

# EDITION

OCTOBER 2015

Team Lotus's Greatest Year 50 Years On



## EDITION No. 58

LOTUS NEWS . 1965 – THE DREAM YEAR .  
THE JIM PALMER INTERVIEW . INDY 2015 .  
FEATURE CAR – THE LOTUS 69 AN HISTORIC REVIEW .

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

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LOTUS NZ INC. AND THE  
CLASSIC TRIAL REGISTER

## Club Lotus NZ Inc.

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

Web - [www.clublotus.org.nz](http://www.clublotus.org.nz)  
Facebook - Club Lotus NZ  
You Tube— Club Lotus New Zealand

### President

Rex Oddy  
[president@clublotus.org.nz](mailto:president@clublotus.org.nz)

### Vice President

David Crandall  
[membership@clublotus.org.nz](mailto:membership@clublotus.org.nz)

### Treasurer

John McGregor  
[treasurer@clublotus.org.nz](mailto:treasurer@clublotus.org.nz)

### Past President

Robin Stevenson  
[regional\\_coordinator@clublotus.org.nz](mailto:regional_coordinator@clublotus.org.nz)

### Motorsport Liaison

Terry Riding  
[motorsport@clublotus.org.nz](mailto:motorsport@clublotus.org.nz)

### Social Media

Rich Miles  
[socialmedia@clublotus.org.nz](mailto:socialmedia@clublotus.org.nz)

### General Committee

Nigel Brock  
Steve Elliot

### Bay of Plenty Coordinator

John Mallard  
[bop@clublotus.org.nz](mailto:bop@clublotus.org.nz)

### Wellington Coordinator

Mark Gregory  
[wellington@clublotus.org.nz](mailto:wellington@clublotus.org.nz)



### Classic Trial Register

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

Web - [www.clublotus.org.nz/classictrial](http://www.clublotus.org.nz/classictrial)

### Classic Trial Director

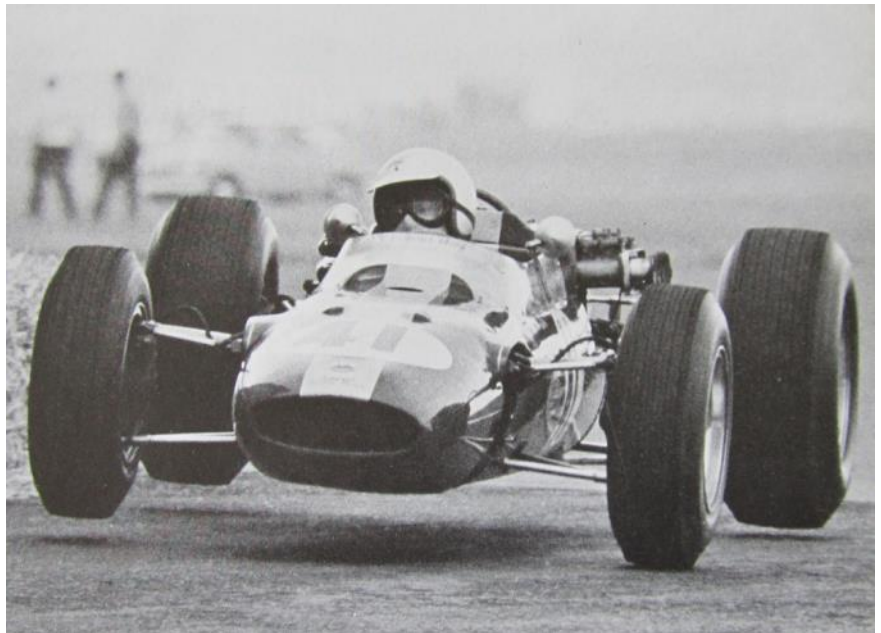
Ross Vaughan  
[classictrialinfo@clublotus.org.nz](mailto:classictrialinfo@clublotus.org.nz)

### Treasurer

David Tolhurst

### General Committee

John Miller  
Syd Davis  
Terry Riding



This year it is 50 years since the one off Lotus 32B was brought to New Zealand. It stayed for a couple of seasons, driven by Jim Clark and then by Jim Palmer who is pictured above at Wigram.

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Cover picture  
Kevin and Ali's new Evora on  
a recent Wednesday Wander

Club Lotus NZ is a MotorSport  
New Zealand affiliated club



# Keeping life on the level



### Greetings

During August I spent a very pleasant morning talking to Jim Palmer about his experiences with the Lotus 32B, the feature interview in this EDITION. You don't spend time with a legend like Jim Palmer and not talk about all sorts of things motorsport as they are and as they were. When you do, it is very apparent that life in racing is very different these days.

When Jim raced the 18 he had blown a couple of gears in its Renault gearbox. So as you do, on the phone to Colin Chapman. Colin confirmed that yes they could supply but when did they want them. Oh dear, that was going to be a problem, he didn't think he could get them to New Zealand that quickly. But hang on, just remembered, Stirling Moss is going to New Zealand. We will give the parts to Stirling and he will bring them out to you. And this is what happened the parts were delivered to Stirling in London, the Palmer's met Stirling at Whenuapai Airport, then the international airport for Auckland, and a brown paper parcel was handed over. Thank you Stirling, my pleasure. Can you imagine, thank you Lewis, my pleasure, yea right.

The Palmer family purchased a Lotus Fifteen for Jim to race. It was an ex Team Lotus works car and the family purchased it directly from the factory. Communication with England in those days wasn't all that easy. Mail, telegram and if you wanted to telephone the call needed to be booked a couple of days in advance. Because England was a long way away and they weren't sure everything was OK they telephoned the factory to check if they had all the paperwork and was everything going to plan for the freighting of the car to this part of the world. The answer came back as, hang on. The telephone was taken to an open window. In Hamilton 12,000 miles away the sound of a highly tuned motor exiting a straight pipe exhaust came down the phone line. Everything will be OK, it is going on the transporter right now.

The first time the big Aussie boys, Holden and Ford, went face to face with factory backed race teams was at Bathurst for the Hardie-Ferodo 500 in 1968. Jim was there racing a Monaro GTS327 for the Holden Dealer Racing Team. Surprisingly the race was won by a privateer with the first of the works cars coming in second. This was Jim's Monaro co driven by Phil West. Heady stuff all the razzamatazz, big budgets, big prize money etc, well not quite. Jim was very pleased and very happy with his expense free weekend of racing but the prize money for second was \$50.00 and a pair of sunglasses. One wonders if in 1968 F1 drivers were putting down a deposit on a Monaco apartment with prize money like that.

As I left, Jim mentioned that the spares for the 32B came in solid plywood crates that were so well made that he kept one when he sold the car. This was something I had to see. Jim dived into the bottom of the crate and out come some of the original spares, nothing substantial, roller pins and hose clips. In a strange way it was just as exciting to see these relatively insignificant bits and bobs from 50 years ago as it was to hold the original steering wheel (see page 14) from the car.



