

# EDITION

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# 40 YEARS

CLUB LOTUS NZ 40 YEARS 1976—2016



## EDITION No. 60

LOTUS NEWS .  
NZ FESTIVAL OF MOTOR RACING 2016 .  
TRANSALPINE 2015 .  
PACKARD & PIONEER MUSEUM .

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

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The 2016 PPG Classic Trial Champion Brent Middlemiss. Brent completed the season with an average lap time variance of 0.43 seconds per lap.

## Contents

- 3 Presidents Report
- 4 Directors Report
- 6 Lotus News
- 8 2016 NZ Festival of Motor Racing Celebrating Porsche
- 13 Transalpine 2015
- 16 Packard Museum
- 19 Maintenance Report
- 20 Miscellaneous
- 22 Classic Miscellaneous



Cover picture  
Chris Atkinson has recently  
purchased the ex Jim Clark,  
Mike McKee, Jim Palmer Lotus  
18 FJ.

Club Lotus NZ is a MotorSport  
New Zealand affiliated club



# Keeping life on the level



### Greetings

It isn't that relevant, but I have been a Club Lotus NZ member now for 21 years. I don't know whether I am saying that is a long time or not, only that, what has gone on before you join a club doesn't always have an awful lot of meaning. Over the years one hears the odd story about the old times at Club Lotus. I know the club started in Wellington in the home of Dot Gatland, the clubs founder, and after a few years moved to Auckland. There were difficulties in managing a national club and unsurprisingly the Southern Lotus Register was formed in Christchurch. The Southern Register covers the South Island of New Zealand just as Club Lotus NZ covers the North Island. There were some dark times when the clubs finances were in a fairly weak position but all of that was before my time and I don't know a lot about it.

I didn't know who built the club and I didn't even know when the club was formed. The Southern Lotus Register's web site lists the formation of Club Lotus as 1976 but that's all the information I had .

## This means of course that 2016 is Club Lotus's 40th year.

This is why I decided to collect together some archives while the information still exists. What I have found out is that the people who founded the club were talking in 1975 and the club was up and running in 1976 as is recorded by the Southern Register. There is no

record that I have found for the date of the first formal meeting but I am sure the club started as a club in 1976. This means of course that 2016 is Club Lotus's 40th year. This point became apparent to me a few weeks ago so nothing has been done to celebrate the anniversary and maybe it doesn't have to be celebrated in quite the same way as we used to do these things. But it is important to remember there has been quite a lot that has gone on before our time with the club.

The page included below is one from a Club Lotus magazine, I believe from May 1984. There is one name that I recognise and that is of the President. Warwick Chandler was the man leading the team at the time but the other names are not known to me. Warwick is a Life Member of Club Lotus.

Expect to hear a little more about club history as more information comes to light

Club Lotus's AGM is at the end of this month and if all goes to plan there will be a few changes to the club committee. David Crandall is nominated to be the new Club Lotus President and there is a team of members who have put their hands up to keep your club running as it should.

Cheers

Rex



weather made a brief improvement.  
 There was plenty of food and beverages followed by toasted marshmallows over the dying embers of our plough-shield barbecue.  
 Some suitable excuse presented itself and we busied ourselves making underbonnet and pitside inspections of Mr Chapmans various designs.  
 As time went on we all had to make our ways home. Thanks to all who participated and to those that were unable to attend: we hope to see you at future events.

### Your National Committee

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## Keeping Time

Greetings from the Classic Trial Register,

The 2016 PPG Classic Trial Championship has now finished and we have a new Champion. Since the last Edition we have competed at the NZ Festival of Motor Racing Porsche Meeting at Hampton Downs, the Historic Racing Club Tasman Revival Meeting at Pukekohe and the HRC Legends of Motorsport meeting at Hampton Downs on 2 April.



The Festival meeting was again the highlight meeting of the season. We had practice and 5 Trials over the 3 days and it was a huge thrill to compete in front of large crowds of spectators. The hot sunny days, along with the many historic Porsche race cars there made it a very special time. Porsche driver Robby Riding, a tireless supporter of the Classic Trial Register, was awarded the Spirit of the Meeting Award for the Classic Trial Group. Robby, and husband Terry, were also jointly awarded the Special Award for their excellent work in organising the inner field parking and traffic management.

The Festival, being such a prestige event, always brings in special cars that we don't often see during the course of the year. This year's entries included John Dennehy's Aston Martin V8 Zagato, Steve Price's Honda NSX, Mike Sexton's Porsche 993RS, and John McCardle's Maserati Merak SS. Unfortunately our star attraction, a red 1962 Ferrari GTE/O remained a static display after owner Paul Halford had a tumble from his car transporter the week before and broke his wrist.

