

EDITION

JANUARY 2016



EDITION No. 59

INTERVIEW – MORRIE CHANDLER ON THE FIA .
LOTUS NEWS . CHRIS ATKINSON AT GOODWOOD .
BRANDS HATCH 1979 .
MY CAR – SYD'S PORSCHE 944 .

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

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A collection of Classic Trialers, Lotus and Fraser owners at the 4th Annual Club Lotus Twilight Meeting at Hampton Downs on the 4th December.

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Cover picture
Paul Couper in his Westfield
Eleven on the dummy grid for a
Classic Trial at the 2015 TAC-
COC Summer Classic, Hamp-
ton Downs, November 2015.

Club Lotus NZ is a MotorSport
New Zealand affiliated club



Keeping life on the level



Greetings

The Christmas and New Year season is all over for another year so we hope you have had a good break and are looking forward to a cracking 2016.

All members will have hopefully received a copy of the 2016 Club Lotus calendar. We hope you like it. To produce a calendar was a fairly late decision by the club and this explains the postage date. Next time we hope to organise it a little earlier in the year and a request for photos will be going out to members about the middle of 2016. If you fancy a photo of your car in the 2017 calendar you can start thinking about it now. The format will be pretty much the same as the 2016 calendar. We will want high resolution photos that will fit on an A4 sized sheet. This is not totally straight forward, the traditional old 6x4 wont usually fit on an A4 sheet without cropping off one or both ends of the car. It won't matter how great the photo is, if it wont fit on the page it is going to end up in the Miscellaneous section of a forthcoming EDITION. But there is nothing wrong with that.

Another change for next year and one we are very excited about, is that the 2017 calendar will be a joint publication between the Southern Lotus Register and Club Lotus NZ. Two islands and two Lotus clubs here in New Zealand and we haven't traditionally done a lot together. Geographically this is hardly surprising, but we share the same goals and we wave the same banner. A joint publication is something that we believe we can and should do together. So if you do believe your car should be included in the next calendar there will be six cars included from each club and when you consider the quality of the photo opportunities there are in the South Island the six photos we select for our half are going to have to be pretty damn good.

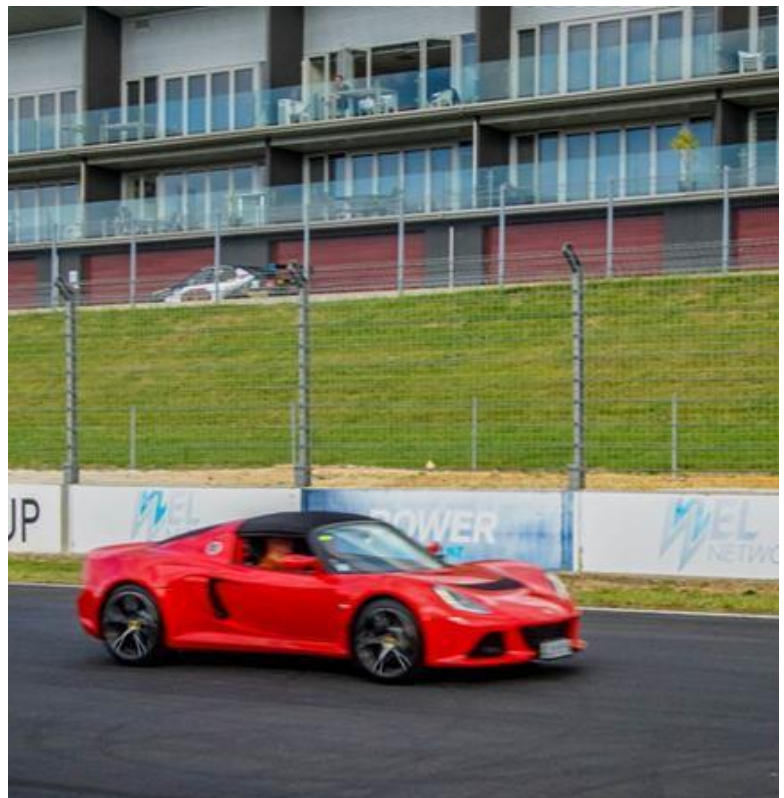
Our annual twilight bash around Hampton Downs earlier in December has been another outstanding success thanks again to the Playday on Track team who organise the event for us. It is a pity that our two most popular events each year, the Christmas Breakfast Show and Shine and the Hampton Downs Twilight are held so close together. We shall try and get them a bit further apart this year.

We were very pleased to have David Nilsson and Andy Booth from Lotus Auckland join us this year at the twilight. David bringing an Evora and Andy bringing an Exige S Roadster.

I got an early Christmas present this year getting the opportunity to drive the Lotus Auckland Exige S around Hampton Downs. Yes, that me in the photo. I have driven more than a few laps around Hampton Downs over the years starting with the first ever classic race at the first ever classic meeting held at the track. But until the 4th December, every serious lap driven had been in my trusty old Excel. A car I have owned and driven for so long now it tends to fit a bit like an old glove, very familiar and very comfy.

Although I never had any intention of a sedate drive around the track. The reality was that the Exige had none of that Excel feel that I have become so used to. For a start it was new, it was expensive and it wasn't mine. Bags of power, twice that of the Excel, it did tend to

stay dead flat when cornering and not lean over like the Excel has a tendency to do when pushed. See above. Neutral handling as I would expect. But I did have trouble with the gears. The six speed box wasn't that much of an issue, you don't need too many gears at Hampton Downs anyway, but it was the selection. The old Supra box in the Excel is pretty loose by comparison. Andy clearly put the issue down to the inadequacy of the driver, after all he called the box precise and said it worked very well for him. So too much time was spent thinking about gears and not enough time thinking about the finer points of the car. Pity that, but on the one or two occasions per lap when I did actually manage to have the car in the right gear at the right time. Wow, what a car. Thanks Guys.



Do we start supporting Renault in this years F1 Championship? I think I will wait for a while, but there is a good chance I will go back to McLaren. I think they still need all the support they can get.

Cheers
Rex



Keeping Time

Greetings from the Classic Trial Register,

It's hard to believe that we are now half way through the 2016 PPG Classic Trial Championship season. The interesting time now arrives. As the best four results count, and many drivers to date have only three, the leading Championship contenders will be vying for better results.