After writing up Jim's interview there were a couple of points I wanted to clarify. By this stage I knew Jim was on the other side of the world and wasn't going to be arriving back in the country until the 12th October, so I sent him an email in advance of his return. On the 12th I got a telephone call from Jim with his response and this after 36 hours of travel with little sleep and before heading off to bed. What an amazingly generous man.

So its farewell again to Lotus from Formula One. Forty three years of great times and sadly some not quite so, but the history is recorded and that cant be taken away. Out of nearly 140 teams that have competed in Formula One over the years, Lotus has performed well winning seven Constructors Championships. Only Ferrari, McLaren and Williams have done better.

I am reminded of MotorSport Magazine bringing together a team of twenty four experts in 2003 to determine the greatest of all F1 cars since 1950. The results speak for themselves.

No. 1 — Lotus 72, No. 2 — Lotus 49, No. 3 — Lotus 79  
No. 6 — Lotus 25

Four cars in the top ten and all designed by Colin Chapman. This is one of the reasons I enjoy driving an old Lotus. There is a little bit of Colin Chapman that comes with it.

Cheers  
Rex



# Keeping Time

Hi from the Classic Trial Register,

The PPG Classic Trial Championship for the 2016 season started at the aptly named Icebreaker meeting at Hampton Downs on 12 September.

Whenever the wind blows from the South, Hampton Downs can be a chilly place if you are not in a sheltered position. However, the circuit was dry and that is the paramount requirement for close competition in regularity trials. We welcome three new drivers with cars from opposite ends of the spectrum! Firstly there was Terry Burgess with a highly modified 1980 Leyland Mini. The 1340cc motor boasted a 7 port cross-flow head with twin 40mm side draught Webber carburettors mounted at the front of the motor. Then we had architect Dan Bulog driving a Fiat 125. These once common cars are now rarely seen on NZ roads. The third new driver was Ray Chubb (a Motorsport roll cage fabricator) with a 1989 Nissan Skyline GTS-4. As time goes on we will see more cars reaching the 25-year eligibility mark



experienced light rain at the commencement of the first two Trials. It's very difficult to run consistent laps when the track surface varies from wet to dry over the time period of the Trial.

At Pukekohe we welcomed back Kelly Archer after a 10 year break from trialing. Kelly drives a very distinctive beige coloured Rover P6BS V8.

The result times were very high for the first two trials with only 1 or 2



Paul Couper in winning form in Round 1



Allan Horner does the same in Round 2

for Classic Trials. One factor with more modern Classics is that rust is not destroying them as rapidly as the Classics of old! Of interest was Robby Ridings new drive, a 1989 Porsche 944. The car was immaculately set out in the Rothmans Cambridge Racing colours of the day.

Paul Couper's Westfield 11 was an unfortunate non-starter after an engine demolition a few days earlier. While attending a practice session at Hampton Downs, an object thrown up by a car two ahead, cracked the windscreen of the car immediately ahead of the Westfield and then passed under the Westfield ripping off the lower radiator hose. As they say, the rest is history!

Not to be put off by this expensive mishap, Paul was back in the trusty 100% reliable MX5 for the Icebreaker meeting and sealed a season start victory with a final trial lap variation of 0.24 seconds. This result, with a time of 0.27 seconds in the second Trial gave him a winning average of 0.26 seconds.

### 2016 PPG Classic Trial Championship Round 1

1 <sup>st</sup>	Paul Couper	Mazda MX5	0.26sec
2 <sup>nd</sup>	Ken Smith	Ford Escort RS2000	0.31sec
3 <sup>rd</sup>	Stephen Miller	Ford Escort RS2000	0.45sec
4 <sup>th</sup>	Mike Foy	Ford Escort	0.54sec
5 <sup>th</sup>	Russell Sykes	MG BGT	0.59sec

Round 2 of the Championship was held 3 weeks later at Pukekohe. Unlike Hampton Downs, the weather was showery and we

drivers recording times of less than 2 seconds. The final Trials was run on a dry circuit and this was the defining run of the day. Allan Horner, Austin Healey Sprite, came away with the Round win:

### 2016 PPG Classic Trial Championship Round 2

1 <sup>st</sup>	Alan Horner	Austin Healey Sprite	1.31 sec
2 <sup>nd</sup>	Neil Moore	Jowett Jupiter	1.49 sec
3 <sup>rd</sup>	Paul Couper	Mazda MX5	1.55 sec
2 <sup>nd</sup>	Mike McCowan	MGB GTV8	1.94 sec
5 <sup>th</sup> =	Syd Davis	Porsche 944	2.36 sec
5 <sup>th</sup> =	Bronwynne Leech	Peugeot 205 GTi	2.36 sec

While its early day yet, 2015 PPG Classic Trial Champion, Paul Couper, is now in the lead again.

Our next meeting is at Hampton Downs (TACCOC Summer Classic) on Sunday 1st November. We again extend a welcome to all the eligible Lotus car owners to attend. A word of caution, if you enter, make sure your car has a MSNZ Log Book. We have just noticed that the MSNZ rules make a Log Book obligatory for Classic Trial competition.

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

## THE LOTUS EXIGE 360 CUP

- Limited edition - 1 of 50 - Exige V6 Cup
- Increase in power of 10 PS
- New lightweight louvered tailgate and front access panel

Lotus Motorsport redefines the Exige V6 Cup with the introduction of the Exige 360 Cup. New lightweight panels and an increase in power mean the Lotus Motorsport Cup model continues to provide a benchmark in handling and performance.

The Exige 360 Cup bespoke styling signals an evolution in design, with an option of four colours (Metallic White, Metallic Grey, Metallic Black and Metallic Silver) and stealth matt black roof, front access

The Exige 360 Cup uses the track proven aero package from the Exige V6 Cup with an aerodynamically optimised front splitter, rear diffuser and wing. Together with the flat underside these aerodynamic aids offer 42 kg of downforce at 100 mph (160 km/h).

The chassis on the Exige 360 Cup is a Lotus designed stiff and light-weight bonded aluminium chassis with double wishbone suspension all round. The car is fitted with track focused 2-way adjustable sus-



panel and louvered tailgate. This design is a limited edition run of 50 vehicles and each of these special Exige 360 Cup cars will receive a numbered Lotus Motorsport build plate.

This new model boasts an increase in power of 10 PS with freer flowing induction and a sports exhaust system, which combined with a low vehicle weight of 1130 kg gives an incredibly pure driving experience on road and track. The powertrain updates also give the Exige 360 Cup a sportier soundtrack to enhance the driving experience.

Jean-Marc Gales, CEO of Group Lotus plc, commented: "The V6 Cup was a favourite amongst many knowledgeable customers with its incredible track performance and distinctive design. I am excited about the introduction of the new 360 Cup which moves the game forward with striking new design features and performance upgrades that offer phenomenal ability on road and track."

pension and a 4-dynamic mode (drive, sport, race and off) system, including launch control.