Since moving to Fiji we have not seen regular competitor Scott Mitchell and the green Porsche 964 at our meetings. However, Scott was back on holiday and this time his father Bruce, who actually owns the car, elected to drive it in the Trials.



The five Trials produced five different winners and with the best 3 results counting. The final Round winner was Rex Fifield from Whangarei driving an Escort Mexico.

With 2 rounds to go the new Championship leader was Brent Middlemiss (Mini 1275GT) closely followed by Bronwynne Leech (Peugeot 205GTi) and previous leader Neil Moore (Jowett Jupiter). Neil was presented a Special Award for competing in the oldest car at the meeting (the Jowett is 65 years old)

A month later we were back at Pukekohe Raceway for the penultimate round. Russell Ness, in his classic 1967 Morris Cooper S, blitzed the field in the first Trial and never looked back as his good form continued on to give him the Round. The Championship leader remained with no one bettering previous times.

The final Round for the season, the HRC Legends of Speed meeting, was the last chance for a number of drivers to shine out and take the Championship. Neil Moore was presented with the Geoff Manning Memorial Trophy when he won the second Trial. The final Trial and Championship decider proved to be bonanza for leading contender Brent Middlemiss! A blistering 0.22 second average off his nominated time saw him win the final Trial and the Lewis Hamilton Legend Trophy. He also won the Round and more importantly, won the 2016 PPG Classic Trial Championship.

The Legends meeting ended another very successful Classic Trial season – our second with PPG as our sponsor. This year there won't be a midyear Brass Monkey meeting so we will start it all again with the HRC Icebreaker meeting at Hampton Downs on 10 September. We look forward to seeing you all there and new drivers are always welcome.

All the best till then...

Cheers

Ross



- 1 Brent Middlemiss, 2 Neil Moore,
- 3 Bruce Mitchell, 4 Rex Fifield,
- 5 Robyn Riding, 6 The Paul Halford Ferrari, 7 Bronwynne Leech.





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# LOTUS NEWS

## LIGHT SPEED - THE LOTUS ELISE CUP 250

- **Fastest Elise ever: 0-100 kmh in 4.3 secs, 248 kph top speed**
- **181 kW and in excess of 261 hp/tonne**
- **Available as a roadster as standard**
- **Carbon Aero Pack option saving a further 10 kg**
- **The global production run of the Elise Cup 250 will be limited to two-hundred vehicles per year**
- **Set to arrive in Australia and New Zealand in early 2017**

Lotus has launched the fastest version ever of its benchmark sports car, the Elise with the announcement of the Lotus Elise Cup 250, which will arrive in Australia and New Zealand in early 2017.

Proving that less is more, Lotus' high performance Cup version of the famous Elise has shed 21 kg and gained 26 hp. Weighing in at 931 kg, and capable of 0-100 kph in 4.3 seconds, the Elise Cup 250 is the fastest road-going Lotus Elise ever.

Designed to suit all sports car fans, the Lotus Elise Cup 250 is available for the first time as a roadster as standard with a hard top available as an option. For those wanting to cut the car's weight still further, and so boost performance, a Carbon Aero Pack is available, which cuts an extra 10 kg, reducing the mass to just 921kg.

Jean-Marc Gales, CEO of Group Lotus plc, commented, "The Lotus Elise has long set the benchmark in its class, yet we've been able to hone its straight-line performance and handling. Yes, it is capable of



Set to replace the acclaimed Elise Cup 220, the new Elise Cup 250 perfectly demonstrates the Lotus 'light is right' mantra as all vehicle components were optimised to add lightness and speed. Delivered to the marque's now famous 'Lightweight Laboratory', it emerged with a range of features, including a Lithium-ion battery which slashes 10 kg of the weight, carbon fibre seats, reducing the weight by 6 kg, and ultra-lightweight forged alloy wheels, saving a further 1.5 kg.

amazing things on a track, but it also retains its road manners and is perfectly composed for day-to-day driving. No rival offers this level of performance and accessibility."

With the new car lapping the company's Hethel test track in 1 minute 34 seconds, the changes and engineering adaptations to the Elise Cup 250 have taken an impressive four seconds off the previous Elise Cup 220's best time and represent the fastest



recorded lap time for a production Elise.

The new Elise Cup 250 benefits from the continuous improvement design philosophy of Lotus and its perpetual quest to evolve all constituent parts, lightening and optimising them. Every aspect of the car has been carefully considered: from the recalibrated ignition system, right down to the wider 195/50 R16 front tyres to give sharper, more-responsive steering.