The early leader after three rounds was Neil Moore, a veteran trialist



Above—Bronwynne Leech takes out Round 3 of the PPG Classic Trial Championship
Below—Neil Moore in the oldest car in the field continues to lead the championship



and VCC racer, who competes in the oldest car used by a regular competitor. Neil's open top 1951 Jowett Javelin has shown us all that you don't need power and slick tyres to do well in Regularity Trials. The 64-year-old Jowett is similar to the cars that won at the Le Mans 24-hour race in 1951-52. Neil was telling me that in those days drivers had to carry, in the car, any spares parts they might need during the race. If there was a breakdown it was up to the driver alone to get the car back into the race. Last year, at the Taupo meeting, the Jowett blew a head gasket. In true Le Mans tradition, Neil organised a replacement to be shipped down on the Saturday overnight Wellington coach, replaced it in the paddock Sunday morning and drove the car back to Auckland in the afternoon!
After four rounds Neil has further increased his lead to 50 points over the next driver, Bronwynne Leech in the Peugeot 205GTi

Round 3 of the PPG Championship was TACCOC Summer Classic at

Hampton Downs. New driver, Matt Brown, arrived with his partner's father's (Mike Sexton) 1996 BMW M3. This is a well-known car, as Mike and Ricky Cooper have used it for the Targa from 2007 –2013. Another special car to enter this meeting was the magnificent 1987 Aston Martin V8 Vantage Zagato driven by John Dennehy. John has also entered the Aston in the Porsche Festival Classic Trial in January.

Round 3 results:

- 1st Bronwynne Leech—Peugeot 205GTi—0.29 sec
- 2nd Graham Park—Honda Prelude—0.35 sec
- 3rd Peter O'Sullivan—Mazda MX5—0.53 sec

Round 4, the OutSource IT Christmas at the Downs meeting was our last event for 2015. After a wet week the weather cleared on Saturday for three dry trials.

As the years tick by, more cars become eligible for Classic Trials. The 25-year (saloon) and 15 year (sports/GT) cut-off now means more cars (predominantly of Japanese manufacture) can be considered. While all cars need committee approval before acceptance we have not been inundated with requests for entry approval.

The Honda S2000 has just reached the admission age and the first car has been approved for trialing. The owner is Melissa Broadbent, a relative of three Register drivers. Melissa brings the number of regularly competing lady drivers to five.

Round 4 results:

- 1st Brent Middlemiss—Mini 1275GT—0.37 sec
- 2nd Neil Moore—Jowett Javelin—0.49 sec
- 3rd Brian King—Alfriston Jaguar Special—0.53 sec

Overall results:

- 2016 PPG Classic Trial Championship
- 1st Neil Moore—Jowett Javelin—497 pts
- 2nd Bronwynne Leech—Peugeot 205GTi—447 pts
- 3rd Brian King—Alfriston Jaguar Special—396 pts

By the time Edition 59 is published Round 5 of the Championship will be over. Our next meeting, Round 6, is the years big one – the NZ Festival of Motor Racing featuring Porsche at Hampton Downs. The PPG sponsored Classic Trial will be held on the second weekend of the Festival: 22 – 24 January 2016.
If you are out there, look out for the PPG Classic Trial banners and come and have a look at our impressive line-up of competing cars.

All the best till then...

Cheers

Ross

More classic trial photos in Miscellaneous





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LOTUS 3-ELEVEN – TWO WEEKS IN GERMANY AT THE NÜRBURGRING NORDSCHLEIFE

- Video release documenting two week test programme for the Lotus 3-Eleven at the Nürburgring
- Production start for Lotus 3-Eleven planned for early 2016
- The quickest and most powerful production Lotus road car



The new Lotus 3-Eleven has completed a successful two-week test session at the fearsome and challenging Nürburgring Nordschleife circuit with the legendary British sports car company producing a video of the latest Lotus under test.

Individual areas of expertise and vehicle set-up were a specific focus – aerodynamics, engine calibration, chassis tuning and suspension geometry – as the model continues its development towards start of production in early 2016.



The Lotus 3-Eleven is the quickest and most powerful production Lotus road car ever produced, offering the ultimate pure driving experience. Heralding the next generation of Lotus high performance sports cars, the 3-Eleven re-affirms Lotus core values as the perfect demonstration of "lighter, faster" and benchmark handling which comes from Lotus' roots in competitive motorsport.

LOTUS NEWS

LOTUS EVORA 400—FROM ROAD TO TRACK, ITS SUPERIOR

- The fastest and most powerful production Lotus ever
- 42 kg lighter with 55 hp increase on previous model
- Ergonomically and dynamically more capable than the previous Evora



Set for its Australian and New Zealand launch early in the New Year, the Lotus Evora 400 is the most power production car ever produced by the legendary British car maker and to prepare for its arrival, Lotus has released a new video of the Evora 400 that reveals its unique abilities – on and off the race track.

More than two thirds of the Lotus Evora 400 is new, including its supercharged and charge-cooled mid-mounted 3.5-litre V6 engine. Power has been increased from 257.3 kW to 298.3 kW (or 400 hp, hence the name) at 7,000rpm. Torque has also been increased to 410 Nm achieved between 3,500 to 6,500 rpm.

The Evora 400 is 42 kg lighter than the previous model, with a completely new aluminum chassis and significantly revised lightweight composite body front and rear. The new Evora 400 is also ergonomically more refined, with easier cabin exit and entry, enhancing everyday usability.

Dynamically more capable lighter and faster, with revised spring and damper settings, a Limited Slip Differential (LSD) and a downforce figure of 32 kg at 242 kmh, the new Evora 400 is one of the quickest

cars in class A to B and offers a more involving, sharper and more focused driving experience compared with the outgoing model. The video 'Lotus Evora 400 – From Road To Track, It's Superior' dynamically illustrates the new model's key features and areas of improvement. It can be found on the Group Lotus YouTube channel: <https://youtu.be/CGUZH13X5nA>

LOTUS NEWS

PETER SELLERS' 1966 LOTUS ELAN GOES UNDER THE HAMMER

A rare 1966 Lotus Elan S2 once owned by Peter Sellers, the famous comedian, actor, photographer, singer and all round icon, will be auctioned at the Lancaster Insurance Classic Motor Show on Saturday 14 November by Silverstone Auctions, and it is estimated that it will sell for between £45,000 and £50,000.

The car was delivered to Peter Sellers' Haymarket home on 22 June 1966 and driven by him, with wife Britt Ekland in the passenger seat, until 29 February 1969. 'SAR 57D' then went through two other owners before being purchased by the current vendor. The car is offered for sale having been part of an extensive private classic car collection for over a decade. It is in fantastically original condition and has been in dry storage off the road since August 2005. The Elan has covered 65,611 miles from new with the bodywork in good condition and ripe for a light restoration to return it to its former glory. Meanwhile the car is mechanically 'on the button', ready to go and be enjoyed by its next owner.

The extensive history file contains the original V5 with Peter Sellers' signature, as well as MoT Certificates from July 1977 until 2005 and the car will have a new MoT issued before the sale.