New features for the Exige 360 Cup include a bespoke lightweight front access panel, new lightweight rear tailgate and louvered panel. The Exige 360 Cup has a distinctive design, updated grooved brake discs for improved performance, Motorsport Red wheels, embroidered seats and dash panel.

The options available for the Exige 360 Cup include a new red Alcantara interior, adjustable anti-roll bars, Öhlins race dampers, fire extinguisher and electrical cut-off, FIA carbon seats, air conditioning and removable steering wheel.

As with all Lotus Motorsport Cup models the Exige 360 Cup is eligible for Lotus Cup race series. Availability for the Australian and New Zealand markets has yet to be confirmed.

# LOTUS NEWS

## LOTUS ELISE 220 CUP BRINGS THE RACE TRACK TO THE ROAD

Lotus has tamed – very slightly – its race track-only Elise S Cup R to produce the Lotus Elise 220 Cup, a new model now available in New Zealand that narrows the gap between race car and road going supercar like no other. To enable the transformation from race to road the car, the Elise 220 cup has gained just 19 kg over the feather weight 924 kg of the racing car. This provides it with a 235 bhp/tonne power to weight ratio which, when combined with a new aero package that produces an additional 66 kgs of downforce at 160 kmh and 125 kgs at its 225 kmh top speed, enables the Elise 220 Cup to clip three seconds from the best lap time of the Lotus test track achieved by the Elise S.

160kph, increasing to an impressive 125kgs at V-max.

With the 1.8-litre engine, its induction supplemented by an Eaton supercharger, it means that the power is at an outstanding 162 kW. Its 235bhp/tonne (238PS/1000kgs) enables a V-max of 225kph, yet its combined fuel economy is given as 7.5l/100km and CO<sub>2</sub> emissions are only 175g/km. Lotus proves that sportscar ownership can remain both enticing and affordable. Underpinning every Elise 220 Cup is the most efficient, structurally rigid and low weight extruded and bonded chassis-tub. Based on more than 60 years of racing car developments, its torsional rigidity remains outstanding. It allows the suspension to



“This is driving pure and distilled,” says Glen Sealey, Chief Operating Officer of Lotus Australia and New Zealand. “The 220 Cup is derived from the racing car, not a development of the road car. This development track means the Lotus engineers took a racing car and made it road-legal, not taking a road car to make it ‘like a racing car’. The result is a car that has the steering response, suspension control, engine reaction and instantaneous braking power of a racing car along with the ability to be driven home after a superlative track day. Given its supercar performance and true race car ability, its price is exceptional, considering how much more would have to be spent with other car makers to even approach the driving experience offered by the Lotus Elise 220 Cup.”

To call the Elise 220 Cup ‘tamed’ would be wrong. While it is toned down from the Cup R model, it remains track-focused with the ability to drive home afterwards. One look at the 220 Cup highlights its attractive, yet purposeful aero package. From its front splitter, to its rear airflow diffuser, it is every inch the racer for the road. The lateral barge boards, fixed hardtop, engine cover, rollover hoop cover, side vanes and the rear wing are not only finished in black but also ‘shout’ racing car. Naturally, because it is a Lotus, the Elise 220 Cup features ‘zero-lift’ and the revised aero package increases downforce by 66kgs

work most efficiently, to provide unparalleled grip, a comfortable ride and a dynamic balance that is unquestionably excellent. An electronic differential lock (EDL) helps to tame any over-exuberance (for which you will surely be forgiven), while Sport mode Dynamic Performance Management system enhances a track car for road intentions. The Lotus Elise 220 Cup has a recommended retail price of \$134,990 excluding dealer costs and delivery. It is available now to order from Lotus Auckland, New Zealand’s Official Lotus dealer, in Newmarket, Auckland.



# 1965 THE DREAM YEAR

## In 1965 Team Lotus won just about everything going starting with the Tasman Championship

### Rob Brown remembers

“A long time ago in a far off land called New Zealand.....” ..... a very significant thing happened in world motorsport as it was then, fifty years ago, which, sadly, has been mostly overlooked....In May the Jim Clark Trust, based in Jim Clark’s “home town” of Duns in Scotland saved the day by commemorating the 1965 successes of Team Lotus and it’s star driver with a weekend of special displays at the Jim Clark Museum including visiting guests, photographs and movie footage from that year, and Jim Clark and Lotus historic racing cars on display. But in New Zealand ??

In 1965, the combination of Jim Clark and Colin Chapman’s Team Lotus swept all before them to win their second Formula One Drivers World Championship and Formula One Constructors Championship with the Lotus 33, two Formula Two championships with the Lotus 35, The Indianapolis 500 with the Lotus 38, a class win in the British Saloon Car Championship but firstly, significantly, for Lotus and New Zealand, the 1965 Tasman Series Championship.

The momentous Lotus competition year of 1965 began on January 1<sup>st</sup> with the South African Grand Prix, the first round of the 1965 Formula One World Championship. Team Lotus signalled to all what was to come with Jim Clark starting from pole position, and never being headed, winning the race and breaking the lap record with his fastest lap. This was to be the first of six consecutive Grand Prix wins for the Jim Clark Lotus 33 combination.

However, following South Africa, Team Lotus took a break from the F1 scene when the team, including Colin Chapman, headed for New Zealand to participate in the New Zealand International Grand Prix, held at the Pukekohe circuit, as the first round of seven events run throughout NZ and Australia which comprised the 1965 Tasman Series Championship, and which the significant combination of the beautiful Team Lotus 32B driven by Jim Clark won. Back then, the best of New Zealand and Australias’ single-seater drivers competed for the honours against current Formula One drivers and cars from Britain and Europe. Most of the visiting cars were actual Formula One cars, re-engined with 2.5 litre Tasman Series eligible engines. The Lotus 32B was a monocoque Lotus 32 Formula 2 chassis one-off modified to take a Coventry Climax FPF engine under its’ attractive looking engine cover . What and who competes for the NZIGP these days ??....

Round one at Pukekohe, the weekend following the South African Grand Prix win, with Colin Chapman in attendance, and the 32B was not so successful for Team Lotus. Jim won the 12 lap preliminary race

but for the Grand Prix itself, Jim started from pole position with Bruce McLaren alongside, but at the hairpin on the second lap, Bruce clipped the back of the 32B, damaging the rear suspension and Jim retired from the race. The Grand Prix was won by Graham Hill in a Brabham.



