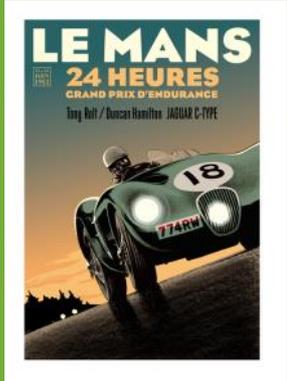
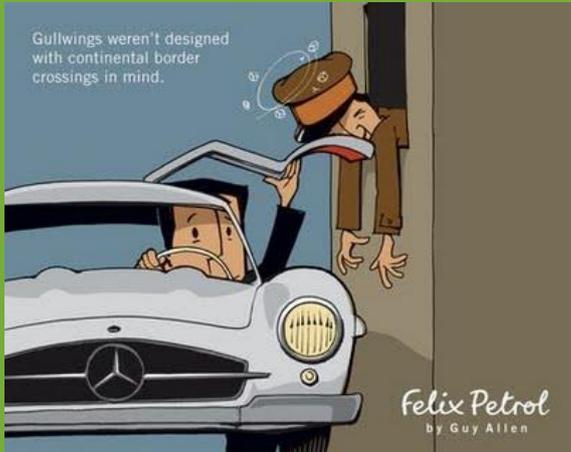
More from Taupo in 2003. On the Classic Trial dummy grid. Are we ever to see a line up like this again?



More Miscellaneous



Our cover image is graphic work from British artist Guy Allen. We have it in EDITION because Club Lotus's man in Wellington Mark Gregory has some of Guy's work and found the yellow Elise on Guy's web site. A commission to Guy to add Mark's rego plate and relocate the exhaust to a Toyota layout, under the plate not beside it, as was drawn on the original art work and we have Mark's car. Magic. We are very impressed and have included some more of Guy's work. Love Jim Clark in the Cortina. Tea anyone. We recommend you have a look at Guy's web site. Don't forget he does commissions. www.guyallen.com.



Above & Below — If you remember Tim Walton's hard top from EDITION 55. It's finished. We didn't ask but we assume that since Tim built it, it doesn't leak. Better than a bought one then eh Tim. Are you taking export orders yet?



Even More Miscellaneous

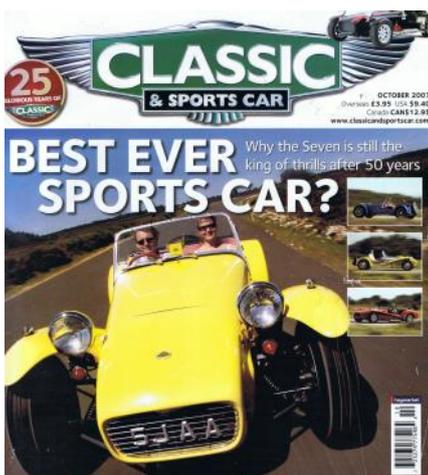


Left—A photo from Mal Clark's collection. We are missing some details but the photo was given to Mal by one of the three mechanics who prepared the original Lotus Cortina's for Team Lotus. Two of the mechanic's are talking to Jim Clark, the third is taking the photo. Jim is in Car 1 which is about to be raced for the second time. The car to the right is Car 2 about to be raced for the first time.

It is interesting that with so little experience in the car, Jim Clark is still able to provide a couple of pointers to his mechanic.



Above —More from Mal Clark's collection. Robert Snow of McGregor Motorsport, used to own a Cosworth powered Series 2 Seven. It was yellow when he bought it. Mal's company, By Gone Autos rebuilt the car before Robert headed off to Christchurch. If we remember correctly Robert drove it to Christchurch from Auckland pretty well straight after the rebuild was completed. Robert grinning like mad is shown sitting in the nearly completed car having just driven the car around the block. We wonder if he was still smiling when he got to Christchurch.



And while we are on Sevens we thought Classic & Sports Car Magazine should have the last word



50 Years ago Jim Clark took out the Tasman Championship in the Lotus 32B.

Next EDITION



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.



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