Harry Whale, operations manager and classic car consignor of Silverstone Auctions said: "This truly is a unique Lotus Elan with superb ownership provenance, while it maintains a fantastic level of authenticity. First owned by Peter Sellers, who needs no introduction, this Lotus Elan has sat in a private classic car collection for more than a decade and will now be sold for the first time in many years.

"The car is sure to gather a huge amount of attention and we expect that it will appeal to fans of Peter Sellers as well as Lotus enthusiasts alike. This unrepeatable opportunity to purchase such a historically important and interesting car is one not to be missed."

The Lotus will join nearly 100 other classic cars in an auction at the UK's biggest and best classic car show on the 14 and 15 of November. For more information on the car or any of the other lots on offer in Silverstone Auctions' sale at the Lancaster Insurance Classic Motor Show, please visit: <https://www.silverstoneauctions.com/1966-lotus-elan-ex-peter-sellers->.

Registration: SAR 57D, **Chassis Number:** 455897, **Engine Number:** LP6234LBA, **CC:** 1558, **Year of Manufacture:** 1966, **Estimate (£):** 45,000 - 50,000

The original Lotus Elan (Type 26), was first introduced as a roadster and replaced the elegant, but unreliable and costly to produce Lotus Elite. It was the first Lotus road car to use a steel backbone chassis with a fibreglass body and in the early days, Elans were also available in kit form for home assembly but predictably that didn't last long. As is often the way, the Elan evolved through a number of iterations before manufacture ceased in 1973. These developments mainly concerned comfort and civility but all through its life the essence of the Elan didn't change. A technologically advanced DOHC development of Ford's proven 'Kent' engine, bored out to 1558cc (commonly known as the Twin-Cam) provided the propulsion, whilst cutting-edge features such as all-round disc brakes, fully independent suspension and nimble rack and pinion steering provided agility and handling that was simply amazing compared to the opposition.



Colin Chapman proudly announced in the launch literature that "We wanted to build you a fun car.."; a brief he achieved with vigour thanks to the fact that his unequalled talent for vehicle set-up was never more prevalent than in the Elan's performance. Exciting paintwork colours were introduced such as Carnival Red, Pistachio Lime Green and the delectable Lotus Yellow and the Elan became the 'Darling' of the High Street in the mid-sixties. The Series 2 (S2) appeared in 1966 and featured a number of cosmetic and detail improvements over the earlier car and the Special Equipment (SE) model featured centre lock wheels and electric windows.

'SAR 57D' is a 1966, Elan S2-SE and was first registered in July of that year. It has been enjoyed by three previous owners and the vendor, and has an indicated mileage of 65,611 which we cannot verify but may well be correct as the car has been in dry storage and SORN'd since August, 2005. The car is in reasonable condition, it wouldn't take a lot to put some sparkle in the White paintwork and the Black interior is a little tired, but all it really needs is a bit of a tidy and some tlc. The original V5 is with the car, as are MoT Certificates from July 1977 until 2005 and it will be MoT'd by the time of sale. However, we suspect that the main interest in this Elan will be in its first owner, a certain Peter Sellers and according to the V5, the car was delivered to him at 37 Panton St, Haymarket on 22nd. July 1966.

There may be a few people who have never heard of Peter Sellers- but it will only be a few. He was a legendary Actor and Comedian as well as being a talented Singer, Director and Photographer, who sadly passed away in 1980. In terms of Acting and Comedy he is regarded as being in the top 50 in the world at both, ever. His body of work is too vast to list here but Dr Strangelove, the Pink Panther, Inspector Clouseau and the Goon show have all had an influence on British society.

Girls played a major part in his life, he was married four times including Britt Ekland (64-68) and Lynne Frederick (77-80), and during the sixties and seventies was frequently seen in the company of the world's most beautiful women. Perhaps less known was his passion for cars, having owned dozens, and never missing a photo opportunity with his new toy, whether on four wheels or two legs. Which makes it strange that we can only locate one picture of him in this car, popping up from underneath the closed tonneau cover and about to come out with some piece of wisdom in the voice of "Bluebottle" (Ask your Dad).

At the auction the car sold for £50,625.00—Ed

THE MORRIE CHANDLER INTERVIEW



Rex Oddy interviews FIA Vice President of Sport, Morrie Chandler about his role in the global organisation and about what happens at the FIA outside of Motorsport.

Hi Morrie

Firstly you have had a long and distinguished career at the FIA. How did you first get involved.

As a Kiwi at the FIA I was preceded by Ron Frost who was a very well respected representative from New Zealand. It was Ron who sort of set the scene for myself and I was approached in the mid 90's by Max Mosley to be part of his team and was duly elected to the executive of the FIA. Currently I am part of the Jean Todt lead executive. It is Jean that I report to.

What I am particularly interested in asking you is about the activities of the FIA outside motorsport. For example Brian Gibbons, General Manager of the NZ Automobile Association is also an official of the FIA

The FIA is made up of two arms. There is the Mobility Arm which is where Brian fits, he is the Deputy President of the Mobility Arm, and there is the Sporting Arm where I am. The Mobility Arm covers the likes of tourism, insurance and road safety. They do all the things that the AA do in New Zealand. They individually own a number of businesses and some of them are quite huge.

Sort of like the international version of the NZ Automobile Association

Yes. Some in countries the organisation is large and in some countries the organisation is run on the back of volunteers. But in the stronger countries the organisations are huge. Countries like the UK, Australia, New Zealand, right through the big European countries such as Portugal. In Germany for example, the head office building for the organisation is 12 stories high.

Ten years ago or perhaps a little earlier, it was in Max Mosley's day. The FIA Sport and Mobility operations joined so they could become a single organisation. There is a world council for each because the levels of interest are totally different. So the people interested in tourism for example, work through the mobility arm. There are reciprocal membership arrangements from one country to another. A member of one country, say Germany, can go to France and receive the same sort of membership benefits as at home. The Mobility Arm has six regions in the world and there is a Vice President for each region.

Since amalgamation the same six regions have also been incorporated into the Sporting Arm. This is why I have become Vice President of the Asia Pacific Region.

The Mobility Arm is managed by a World Council comprising a board of 22 people which is elected for a four year term. The Sporting Arm has a similar structure.

I see that the FIA has just instigated a high level panel for road safety at the UN

Jean Todt is very passionate about unnecessary road deaths. He



believes that over a five year window we can reduce road deaths by something like 60%. Particularly when you get into the developing countries where kids just run across the road, where there are no centreline markings because the roads are gravel. Jean has got along side a lot of Prime Ministers and Presidents in promoting the issue of road safety. The FIA is able to advise on the fundamentals of road design. The FIA employs a team of full time road designers that are available to assist developing nations improve their roading networks.