The next four rounds at Levin, Wigram (a Christchurch air force base), Teretonga (Invercargill), and Warwick Farm (Sydney) were all won by Clark, finishing second at the next round at Sandown in Melbourne, and fifth in the final round of the championship, the Australian Grand Prix on February 20<sup>th</sup> at Longford in Tasmania. And so the first title to go the way of Team Lotus for 1965, the Tasman Championship, was theirs. With the series over the internationals packed up and headed back to Britain/Europe, with the exception of Team Lotus that is....they were the only international act who opted to compete at the non-championship Lakeside 99 in Surfers Paradise 1,000 miles to the north. With a win there to boot it seemed that the team were enjoying their time here, and were very confident about their 1965 commitments to come.

Back to England and Europe where three wins, a second and a third followed for Team Lotus in non-championship Formula One events before departing for Indianapolis testing and qualifying, the team having opted not to compete at the Monaco Grand Prix at all on the day before the running of the 500 on May 1<sup>st</sup>. At Indianapolis, Team Lotus celebrated a win after two previous attempts, and the Lotus 38 in the hands of Jim Clark became the first rear-engined car ever to win there. Parnelli Jones came in second in a Lotus 34; Al Miller fourth, Lotus 29; and Bobby Johns seventh in the second Team Lotus 38. Dan Gurney in a Lotus 38 and AJ Foyt in a Lotus 34 failed to finish. Interestingly, when Indy qualifying began for 1965, five Lotuses filled the first five grid positions until Al Miller was “bumped” two places for the start of the race itself. By now the American establish-



## 1965 THE DREAM YEAR

Rob Brown remembers

ment were taking notice of these lil' Lotus thingies.

The Team Lotus 33 then proceeded to win the next five Formula One Championship rounds on the trot, and take unassailable leads in the Drivers and Constructors Championships. The ten race series finishing in United States and Mexico in October, where Jim Clark failed to finish both, but Team Driver Mike Spence picked up a third in Mexico. In fact the teams' results for the last three rounds were mostly DNFs, which, when combined with the non-participation at Monaco, makes the overall result seem astounding!



In between all of this, Jim Clark won both of the major Formula 2 Championships, the Autocar Championship in Britain and Grands Prix de France series in Lotus 35s, and competed in rounds of the British Saloon Car Championship alongside team-mate Jack Sears in Team Lotus Cortinas. Unlike 1964, the team failed to win the championship overall, but Jack secured the championship class win. The Allan Mann Racing Lotus Cortinas in the hands mostly of Sir John Whitmore took out the European Touring Car Challenge. Additionally Jim Clark competed in England, Europe and USA in the rear-engined Ford V8 powered Lotus 30 and 40 sports-racing cars, and even a hillclimb in Switzerland in the Indianapolis-winning Lotus 38 no less! There is no place for such driver versatility in today's motor racing world!



So that's the 1965 Lotus competition year at top levels in a nutshell, and we were privileged indeed to be a part of it in New Zealand. At the end of the Tasman Series, then NZ Lotus agent Jim Palmer of Hamilton bought the Lotus 32B off Team Lotus and went on to win the 1965-66 NZ Gold Star Championship for single seaters with it.

## 1965 THE DREAM YEAR

Rob Brown remembers



The car is now in the hands of Clive Chapman's Classic Team Lotus at Hethel.

initially, and saw the 32B in action in the capable hands of Jim Palmer.

Unlike Rex, I personally missed out on seeing any of the 1965 Tasman Series. I was a 12 year old Lotus enthusiast at the time living with my parents in Melbourne. We had passes to get in to the Sandown round through the Peters Corner gate at the ready, but come the day, the phone rang, we had old family friends from NZ coming to visit ..... game over. Shortly after this we returned to Palmerston North, where I was able to make my own way to subsequent Levin meetings

**Rob Brown**

# JIM PALMER INTERVIEW

Jim Palmer was New Zealand's top resident racing driver during the early 1960's. He raced a number of Lotus's in his early career. His last being the ex Jim Clark Lotus 32B in which he came fourth in the 1966 Tasman Series raced in New Zealand and Australia finishing just four points behind Jim Clark driving a purpose built Lotus 39 a car developed as the front line F1 car for the forthcoming season. Jim was the top placed down under resident driver against the visiting international drivers. Driving the 32B he then proceeded to take out the 1966 NZ Gold Star Championship.

Rex Oddy talks to Jim about his time with the Lotus 32B

Hi Jim

**Club Lotus has previously featured your Lotus Eleven that is now owned by Howden Ganley. What other Lotus's did you race?**

The first was the Eleven that we bought locally from Roly Crowther which over a period of time ended up with Howden Ganley. A Fifteen followed and that was an ex Alan Stacey Team Lotus car with a two litre climax and an MGA gearbox which was the failure with the car as it kept breaking third gear. It later had a ZF gearbox and proved to be a very reliable car. Cars were really hard import in those days if you didn't have a ready source of funds offshore

After the Fifteen we had a Lotus 18 Formula Junior that was the ex Mike McKee Team Lotus car. Denny Hulme had come back from Europe and said that Formula Junior was the way to go. After that we had the ex Trevor Taylor Lotus 20 which was bought as a Junior but we wanted a bigger motor. We asked Cosworth if they could build a 1,500 cc engine and they said they could using a 315 crank. Cosworth had dyno tested it but because the car had to be on a ship they didn't have time to run it but they thought it would produce 130 hp where as the Formula Juniors were producing 89 hp. Since they didn't tested the car they didn't know what revs it should run at. Mike Costin said we think you should keep it at 6,500 maybe 7,000 rpm but we are not sure. Ford people will remember the 315 crank, it was a funny hollow crank thing, I don't think they were all that good.

After that was the Lotus 20B, which was the ex Mike Costin car driven by Mike Hart who went on to become a renowned engine builder later in life. It had a very very good pushrod 1500cc engine which reputedly produced 158 bhp and unlike the earlier 20 this one had a proper steel crank and rods. The chassis had been tweaked a bit and it was a very good handling car.

There was a story about the engine in this car. Lotus were running the 23's at this stage. The Lotus twin cam had just come out and Lotus were selling the customer 23's with the twin cam in them but they weren't going that good. Jimmy Clark went to Spa or Nurburgring in a 23 and did exceptionally well in a car that had a push rod engine in it. Lotus never lifted the engine cover all weekend and everyone thought the car was running a twin cam. Lotus got the twin cams running well later on but we always understood Jimmy's 23 motor was the one that ended up in our 20B.

After the 20B we had a couple of Coopers and a Brabham. Then we bought the ex Jimmy Clark Lotus



32B from Team Lotus.

**I have read that you, driving the 20B in the Waimate 80, beat Pat Hoare in that massive F1 Ferrari 246. What was it like having that car behind you.**

It was competitive against the Ferrari on some circuits I could have beaten him at Dunedin as well but it was wet there and I found it very very slippery. The thing I remember most about the Waimate race was the Stanton Corvette Special. It had huge acceleration off the line and it had two big chains driving the rear wheels. I was sitting in my little Lotus coming up behind it, because it had taken off and thought if one of these chains let go it will cut my head off. Well luckily Geoff Marden who was driving the car made a bit of a blue and I snuck through and never saw it again.