Powered by a new higher-output version of the supercharged, 1.8-litre 4-cylinder engine, the Elise Cup 250 boasts 181 kW at 7200 rpm and 250 Nm of torque between 3500 rpm and 5500 rpm.

Lotus Dynamic Performance Management (DPM) provides a 'Sport' mode, increasing throttle response, lowering traction slip thresholds and removing understeer recognition, allowing enhanced control before the system intervenes.

The aerodynamically optimised body kit provides 66kg of downforce at 160 kmh and an impressive 155 kg at maximum velocity of 248 kph. Shaping and working airflow over and around the bodywork has been key to delivering the car's extremely focused handling. An optional Carbon Aero pack replaces the standard front splitter, rear wing, rear diffuser and side floor-extensions with lightweight carbon components and reduces mass by a further 10 kg.

The Elise Cup 250 carries over the motorsport-derived suspension and braking components from the Elise Cup 220, including an adjustable front anti-roll bar, Bilstein sports dampers and Eibach coaxial coil springs and double wishbone suspension. AP Racing twin-piston front calipers, and Brembo single-piston rear calipers work in conjunction with the track-tuned ABS system with ultra-lightweight forged alloy wheels (16 inch, front and 17 inch rear) are fitted with Yokohama AO48 tyres (195/50/16 on the front and 225/45/17 on the rear)

New larger switches with improved haptics have been introduced for

the Lotus Dynamic Performance Management System (with Sport setting), headlights and rear fog lights, mounted together with the vehicle's new engine start button.

As standard, the Elise Cup 250 comes with a full Alcantara® interior in red or black, with an optional Leather Pack available. An integrated in-car entertainment system can also be specified, including iPod® connectivity and Bluetooth® functionality along with full carpets and enhanced sound insulation.

A total of ten paint choices are available for the Cup 250: two are no-cost options, seven are metallic and one is the Signature Grey option. The new Elise Cup 250 can also be personalised through the recently launched Lotus Exclusive programme. Combining traditional British craftsmanship with modern design, the service inspires customers to spend time tailoring the character of their Lotus with a comprehensive array of options.

Australian and New Zealand Specifications will be announced when the Lotus Cup 250 arrives in early 2017.

# THE 2016 NZ FESTIVAL OF MOTOR RACING



The Porsche page. 1 Earl Bamber and Brendon Hartley, 2 Porsche Factory Car LMP1-98, 3 John Miller driving the Terry and Robyn Riding Porsche 944—Classic Trial, 4 Robyn Riding Porsche 924—Classic Trial, 5 Bruce Mitchell in the rare Porsche 964—Classic Trial, 6 Michael Sexton Porsche 993 RS leading John Dennehy's Aston Martin V8 Vanatge Zagato—Classic Trial

# THE 2016 NZ FESTIVAL OF MOTOR RACING



Having reported on Porsche this is the really interesting part of the festival Lotus and Classic Trials

1 L-R Terry Riding, Ross Vaughan, Geoff Sparkes, Paul Couper, 2 Classic Trial pit area  
3 L-R Andrew Worth, David White, 4 Brian King, Alfriston Jaguar Special—Classic Trial,  
5 Peter Boel, Lotus 51B—Formula Ford,  
6 Rogan Hampson, Ohlsen Cobra 289 Roadster—Invited Sports and Sports Racing,



7 John Holmes, Lotus 18 FJ—Formula Junior, 8 Classic Trial L-R Allan Horner, Austin Healey Sprite, Brent Middlemiss, Mini 1275 GT, Bruce Mitchell, Porsche 964, 9 Peter Boel's Lotus 41C—Formula Libre, 10 Classic Trial dummy grid.

# THE 2016 NZ FESTIVAL OF MOTOR RACING



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1 Sheridan Broadbent, Valiant Pacer—Classic Trial, 2 The Club Lotus 2015/16 Membership card car, Lotus 20/22 was owned by Chris Atkinson now owned by Phil Foulkes and bearing a new livery, 3 Ross Vaughan, Alfa Romeo GTV TS—Classic Trial, 4 Peter O'Sullivan, Mazda MX5 and sister car to Sheridan Broadbent's Pacer, only smaller—Classic Trial, 5 Geoff Sparkes, Triumph Dolomite Sprint—Classic Saloons, 6 Brent Middlemiss, Mini 1275 GT—Classic Trial, 7 Helen O'Sullivan, Mazda MX5—Classic Trial, 8 Russell Moore, Ford escort—Classic Trial, 9 Neil Moore, Jowett Jupiter leads Paul Couper Westfield Eleven—Classic Trial



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# THE 2016 NZ FESTIVAL OF MOTOR RACING



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1 Steve Sharp in his Series 2 Seven takes on the big boys in the invited sports cars and out performs all but two of them, 2 Martin Lucas, Lotus 69—Formula Ford, 3 Peter Boel, Lotus 51B—Formula Ford, 4 L-R Robyn Riding and Bronwynne Leech, Classic Trial, 5 Classic Trial driver briefing, 6-9 Lotus Display, 6 Nigel Brock, Evora, Terry Leighton, Elise, 7 David Crandall, Esprit, 8 Kevin Newton, Evora, 9 John Spencer, Elan.