As a Vice President I assume you attend quite few meetings.

Right at this moment (December 2015) in Paris, the FIA is holding its Annual Assembly. National representatives for sporting and mobility, about 300 people in total will meet in the General Assembly.

Do you usually attend these meetings?

Yes I do. This is the first time in 20 years that I have missed the meeting. I thought about it quite a bit. It is a very valuable meeting to attend as quite a lot gets done behind the scenes. The General Assembly will vote on the statutes, the budget, and the specialist commissions.

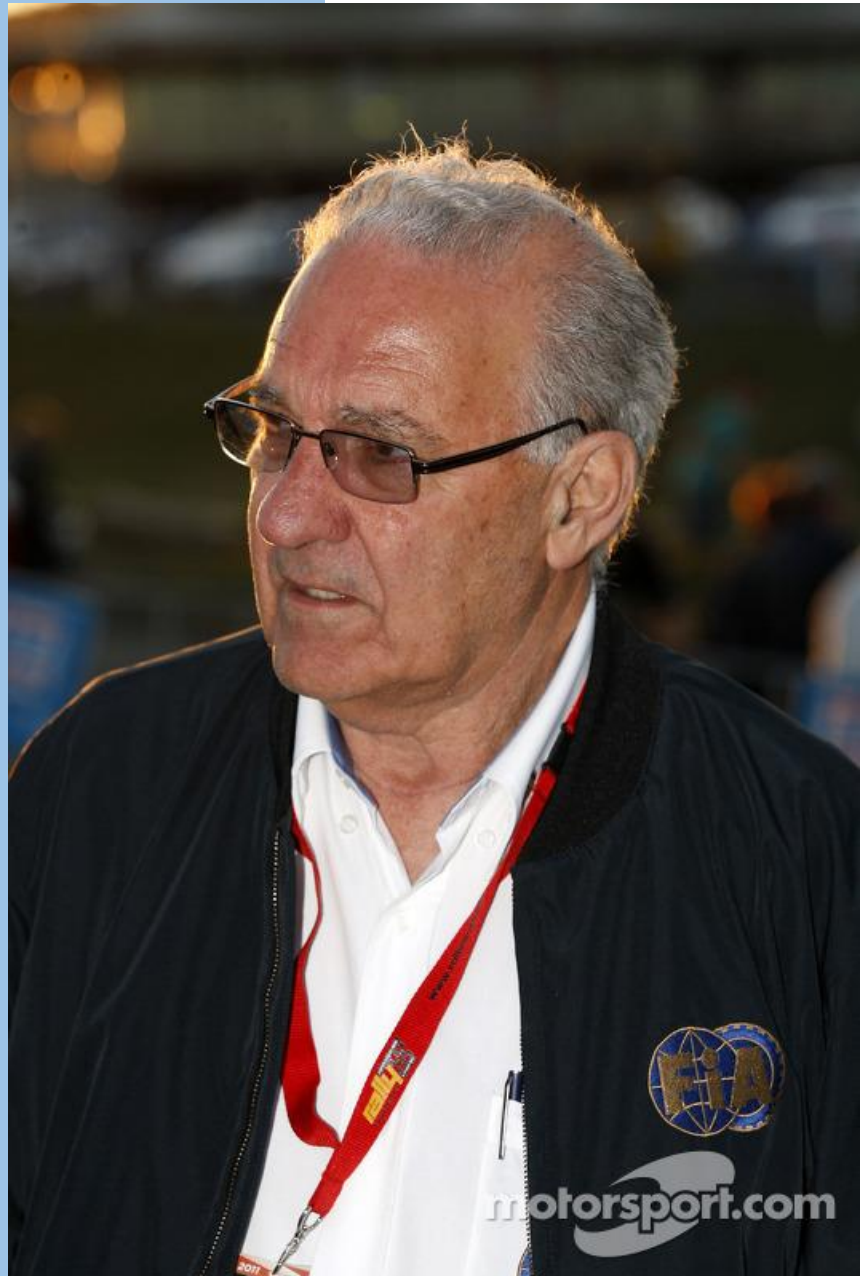
There is a significant cost to attend and I have just come back from the final round of the World Rally Championship in Wales. So I went through the agenda in quite a bit of detail and sometimes it is pretty cut and dried. You get all your paper work before hand and you don't speak unless you have a reason to speak in opposition. There is none of someone standing up and speaking on for five minutes about what a great idea it is and in the end saying absolutely nothing. If you have something to contribute or you have a problem then you speak, otherwise you say nothing. It has always been that way. This year I couldn't see how my attendance could provide a valuable contribution. So with Jean Todt's approval, I offered my apologies.

Can you tell me a little about the structure of the FIA structure below the General Assembly level.

Under the General Assembly there are working commissions or sub committees. In the Mobility Arm there is a sub committee on customs, another sub committee on automotive taxes, insurance and things like that.

On the sporting side we have a similar structure. There is a World Council Executive of 22 people which is elected every four years and they come from a cross section of countries. New Zealand is very fortunate in our representation. Before me there was Ron Frost. Ron was there for 16 years or so, I have been there for close to 20 years now and I think Shayne (Harris) wants to follow in my footsteps. I think it is good for New Zealand to be able to influence what's going on and secondly we are regarded as independent people with independent thinking so there is a fair amount of respect from a lot of motorsport organisations because we do speak our mind and we don't get involved in the politics. We are just straight up and down and are we are respected for that approach.

When everyone is there, the sports arm is made up of 26 members. Some are voted on to the council but some members are there as of right. For example, Ferrari, don't ask me why it goes back a long way, but Ferrari have a permanent automatic



seat on the board of world motorsport. They are not voted on, they are just there. Bernie Ecclestone also has got a permanent seat. The President of the Manufacturers Commission, the group that represents all of the manufacturers, also has a permanent seat on the world motorsport council. There are 22 elected members of which six are Vice Presidents representing the six regions. The balance is elected at the meeting. My role is Vice President representing the Asia Pacific region.

At election time we have a presidential team voting system. Whoever is standing for president puts forward their own name, the name of their deputy and the names of six vice presidents. You vote on mass and you vote for the whole team. I personally don't agree with this because it creates an environment where the existing team can get elected more easily because of a desire not to completely change the whole executive at one time.

There is a lot of talk about this process and change is in the offing, possibly before the next elections.

“I think it is good for New Zealand to be able to influence what's going on and secondly we have traditionally been regarded as independent people with independent thinking”

There are administrative issues with the structure of the FIFA and the IOC it would be best to keep the FIA clear of these.