Below—1965 Renwick 50. Jim, Lotus 32B leading Ken Sager, Brabham BT6



## JIM PALMER INTERVIEW

Rex Oddy talks to Jim Palmer about his time with the Lotus 32B

**Every serious racer in Australasia must have been after the 32B.**

**How did you manage to get your hands on it?**

Earlier on we had a relationship with Colin Chapman and Peter Warr, this is why they sold us the car. I can't think of the figure now but we bought the car with all the spares that they had here for the Tasman Series which included two sets of wheels, spare body, complete spare suspension, three gear boxes because it ran a ZF gear box which wasn't a quick change. When we bought the car one of the gear box's was in a four gallon drum because the mechanic's had pulled it to bits and didn't know how to put it back together again. A very clever Hamilton engineer, Les Delacy put it back together again and it was the gearbox we used most of the time. It was faultless.

**Did you do much development work on the car?**

We did a bit. It wasn't an easy car to drive compared to a Brabham. Brabhams were quite forgiving, you could set them up to understeer or oversteer or what ever you want. Over all the Lotus's, there were quite a few people who drove them but to be fair there was only a certain number that went really quick in them. Jim Clark was obviously head and shoulders ahead of everyone else, he could jump into any Lotus and you would almost think Chapman had designed them for him. He was quicker than anyone in any particular Lotus.

**What was it like to drive?**

It was a quirky little car as it had been basically built for a 1,000 cc engine at the time, with beefed up suspension and a ZF gearbox at the back which was probably 20 to 30 pounds heavier than a Hewland and the Climax in it was quite a heavy engine as well. It wasn't a car you could drift around, it was a bit like driving a Mini I suppose.

At the Longford circuit in Tasmania I had a lot of trouble getting the car to run straight on the long straights. Jimmy Clark was there so I talked to him about the handling and he said I was probably holding the steering wheel to tight and I should relax my grip and sure enough it ran straight at 170 mph and was as good as gold.

**Did you develop a close relationship with Jimmy Clark?**

Jimmy was very good to us in those early days, he used to leave us his flameproof overalls, which you couldn't buy out here, because he would get new ones when he went back to England. Driving gloves, goggles and all sorts of bits and pieces that they didn't want they would leave with you. He was a great chap and a proper gentleman.

**You sold the 32B at the end of the 1966 Tasman Series**

It was a pretty successful car I came fourth in the Tasman Championship and was the top placed resident Australasian driver, privateer I suppose you would say.

We sold the car to Australian Greg Cusack for \$10,000 including all the parts and everything. He raced the car in the Australian Gold Star Championship. The 32B was basically a Formula 2 car with a big Climax in the back with a heavy gearbox. The front suspension was the now usual coil spring and damper unit and about half way through a race everything got pretty hot. The Aussies thought they could sort the problem by putting a Brabham style front end on it but I don't think it worked.

After spending 18 years in an Australian warehouse the car was bought and completely rebuilt by the late John Dawson-Daimer he then swapped it for a Lotus 49 and the 32B went back to Clive Chapman who runs it as part of the Classic Team Lotus organisation. The only part of the car we ended up with was one of the original two steering wheels.

**It was a pretty competitive car and would have probably been so for the 1967 season. Why did you sell it?**

We had an inkling we could get a 2.4 Ferrari for the next season. I had been to Modena and tested the car. Ferrari (Enzo) was there, he was quite happy with the way it went, we had negotiated a deal where they were going to send the car out with two engines, gearboxes all the spares and an Italian mechanic who had been to New Zealand with Scuderia Centro Sud back in the Ardmore days.



## JIM PALMER INTERVIEW

Rex Oddy talks to Jim Palmer about his time with the Lotus 32B



Above—1965 Renwick 50

Above right— Not your usual. The dramatic Longford circuit in Tasmania where Jim had trouble keeping the 32B running straight. This 1966 picture shows Graham Hill heading Jim Clark over the bridge with Jim Palmer a bit further back but finally finishing 4th behind Jackie Stewart, Graham Hill and Jack Brabham. Jim Clark was 7th.

Right— Sandown Park International 100, Round 7 of the 1966 Tasman Series. Jim coming in 4th behind a fairly teemed bunch comprising winner Jackie Stewart, Jim Clark and Graham Hill in third.

Below right—Without the internationals. Here Jim in the newly purchased 32B heads the field away at the 1965 Renwick 50. He was to knock 3 seconds off the previous lap record.

The deal just had to be finalised with support from Shell but at the last minute the deal fell down.

### What did you do then?

As a back up we had bought a 2.5 litre Brabham with a blown engine. It was the car now owned by Roger Munns. At one stage Jack Brabham had called us saying you have the Ferrari could he have the Brabham. He would put Denny Hulme into it for the Tasman Series. He was going to put a Repco 2.5 litre V8 in it and for the use of the car for the series he would give us the engine and all the bits and pieces for it which sounded like a pretty good deal. But when the Ferrari deal fell over we got an engine from Australia but it wasn't a very good engine and we didn't do all the Tasman Series that year. But we had a bit of success coming 4th in the New Zealand Grand Prix at Pukekohe.

### You indicate the the 20B was a very special car was it your favourite?

It was a very good car but the 32B was probably the favourite. I equalled some of Jim Clark's 32B lap times in the car but you cant compare performances from different years things change so much. Tyres for example, we all used to use Dunlop tyres in the early days, we had to order our tyres early so they could come our by ship and they would arrive with green spots. Then the internationals would arrive later and their tyres would have yellow spots and would be



softer. It was damn near impossible to keep up with them. As I say on some tracks I matched Jim's lap times in the 32B but that was probably because a year later I had better tyres.

Thanks Jim

## JIM PALMER INTERVIEW

Rex Oddy talks to Jim Palmer about his time with the Lotus 32B



When Jim Palmer bought the 32B it had two steering wheels. When he sold it, it went with one. The one that was kept was the one fitted to the car when it arrived. It was the steering wheel used by Jim Clark when he raced the car in the 1965 Tasman Series and it was the one used by Jim Palmer when he was the top placed local driver in the 1966 Tasman Championship and then going on to win the Gold Star Championship.

A Lotus works mechanic who had worked on the car told Jim Palmer that the wheel was a favourite of Jim Clarks and that is why it had been brought to Australasia. What is very interestingly is that the mechanic also said it had also been to Indianapolis when Jim Clark raced in the Indy 500. Whether this was in 1964 on the 34 when Jim Clark retired after leading the race when a shredded tyre caused a suspension collapse or if it was on the 29 that Jim raced in 1963 coming second isn't known.

Right—Rex, Jim Palmer and the wheel.

Two Tasman Championships, one Gold Star Championship in the hands of the Jim's and possibly an Indy 500 to boot. Fantastic.