Exactly. Of course the FIA is a member of the International Olympic Committee.

I didn't know that. How does the FIA fit into the IOC?

It relates to our sporting activities, our sporting culture, and our sporting regulatory side. We have development plans for young people and we have in place all the sorts of programmes that the IOC want to see in sporting organisations. To be fair, Jean Todt has pushed forward for the IOC recognition and good on him. I think it is a feather in our cap that the IOC recognises the FIA as a member organisation. It also helps when talking to governments to say that the FIA is part of the IOC. If I have my figures right the FIA is the third biggest sporting organisation in the world behind the FIFA and the IOC.

The FIA is putting together a promotional package to detail the whole story of the FIA. I saw a preliminary version of it six weeks ago and it looks very impressive and is due to go out to our member clubs during the later part of 2016. It will be used to explain what we do as a sport. We cover a lot of ground from the car club all the way up to F1. Formula One doesn't exist without grass roots.

Delving into the Sporting Arm of the FIA we have F1 and Rally what else is there?

There are a number of sub committees or advisory commissions, they are all specialist groups. There is the hill climb commission, the F1 commission, the touring car commission, cross country, the historic commission which is very strong, as is the women's commission, a youth commission, in rally there is a World Championship Rally Commission and a club rally commission. In all about 20 commissions. All the commission report back to the World Council. If for example they want to change their rules they report to the World Council. The World Council will either accept or send it back. They won't modify because they don't profess to have all the knowledge. It will be, “we don't like this, please have another look”. In other words the people who have the specialist knowledge have the final say.

How has your role at the FIA changed over the years?

Max Mosley appointed me head of world rallying 12 years ago and I did that for quite a while but when Jean Todt became President he felt that is wrong for one person to hold two very senior positions. In my case, I was the Vice President for the whole of sport and also the President of Rallying. So I stayed on as Vice President of Sport and I also look after Asia Pacific which is a pretty diverse region on its own.

What is your involvement in Rallying these days?

I am still pretty active and usually officiate at five to eight rally's each year.

What does that usually mean?

Usually Chairman of the Stewards Panel at an event. This is what I have just done at the Rally of G.B. This year I also officiated at the Swedish, Portuguese and Italian rally's.

Our members are keen to know your thoughts on some local issues. What direction do you think rallying is going to go in after the end of Group N? and what about the likes of Andrew Hawkeswood's Mazda?

Although there are still plenty of cars around and it is still a recognised grouping, Group N has effectively ended. The direction of rallying has changed from what it was when I got started. You took the car out of the showroom into the workshop, pulled out the seats, put some skid pans under the car, install a roll cage in and went rallying.

Manufacturers don't build cars that you can do that to anymore.

This is why the sport is rather than determining car type, is specifying what you can do to a car. For example you are allowed to have a certain sized turbo with a certain sized restrictor in it. Andrew Hawkeswood's car that you mentioned, doesn't even have a Mazda engine it and I am not sure that the engine hasn't even been turned sideways.

New Zealand is a bit like Argentina. It is too far away from Europe and it costs too much to import a rally car. It will cost you a quarter of a million minimum, then you have to do more work on it. In New Zealand we therefore tend to head down the modification route but it doesn't suit us to be different from the rest of the world. There is a new set of rules for world rallying applying from 2017. These are going to be based on performance level, the restrictor must be no bigger than, type of rules that will also apply to suspensions, tyres etc.

What do you think of the changes?

I am a little concerned that we are making the sport too specialised. I go back to the days when I was a competitor and I wasn't a mechanic, but with my mates we could get a car and go rallying. We didn't need to have highly specialised knowledge to make the car go faster. I don't think it is going to be like that in the future.

Finally your involvement with the FIA has been a very long term commitment. Is retirement a short or a long term plan?

Well short. The next elections are 2017 and there is an age restriction applying to candidates that will affect me and although there is a special exemption option around this, I have decided not to put my name forward again. I think we need younger people and I have had a fair old bat.

Morrie

Many thanks for your time and from all of us, many thanks for your support and commitment to our sport.

Rex



KIWIS ABROAD

Tim Nevinson writes of Chris Atkinson's trip to the Goodwood Revival in 2011

Kiwis Abroad is included by kind permission of **New Zealand Classic Car Magazine**. The article was originally included in the April 2011 Issue of the magazine.

Tim Nevinson is a former member of Club Lotus NZ. He now lives in the UK.



Kiwis Abroad

Words Tim Nevinson
Photos Tim Nevinson (Goodwood)

We follow the exploits of Chris Atkinson as he realises a dream by competing at the Goodwood Revival and at the recent Tasman Revival meeting at Eastern Creek. We also take a look at his current race-car – a Lotus 20/22 Formula Junior

It's a glorious September day in West Sussex. Sports-racing cars under 2.5 litres have been battling for the Madgwick Cup around West Hampnett airfield perimeter track which, thanks to Australian Tony Gaze, is now known as Goodwood motor circuit. Gaze looks on as the chequered flag falls for the winner and the protagonists drive into the reception area.

Sir Stirling Moss, nursing a recent injury, releases himself from his racing car and acknowledges the cheering crowd. Alongside, the man who had passed him two laps earlier is quietly euphoric as he alights from the car which has splattered him in oil from head to foot. He is acknowledged by Moss who then goes on to greet his adoring public, all dressed to impress. Surveying the fashionable post war garb at the drivers' reception the other driver, a Kiwi, takes stock of his situation. He can't quite believe his good fortune. This must surely be one of the highlights of his life so far.

His Climax engine had been pumping oil into the cockpit for the last 10 laps, all over the driver and through the floor onto the left rear tyre. Not just uncomfortable, cornering on the fast sweeping circuit was now extremely unstable; the Kiwi could easily have dropped it in front of the world's most knowledgeable crowds, and maybe damaged some highly sought-after racing cars. Overwhelmed by a mixture of sheer relief and gratitude to those who had helped him there, naturally, he was very proud. Only a month ago he had been working at Remuera's Upland Motors in Auckland, looking forward to this day. Mission completed, he thinks to himself – 'It doesn't get any better than this.'

You might think that this driver is Bruce McLaren during some idyllic British summer in the early '60s, but let's do a re-run and sprinkle a few more salient facts into the idyll.

As 81-year old Stirling Moss extracts himself from his red OSCA FS372 (capable of lapping Goodwood in around one minute, 44 seconds, maximum speed around 185kph) he is still in obvious discomfort, having shattered both ankles plummeting down an empty lift shaft six months previously. Timaru's own 'oligarch' Roger Wills, thanks to an astonishing and rewarding career in a burgeoning Russian economy, can now afford to buy himself any dream he likes, one of which is becoming the establishment of British classic racing. In his 225kph Lotus 15-Climax, Roger, with Joe Twyman, won the Madgwick Cup, part of the Goodwood Revival 2010. Roger, however, is not the hero of this particular story.