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

Allan Horner continues his report on his first and possibly last visit



## Part Two

Allan continues

### Race Weekend

Saturday morning was perfect, a beautiful day with no wind, and we were inside the speedway bright and early to attend the Indy 500 Memorabilia Show. All sorts of stuff on sale here, with about 90 traders offering everything from genuine certified Indy speedway bricks to model cars and aircraft. Plenty of books, magazines and apparel also going cheap. We had to drag Mark out of there before he spent all of his 'allowance' - both baggage & financial! Besides we needed to be back at the camp to be ready for our next excursion, that being the 500 Grand Parade, another local tradition.



Grand 500 Parade



We were in the downtown Indianapolis well before the Grand 500 Parade start time to ensure we got a viewing position for this legendary event. The Americans sure know how to put on a good parade, augmented by flawless continual sky-writing in the clear blue sky from sponsors and advertisers.

There were High School marching bands, floats, every dignitary you could think of, including famous old racers such as Mario Andretti. All the IndyCar drivers, with their partners and families, were paraded in convertible Chevy Camaros in qualifying order, with Scott Dixon, on pole, being the last through.

Later, back at the speedway, in the Plaza (just behind the start/finish line and Pagoda) we came across a special display of Lotus IndyCars.

These historic cars, which changed the 500 forever, are normally resident in the Hall of Fame Museum that we had visited on Wednesday morning.

That afternoon we also caught up with Shaun Summerfield and the TV3 camera crew, there to report on Scott's progress in the 500 this year. Wayne was duly interviewed by Shaun and 'Fort Palleson' filmed. This was then featured on the Sunday evening TV3 News as part of Shaun's Indy report.

Sunday, Race day, was a perfect day weather-wise and we had high hopes for a Kiwi winner of the great race! Our parking / camping lot was by this time full and at around 7 a.m. we were amazed how early

## Allan's short adventure



Above—Dixon family were last in the driver parade  
Right—The most famous of all the Indy cars  
Below—What we could see from our seats, it just couldn't be any better

many people were heading into the speedway (gates opened at 6!).

Having reserved seats in Stand 'A' right opposite the No. 1 pit position we were in no particular hurry, especially as once inside you cannot get a pass out on race day. However there is such a build-up to the race it literally takes hours, with activities starting at 7 a.m. for the actual start just after midday.





## Allan's short adventure



Above—Hitting the road

12:12pm. Everything went perfectly to schedule except for a parachute drop that was mistimed by a minute or two.

There was some concern from the teams prior to the race due to the problems being experienced in practice and qualifying with cars becoming airborne, possibly due to the extensive new 'aero' package being used on all cars, which makes them look even more like Bat-



Above—Day Family Museum and Saleen Automotive. One hour in each wasn't enough.

mobiles! It should be noted that all current Indy Cars have identical Dallara chassis, running either Honda or Chevrolet power plants. Presently the Chevy seems to have the edge and that is what Ganassi is using this season.

The cars all look pretty much identical except for livery of course, and at 200 plus mph as they go past you see only a blur anyway. From our seats we could watch the cars disappear around turn one and that was about it although there was a good view of the race on the nearby giant screen. There were a few incidents, which brought out the Pace Car, but no 'low flying' as was suspected.

It was fantastic to actually be there and soak up the atmosphere. The noise is not too bad, nothing like F1 used to be! And it was especially great to watch Scott Dixon's pit stops just across from where we were seated. As most will know, Scott lead for large parts of the 200 lap race and was always in the hunt, but unfortunately fell back in the last 30 or so laps with various issues, eventually finishing fourth behind winner Juan Pablo Montoya.

Needless to say, we were a little hoarse and tired after all the excitement and so, after watching the victory parade, it was back to camp for a relaxing few beers and another great charcoal fired BBQ, while most other campers and RVs slowly packed up and disappeared from

around us.

Next morning we broke camp after first dismantling 'Fort Palleson' and readied ourselves for the longish drive back to Chicago. The weather had deteriorated a little and Graham, who was on driving duties, had to struggle with a gusty crosswind all the way.

Not easy with the RV's large flat sides and vague power steering! He was understandably a little stressed and tired by the time we stopped for lunch and to empty our waste tanks and fill up with LPG and fuel about 70 miles out of Chicago.

We were back at the very comfortable Rosemont O'Hare Hilton by late afternoon in time for a well earned rest before we all went out for a group dinner that evening, but not before a fun few beers at the 'Chicago Hofbrauhaus' just around the corner. Next Morning, after breakfast, it was time for the group to start splitting up as we went our separate ways. As most were heading for Los Angeles we stayed together on the same flight, which arrived at LAX around the middle of the day local time. With some hours before our evening flight to Auckland, Wayne had organised a special extra for us and we set off across Orange County in a rental van to visit the Day Family Classic Car Museum and Saleen Automotive in Corona.

We enjoyed tours of both the Saleen production line and the Classics Museum, these provided a fitting end to our Indy 500 experience.

Saleen is an American niche manufacturer of ultra-performance vehicles and performance parts, while the Day Family Museum nearby is a California icon, with an incredible collection of mainly American classics and memorabilia.

We only had an hour at each place, not enough really, especially the Museum.

Back at LAX it was not long before we were saying our goodbyes to Wayne, who was off to Europe to scope out future tours (like Le Mans, lucky him!), and boarding the flight home. Arrival in Auckland was a bit of an anti-climax after the great tour, but you've got to go home sometime!

Thanks to my buddies, Graham and Mark, I had an awesome time experiencing the 99<sup>th</sup> Indy 500. Thanks to Wayne at Iconic Motorsport Adventures, this was an excellent way to experience a major motorsport event with like-minded people.

Le Mans is next on the list.

*Allan Horner*

*Photos: Mark Donaldson*

## FEATURE CAR—LOTUS 69 AN HISTORIC REVIEW

*Martin Lucas writes about his 69*

The Lotus 69 single seater is unique for a number of reasons. It was the last Lotus customer car due to Colin Chapman closing the door on Lotus Components. The Lotus 69 was a multi formula car - Formula Ford, Formula 3, Formula 2, Formula B, Formula Atlantic, and thanks to Pete Lovely F1. Technically it is unique as it was the first of the 'wide track' cars of its day. It also has anti dive and anti squat built into its suspension geometry.

A number of F1 world champions raced Lotus 69's, Graham Hill, Jochen Rindt, James Hunt. Other well known racers were Dave Walker and Tiff Needell. On track the cars were very successful resulting in numerous wins and podiums. As a result the Lotus 59/69 series is a very desirable car as they have good competitive history and still go well today. This is reflected in their rarity and lack of cars for sale on the market.