Chasing a Dream

Aucklanders Chris Atkinson has been chasing dreams on a slightly quieter scale, but when he struck oil it nearly ended his career and – thanks only to a modern safety cage – he was lucky to be alive. In the late '70s, Chris' OE to the UK found him buying and selling Minis in Oxford with fellow Kiwis, Norris Miles and Mike John. On his return to New Zealand, Chris became the proprietor of Remuera Upland Motors, which many of you will remember is the garage from where the McLaren family launched Bruce's career. Today, the Bruce McLaren Trust operates from the building and Chris runs a thriving service station below.

From his motor sport activities, particularly in Targa New Zealand, Chris Atkinson is a familiar face in Auckland's classic circles having campaigned Lotus-Cortinas and a Mini Cooper, as well as winning the 1994 Historic Single Seater championship with Paul Higgins' Brabham BT6. He also turned his attentions to a succession of the latest and quickest Mitsubishi Evos, always driven quickly and neatly at the front of the field.

There was no one around to warn Chris, at full tilt in his Honda Integra Type R during a Targa in 2001, that a VW Beetle running in front of him had dumped the contents of its sump on the road. With zero grip, the Honda left the road and the resulting heavy impact rolled it into a ball. It finished Chris' competition career for some time, although he recovered enough to drive the 'triple zero' course car on many Targas afterward.

Only recently Chris returned to racing with a lovely little Lotus 20/22 Formula Junior car that his mate, Norris, had found in the USA. It was whilst racing this that Chris met up with Robin Longdon, a long time Formula Junior campaigner from the UK.

An Open Door

Subsequently, after meeting up with Robin at the Bruce McLaren Festival, Chris was surprised to discover that his acquisition of the FJ Lotus had seemingly opened a few international doors.

A surprise email arrived from Robin in the UK with an offer no right minded enthusiast could refuse – "Would you partner with me in a race at the Goodwood Revival?"

Chris needed no further encouragement – since its inception, The Revival has been *the* event for classic racers to aspire to, mixing classic cars, racing stars and the unique atmosphere provided by compulsory period dress.



Tim Nevinson writes of Chris Atkinsons trip to the Goodwood Revival in 2011

For 2010 the Goodwood Revival lined up 70 or so star drivers including Sir Stirling Moss, Sir Jackie Stewart, John Surtees, Jochen Mass, Gerhard Berger, Vitaly Petrov, Martin Brundle, Jackie Oliver, Emanuele Pirro, Derek Bell, Vern Schuppan, Brian Redman, Le Mans winner Tom Kristensen and rally legend Rauno Aaltonen. Add to this the very best classic racers, even some of our own such as Jim Richards and Paul Radisich, and you have one heck of a premium event, one that you can't just enter; you have to be invited by the event's patron, The Earl of March.

Chris' entrée was supplied by Robin Longdon, who has what you might call an English racing pedigree. Former boss of Champion Spark Plugs and now Motor Sports Manager of Millers Oils, Robin has a long association with classic motor racing, focusing on the emerging specialist British constructors in the period 1955-'65, such as Colin Chapman and Eric Broadley, the creators of Lotus and Lola respectively.

Longdon owns the most famous Lotus Elite – DADIO – and has become an avid collector and racer of very early Lola products, owning as he does a Lola MkI, MkII and the Mk5A which he took to New Zealand for the Bruce McLaren Festival, and raced against Chris Atkinson's Lotus 20/22.

In this instance it was Robin's ownership of a Lola MkI that sparked interest amongst our Kiwi racers. Lola built around 40 of these sports

racers along the lines of a Lotus Eleven, built to take Ford, BMC or Climax engines; they looked gorgeous and were very successful.

Kiwi Connection

Barry Cottle used one of these cars to win the NZ sports car championship in 1961-'62 and 1962-'63, so the Lola MkI is an important car in NZ racing history. Cottle sold his car to Red Dawson.

The example owned by Robin, chassis BR-29, was delivered new to Lawrence Motors, Wanganui, New Zealand, and registered DB3229 in 1961.

Doug Lawrence raced it throughout New Zealand, but when his son used it to finish second at Mount Maunganui and won a couple of races at Levin, it was clear that it was son Graeme's racing career they should be concentrating on. Subsequently, this Lola launched Graeme Lawrence's career in becoming one of New Zealand's best-known racing drivers.

In August 1962 the Lawrences sold the Lola to Johnny Riley, who won the 1963-64 NZRDC championship with it, having many a fine dice with his mate Red Dawson in the other Lola MkI.

A picture of Johnny in BR-29 stood above the Rileys' mantelpiece in Maraetai for many years, and was only recently taken down to re-print it for Robin Longdon to take home with him. Johnny put the car on sale at Spinner Black's Emporium where, after only a month, Donald McDonald bought it. Another famous racing family, the Oxtons,

took ownership later and raced it until 1968, when Ray Olenius took it on. Barry Miller, Ernie Bird, Grant Bloore and Ian Bisman are registered owners after that, at which point BR-29's New Zealand registration history disappears in the mid '70s.

Robin Longdon bought the car in August 2002, from Ian Bisman of Ohoka in the South Island, where it had been stored, unused, since Ian purchased it in 1974. It was fitted with a fuel-injected Ford engine, the original gearbox, 10-inch wide Brabham wheels and disc brakes up front. Robin returned the car to the UK and restored it to its original condition. Robin says its tubular

chassis was reasonably good, but the glass-fibre body weighed 84kg and was 152mm thick in places, reinforced with chicken wire. He just happened to have a spare FWE Climax engine for his Lotus Elite and this was fitted together with a ZF gearbox. Drum brakes replaced the discs on the front and patterns were made to recreate the original Lola 15-inch magnesium wheels.



Chris (holding the helmet) beams with pleasure—and yes, that's Sir Stirling Moss in the background.



Tim Nevinson writes of Chris Atkinsons trip to the Goodwood Revival in 2011

Chris Atkinson saw the Oxtons race this car in the '70s and was reunited with it at Oulton Park, England for a test session two weeks before he would race it at Goodwood. No pressure then!

displaced by Phillips-Ahlers' Lola Mk 1 prototype and then the fast-charging Pirro-Herreman Cooper Bobtail on lap nine. At speeds of up to 198kph, Robin had brought his 1.35s time down to 1.33 on



Goodwood Revival

The car looked absolutely fabulous. We normally associate Chapman's creations with simplicity, but this little Lola not only had a beautiful simplicity of line with the body on, but unwrapped (which takes about 30 seconds), there is nothing there that doesn't need to be. It's gorgeous.

Problems with the condenser and an inconsistent brake pedal limited Chris's laps to single figures, but he declared himself very happy with the car and felt fairly comfortable about the big day, where he would share the Lola with Robin for a 45-minute race at the Goodwood Revival.

No car can compete at Goodwood (without special dispensation) unless it can be proved to have raced in period. Robin's car qualified easily for this, but it's worth mentioning that the Lola Mk1 has a special synergy with the Sussex track, as one of its early successes was a one-two-three in the Chichester Cup at Goodwood, 1959. For Robin and Chris practice on Friday went without a hitch apart from an oil leak from the gearbox. The speedo drive had fallen out of it! A replacement plug was fabricated out of a 9/16-inch socket and secured in place with silicone as an effective, but temporary measure.

Their event started at 3.45pm on Saturday, which despite worries about the weather turned out to be glorious.

On a grid of 28 pristine classic sports racing cars, Robin launched from 10th place and made a good start to remain there until being

occasion and gained his places back before coming in for the fast driver change they had practiced in the pits. Robin reported a slight oil mist, and that the oil pressure warning light was blinking as he came through the chicane. A litre of oil was added and Chris now had to pack away all the butterflies and keep it together for another 15 laps.

Out of respect for the value of the car, his inexperience on the track and at this level of racing, Chris wasn't hoping to match Robin's times, simply to bring the car home neatly and in one piece.

Out of the pits in 15th place Chris managed regular 1.40s and dipped into the 1.39s to bring the car back to 12th position, with a little help from late race retirements. With the worry of lagging oil pressure, a heavy dousing of oil throughout the cockpit and unpredictable cornering, Chris had to give best to Cottingham's Ferrari 500TRC two laps from the end.

What about Stirling Moss? Well he and Ian Nuttall brought their OSCA home in 19th place. All in a day's work for Stirling, even at his age, but for Chris Atkinson it was the culmination of a dream, and, covered in oil or not, he couldn't have been happier, or more grateful to Robin and Sue Longdon for allowing it to happen.

Tim Nevinson
NZ Classic Car Magazine

My Car

EDITION talks to Syd Davis about his Porsche 944 S2

Syd Davis who won the 2008 Classic Trial Championship driving a Porsche 944, talks about his current mount.



You are a past Classic trial Champion. Did you start your motor-sport career in trials?

Not quite. I got my first competition Licence in 1960, I still have it. At the time I did about four years of club level motor sport with the Hamilton Car Club.

Since you have been trialing you have always driven Porsche's what have you raced in the past?

My early cars were all BMC. An A30, an A40 Farina and a couple of Minis, an 850 cc Mini and a 1300 cc Mini.

It's been Porsches for the last 10 years starting with a 924 then a couple of 944's. What appeals with Porsche's and 944's in particular?

After nearly 30 years not competing I got into Classic Trials in 2003 driving a Porsche 924, the car was very reliable. In 2005 I changed to a Porsche 944 Turbo which was also 100% reliable. So it was easy to decide on car No. 3, my current car is a 944 S2.

So I guess the most appealing aspect is reliability.



Your current car is a straight out race car. Did you buy it like that?

No, it was brought to New Zealand from Japan as a standard road car with the intent of selling it for spare parts. I thought it was potentially too useful for breaking up so I bought it.

But you say it came from Japan. Its left hand drive, how come?

It seems that having a left hand drive car in Japan is a bit of status symbol.

So it was a standard road car when you got it. What have you done to it?

All preparation work on the car was carried out in my basement at home. My son Roger did the engine drive belts and rollers and cam chain replacement, just standard Porsche maintenance. Other work included a suspension upgrade, heavy shocks and springs, roll cage etc.

Apart from the cage and suspension upgrade, this is still a standard car which has a very good spec to begin with. It comes with a 207 horse power 3 Litre Twin Cam 16 valve all alloy engine. Brembo 4 pot brakes and 300 mm discs front and rear also new 16 inch wheels with

7 inch and 8 inch rims. A very advanced specification compared to the earlier 944 models. Its performance is close to that of the 944 Turbo.

You have trialed standard road cars and now this, although not a full race car, is it very different to drive?

This car is very easy to drive with no vices. I was a little uneasy initially with it being Left Hand drive but this posed no problems I adapted very quickly and probably surprised myself !! This car to date has started 53 meetings since Jan 2009. My 924 did 11 meetings and the 944 Turbo did 23. A total of 87 meetings to date with 100 percent finish record.

Because of the lap time restriction at all circuits car is driven well within it's potential, contributing to its reliability. The challenge is to drive it slow enough !!

None of the cars use any water or oil between meetings. Oil and filter changed at the start of each season. Tyres (Toyo R888) last 3 seasons plus (another advantage of the lap time restrictions).





Also none of the cars have had any major work carried out on engine, gearbox etc. Routine work including shocks, wheel bearing, brake pads etc. carried out during the winter.

Only job farmed out is wheel alignments done when new tyres are fitted. All Porsche parts are affordable and readily available. I use an excellent supplier (EBS Racing in the USA) and parts delivery door to door is usually one week.

After all those starts are you still enjoy trialing?

I fully agree with the concept of Classic Trials where the emphasis is on driver ability and consistency where all competitors start and run with an equal chance of success regardless of the car they are driving.

Thanks Syd



Above—Syd's 944 Turbo in which he won the 2008 Classic Trial Championship with an average seasonal forecast versus actual lap variance of 0.37 second per lap.

Below—The current 944 S2 pictured at Hampton Downs during the TACCOC Summer Classic Meeting in November 2015.



A DAY AT BRANDS HATCH

Dave Gowenlock has sent EDITION some photos taken by his father Richard. Richard was at Brands Hatch with his camera in April 1976, during the practice day for the 1976 Race of Champions. Richards amazing photos are published here for the first time.



What a photo, you can see the anticipation, the excitement. Mario Andretti, the current F1 World Champion. Having won the championship the previous year in the fabulous Lotus 79. Mario is about to get his hands on Chapman's latest creation, the Lotus 80. It didn't prove to be a happy experience.

A DAY AT BRANDS HATCH

Richard Gowenlock's day at Brands Hatch

When the circuit was closed the spectators could just walk down the grid and into the team garages. I had my relatively new Minolta XD7 SLR camera with me so I just wandered into the Lotus pit to take some pictures.

The pit got a bit crowded so they shoed the spectators out and pulled the roller blinds down. They must have assumed I was an official photographer with my SLR, because they didn't ask me to leave, and I got some uncluttered photos.