The Lotus 69 was designed by Dave Baldwin at Lotus components. Never intended to be used as a Formula Ford it was offered in this role as customers wanted a different car to the Lotus 51 and Lotus 61. The 69 differs from the previous FF models by having a far stiffer chassis. The suspension, as mentioned earlier, is wide tracked. The front is double wishbone, unequal length. Front upright is the ever reliable Triumph Vitesse/GT6. The rear uprights and geometry were more modern compared to earlier cars, new cast magnesium uprights with new geometry.

My Lotus 69 is one of three imported into NZ by two race mechanics in the 1970's. Alan Burrows (AB) and Graeme Cook (GLC). Both were working at McLaren at the time. They decided they wanted to go FF racing back in NZ when they returned. As AB knew Chuck McCarthy



Above—Pete Lovely in his DFV F1 modified Lotus 69  
Below—Tiff Needell in his original Lotus 69 FF



## FEATURE CAR—LOTUS 69 AN HISTORIC REVIEW

*Martin Lucas writes about his 69*



The third 69 is my car. It was built, imported and raced by GLC. The car was owned and raced by the Seymour brothers. It changed hands a number of times. Russ Cunningham owned it for a while. The car eventually ended up in Marton owned by John Croot. John rebuilt the car to a loose F3 spec. 1600 pushrod, twin Webers, with wide tyres and wings, coke bottle side panels. Ray Wilkinson bought the car in this spec when John needed to sell the car. The car was raced until it blew an engine down the front straight of Pukekohe. Ray very kindly gifted the car to me. This car's distinguishing feature is its rear side mounted oil cooler. GLC did this modification himself. When I received the car it was in need of a

Above, Ray Wilkinson racing in the now - Roger Dowe owned Lotus 69. The GLC Lotus as received from John Croot. Right, Ray Wilkinson is unloading the car at Pukekohe. Below right, GLC Lotus 69 as received ex Ray Wilkinson.

(the European Lotus race car dealer) a deal was done to purchase a 59/69 kit and a enough parts to assemble a further two Lotus 69's. Chuck had bought all the stock from Lotus Components. The three cars were built/assembled at the McLaren workshop under the proviso that it not be done during work time or with any McLaren parts. My car has McLaren pedals and gear change.

Fortunately all three cars still reside in NZ. The 59/69 was built by AB and sold to Art McKee in NZ. Post Art McKee the car was owned by Peter Herbert. It was then part exchanged for a Fraser kit with Neil Fraser. Neil sold the car as a project to Harry Ruffle in Christchurch. Harry got sick and needed to sell the car. Grant Martin from Auckland purchased the project and built the car as a FB - Twin cam powered. In this spec the car was swapped for a Ralt RT1 with Ray Wilkinson - an ex life member of Club Lotus NZ. Ray gifted the car back to Grant Martin when he passed away. Grant recently sold this car to Ian Wilkie who is rebuilding it as a 59 FF. This car is easy to identify due to its unique 59 style roll over hoop.

The second car AB built was for himself which he raced in NZ. The second or third owner was Malcolm Web who changed the rear suspension. Malcolm gave it inboard rear brakes and swapped the lower rear wishbone for parallel links. This car was owned and raced as a FF by Harry Hawkins. Harry sold the car to Ray Wilkinson many years ago. Ray rebuilt the car into F3 spec with a Lotus twin cam, wide rims and wings, coke bottle side panels. Ray infamously crashed this car in the wet at the Hamilton Street race, damaging both himself and the car. Ray rebuilt the car with Bob Homewood's assistance. Once rebuilt Ray preferred to see Roger Dowe race the car. This car was gifted to Roger Dowe when Ray passed away. This car's distinguishing feature is the modified rear suspension.



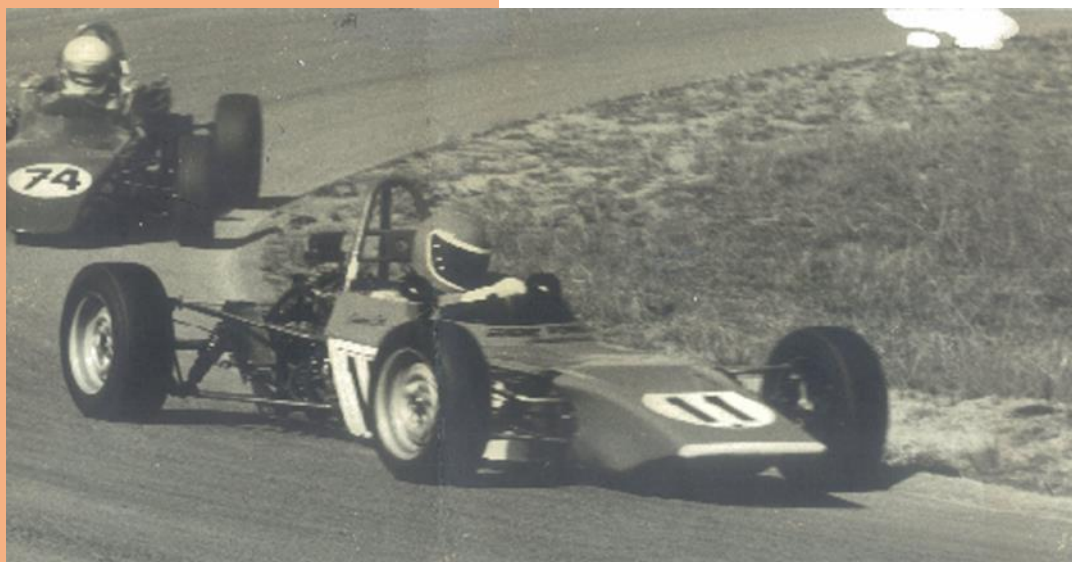
rebuild. I decided to return the car to a Formula Ford spec as there is more racing for it in this guise. Fortunately by this point in time I knew GLC. As Graeme was and still is heavily involved with Formula Fords I got Graeme to build a Formula Ford engine for the car. One of Graeme's many claims to fame is assisting with building and maintaining the engine in Scott Dixons championship winning FF. Bill Stone (a good friend) assisted with the rebuild. The catch was he would run

## FEATURE CAR—LOTUS 69 AN HISTORIC REVIEW

*Martin Lucas writes about his 69*



Rebuilding the Lotus in Bill Stones shed.



Graeme Cook racing the car back in the day.

the car first at the NZ Festival of Motor Racing in 2011. Bill's claim to fame is racing F3 in Europe in the late 60's, building the very first March car (the Grem Shek), and starting Sabre fabrications with a young man called Adrian Reynard (Reynard Cars). A few deviations were made from the pure 69FF spec. The car had 'coke bottle' side panels. I decided to retain these as they are prettier than the normal flat slab sides. Also I fitted a F3 dry sump oil tank. The 69's had a very short oil tank that gave issues. None of the cars ran an engine cover but I decided to fit one as I liked the cleaner look the cover provided. Lastly I fitted new front lower period correct wishbones as the car had two different types fitted.