Richard Gowenlock

The Lotus 79 was head and shoulders above the opposition in 1978. MotorSport Magazine considered the 79 the third best F1 car from the first 50 years of F1 (The best and second best were Chapman designed Lotus's as well). Lotus was somewhat caught sleeping at the beginning of 1979. The Type 79's successor, the Lotus 80 wasn't ready until the 16th March. It was practiced for the Race of Champions, which was postponed due to ice and snow, and practiced again for the rescheduled Race on the 14th April. Mario who was to drive the car wasn't happy and qualified in a 79 putting it on pole.

The Lotus 80 chassis 1 was only raced three times finishing once, before being consigned to history. Chassis 2 was never raced.

Lotus 80 Race Results

1979 Spanish GP on the 29th April—3rd place

1979 Monaco on the 27th May—retired suspension

1979 French GP on the 1st July—retired brakes

Below—Back in the 79, what is Mario thinking. Is it decision time perhaps, the 79 or the 80?



A DAY AT BRANDS HATCH

Richard Gowenlock's day at Brands Hatch



The absolute dream team. The greatest race car designer of all time and the designer of the most successful race engine, ever. At this stage things are possibly still going well. Keith Duckworth and Colin Chapman are showing their happy sides, but Chapman's expression? You would have to know him well to know what he is thinking. Keith can see something. We wonder what.

Note the longing looks of the lads peering in through the door opening. I bet they still remember the day they saw the great men. I am sure I would. —Ed

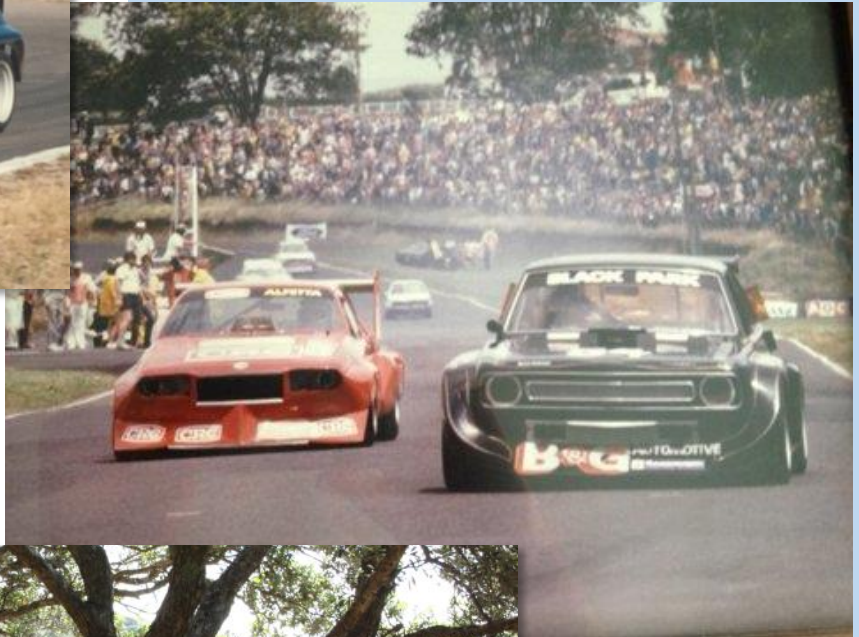
Below— Mario in the 80. It was driven in practice for the Race of Champions on both practice days. For the race Mario wasn't happy with the 80 and drove a 79. Starting from pole he came third behind Gilles Villeneuve driving a modified Ferrari 312T3 and Nelson Piquet driving a Brabham-Alfa Romeo BT48. The 80 only ever finished one race.



MISCELLANEOUS



Above and right—Graeme Park built and raced the world's hairiest Morris Marina, Black Park, in the 80's. With a mid mounted turbo V8 and F1 style suspension it was a very quick car. Found after 20 years in a barn Graeme again owns the car. He is currently rebuilding the car and has plans to race it again, hopefully this season.



Left—You might remember an email passed on from Weta Workshops when they were looking for a Esprit S1 for a forthcoming movie. The request went around the ropes a few times and in the end David Crandall has sold his S3 into stardom. The car is gone and paid for, but David doesn't know who has bought it or for what purpose. Such is the secrecy of the movie business.

David is hoping for it to be the star in the next "Back to the Future" or "James Bond Retrospective". Time will tell.

Below—Nelson based James Hardy running his Elise Sport 111 in the South Island Targa Tour last year.



More Miscellaneous



There is another Eleven on the way. Callum Smith has sent us photos of his Peter Bruin Lotus Eleven Replica. A car that Peter was building when he sadly passed away.

You can see it is still work in progress. In the photo above, the frame hangs in its usual place on a hangar wall. The photo below shows Bruin body panels that have also clad the Howden Ganley Eleven and John McGregor's Eleven Replica. Below right is the Peter Bruin chassis.

The above photo has a large space frame in the foreground. Callum tells us it is a 1938 Beech Staggerwing that he is rebuilding. We had to look it up and the photo to the right is a Beech Staggerwing. The photo is off the internet it came with a heading that said it was the worlds most beautiful aeroplane.

They are not kidding, what a cool looking machine. You can understand an Eleven on a hangar wall when there is a Staggerwing in the offing.



More Miscellaneous

2016 PPG Classic Trial Championship photos from Hampton Downs

Left—Brian King, in his self built Alfriston Jaguar Special heading John Dennehy in his Aston Zagato. Brian was 3rd in Round 4 of the 2016 PPG Classic Trial Championship.

Below left—Brent Middlemiss, Mini 1275GT. 1st Place in Round 4 of the 2016 championship.



Above—John Dennehy—Aston Martin V8 Vantage Zagato

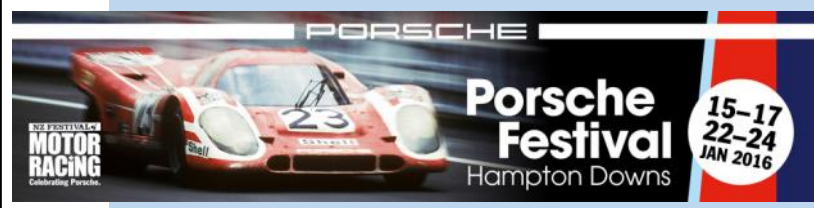
Left—Paul Couper the current Classic Trial Champion, Westfield Eleven leading Peter O'Sullivan, Mazda MX5. Peter was placed 3rd overall in Round 3



Even More Miscellaneous

Callum Smith who is building the Peter Bruin Lotus Eleven and the Beech Staggerwing is also a rally driver. Current car is a Class A 1400cc Toyota Starlet. Last time out was the 2015 Hawkes Bay Rally. First in class by 20 minutes and 15th overall.

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