Bill raced the car and had a heap of fun in it. The Festival in 2011 was very wet. It was in the rain that Bill showed his skills as he carved

through the grid, starting around 11<sup>th</sup> he finished 2<sup>nd</sup>. A great drive still remembered and discussed by those of us that witnessed his prowess on the day. As a result we have the Bill Stone Memorial Trophy that is awarded to the best historic FF performance in the wet. For the Festival the car was renumbered in Bills race number – 24. Bill raced with this number in the mid 1960's NZ Grand Prix. The car has raced under number 47 (Bruce McLaren's number), and is now racing under its model number '69'. I have retained 47 for another race car as 47 is a special number.

I have raced the car since 2011. It is now entering its fifth season racing in the Historic FF grid. The car has run very well. Generally been a front runner, gaining a second or third if the cards play my way. I have managed line honours in the car at Pukekohe.

How does the car drive? There is the saying that if a racing car is comfortable then you aren't going fast enough. My car is very

comfortable and stable at normal speeds. At race speed it does move around. Under hard braking it will weave a bit, under acceleration the car is superb. With anti squat and reduced droop front suspension the car is very good putting the power down out of corners. The car goes very well on high speed corners. I enjoy racing the car at Manfield, it has superb grip through the infield. At Hampton Downs it shines at turn one and the sweeper. It does go well on low speed corners but the dicky little Girling callipers have a bit of a job slowing it down. Steering is light and easy. Gear change is a function of gearbox maintenance – gears and dog rings must be in excellent condition. Being a Hewland dog box there are no synchros. Once comfortable changing gear going up through the box can be done with no clutch – lift off the accelerator and move the gear lever. I do dab the clutch on the down change.

Seating position is semi reclined – very comfortable. This is helped by the engine being rubber mounted. The bushes aren't that big (no doubt Elan or Europa wishbone bushes), however it is enough to reduce a lot of the engine vibration that more modern cars get with rigidly mounted engines.

Unfortunately end of last season did not go as planned. The engine broke a crank during Teir 1 qualifying in April. On a positive note I posted my personal best of 1min 12.45 at HD. The second spare engine consumed a cam follower. I will miss the start of the 2015/2016

## FEATURE CAR—LOTUS 69 AN HISTORIC REVIEW

*Martin Lucas writes about his 69*

season as I am still having a new engine built. Fortunately we can upgrade to a SCAT cast steel crank. It's only time and money !

The older Lotus racing cars are a heap of fun. They aren't every Lotus enthusiasts cup of tea. However the experience or racing one is fantastic. They are very forgiving cars and strong for their day. There is the saying that Chapman built race cars to break on the finish line. I have not experienced this – ignoring the engine failure. The car does require good maintenance. It tends to crack engine mounts, these I visually inspect regularly. The oil tank will crack too occasionally. This is all part of racing and car ownership. If you don't run them then nothing will break – but where's the fun in that ?

**Martin Lucas**



Above right, Bill Stone getting ready at the 2011 Festival. Mal Oaster (Ex Reynard and BAR F1) is assisting.

Right and below, the car in action.



# MISCELLANEOUS



Fantastic things you can do with a Lotus on the Mainland.

Robert Snow of McGregor Motorsport, pictured above, who featured in EDITION 57 sent us some photos of his time with his S2 Seven



Above—Nigel Brock who has been spending a little time in the UK sent this picture so that we know what he has been getting up to. He has a Lotus security pass clipped on to his shirt. Lucky Nigel, you had more success than your Editor had when he went to the factory in 2003. It was closed for a week, reason, mid term break school holidays.

To the right we have Nigel's Evora, his second. We will wait to see whether there is a third one planned when he gets back.



## More Miscellaneous

The following unencumbered vehicles and £25.0.0 cash to be in full payment of LOTUS 1100 Sports Vehicle, Reg. No. 442.672: --

1939 MORRIS 12 H.P.	Reg. No. . . . . .
1938 " 8 H.P.	" " . . . . .
1939 FORD V/8	" " . . . . .
1938 LINCOLN v/8	" " . . . . .
1939 VAUXHALL 12 H.P.	" " . . . . .
1939 VAUXHALL 14 H.P.	" " . . . . .

The aforementioned vehicles to be delivered as inspected and complete with current saleable Warrants of Fitness to the premises at 41 Wakefield St., Auckland, C.I. no later than 19/3/58 certain.

In the event of any or all of the vehicles not being received at the stated time on premises monies to the current retail value of non-delivered vehicles to be paid within 48 hours of expiration of contract to ROLAND J. CROWTHER of Auckland, such monies to be paid on or before 21/3/58 certain

14/5/58

Left—More on things that are different these days. A recently rediscovered agreement for the purchase of the Lotus Eleven by the Palmer's from Roly Crowther.

We all know the Eleven is alive and well in the care of Howden Ganley, but what of the 38 and 39 Morris's, Ford, Lincoln and Vauxhall's. History we suspect.

Below—A rare photo of Jim Palmer's Lotus Eleven. If you look carefully it is parked behind Roly Levis's RAL in the foreground. Jim wearing the peaked cap stands beside the car. The RAL is an interesting car, built by Roly Levis in 1957 it was considered the fastest normally aspirated Ford 10 Special in Australasia.



Below—Photo taken at Warwick Farm in 1967. Standing third from left Graham Hill, Jim Clark and Jim Palmer. Car 6 was Jimmy's Lotus 33, car 5 was Graham's Lotus 47



Right and below—As rare and fast as a Münch Mammut, and as futuristic as a science-fiction toy straight out of Hollywood, the new Lotus motorcycle is already considered the superbike of the new millennium. Classic Driver was one of the first customers to commission a Lotus C-01... Vincent Black Shadow, Brough Superior, Münch Mammut, Kawasaki Z1, Ducati 916. Plenty of great motorcycles have been built over the years, but *really* great ones don't come along that often. Which is why the long-awaited arrival of the Lotus C-01 should be regarded as a biking landmark – because it truly is one of those rare 'really great' motorcycles.

From the UK based Classic Driver Facebook Page



## More Miscellaneous

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## Even More Miscellaneous



Above—From the South, Dave Arrowsmith's Lotus 70 Formula 5000 seen at Hampton Downs during the 2012 Festival of Motor racing.

Right—Nigel Hayman has just been to the Wangamata Brits at the Beach Weekend and out of the 500+ cars there, got his Elan selected for the final eight for the best car in show competition. See the cup on the roof, yep you guessed it, Best in Show. Well done Nigel.



Above—Tony Bowman, half of the Play Day on Track team has got himself a new car. Having parted with his V8 Esprit a while back and behind the wheel of a Fiat Coupe at last years Club Lotus track day, we look forward to seeing this one.

### Next EDITION



**My Car.**  
A new feature for EDITION. Syd Davis tells us about his 944.



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