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# THE 2016 NZ FESTIVAL OF MOTOR RACING



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1 Peter Boel, Lotus 41C—Formula Libre, 2 Poul Christie, McLaren M10B—Formula Libre, 3 Des Redgwell, Volvo 242GT—Classic Saloon, 4 Matt Brown, BMW E46 M3—Classic Trial, 5 Rex Fifield, Ford Escort Mexico rep—Classic Trial, 6 Russell Ness, Morris Cooper S—Classic Trial, 7 Daniel Bulog, BMW 2002—Classic Trial, 8 Stephen Wilkins, Sunbeam Rapier—Classic Trial, 9 Allan Horner, Austin Healey Sprite—Classic Trial, 10 Steven Price, Honda NSX—Classic trial, 11 Classic Trialers at lunch, 12 Classic Trial group lead by Ken Smith, Ford Escort RS2000 followed by Mike McCowan MG BGT V8, Neil Moore Jowett Jupiter and Rex Fifield Ford Escort Mexico Replica.



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## Southern Lotus Register TRANSALPINE 2015



*Janette McFedries writes about the Southern Lotus Register's annual trip to the mountains*

The first "Transalpine" took place in the early seventies when two Lotus owners journeyed in a Lotus Elan S4 and Lotus Seven S4 from Christchurch over the Arthurs Pass and on to the glaciers in South Westland. The concept of the Transalpine was born. The event resumed in earnest from the late 1980's and has been held every year since.

This year on a slightly overcast morning in late October, 24 cars assembled at Yaldhurst on the outskirts of Christchurch, and after route instructions and goody bags were given out, we set out for Omarama by way of Hororata, Rakaia Gorge past Mt Hutt, along the scenic route through Geraldine, stopping at Washdyke for lunch, all the while taking in some of New Zealand's finest scenery. Russell and Rick caught up in the Dixon after being delayed by an uncooperative battery.



Top—Buscot Station. Above—Member classic cars at Omarama

## Southern Lotus Register TRANSALPINE 2015



Then on to Waimate to visit Trevor's – "The Model Garage" and his display of 4,000 model vehicles and memorabilia, while a few ladies ventured on to "The Merino Shop", through the Waitaki Valley passing through Kurow "Richie McCaw Country," across the Aviemore Dam, along the south side of the Waitaki River, back across the Benmore Dam, through Otemetata and on to Omarama. So far near-

ly all the cars had behaved as they should? The Heritage Gateway Hotel was to be our home for the next three nights. Tall tales of the journey were exchanged over drinks and nibbles on the lawn followed by a lovely three course dinner.

Saturday took us north to Buscot Station - a very expansive country garden, then on through the expansive McKenzie Basin and up the sweeping highway alongside Lake Pukaki to Mt Cook viewing the stunning scenery in glorious sunshine and a temperature of 28°. Activities included lunch at the Hermitage, short walks, visiting the museum and planetarium, then the drive back to Omarama, some venturing into Lake Ohau on the way. There we were joined by two



Top— Great Lotus Transalpine country. Mt Cook, Lake Pukaki & Barry and Janette's Elan BRM. Left—Model shop at Waimate, Keith Pickford and the owner. Above—Bob and Ann Richard's Elite

## Southern Lotus Register TRANSALPINE 2015

more cars including Art & Carol from Wanaka, and Peter & Liz from Christchurch.

The Retro Revival and Awards Dinner was the evening highlight with many great outfits and lots of laughs. Awards included the Towrope Special – the winner shall remain anonymous, and misdemeanours included someone leaving all their shirts behind, a wife locking herself out just after arriving and another choosing to drink wine on arrival as she couldn't find the electric jug to make a coffee. One Elise owner with no tools was spotted trying to effect a repair, and another was spotted trying to fish out an errant piece of metal from under his seat with a piece of number 8 wire. A BRZ required a jump start, and a member was overheard boasting that his Seven was made up of lawn mower parts. It is unbelievable what comes out on a Transalpine.



On Sunday many were up at 4.00 am to watch the All Blacks win the World Cup. Some members then travelling home on Sunday and those staying on walked next door to the "Ladybird Winery and Salmon Farm" to catch a fish for lunch - Rosemary Royer, a "1<sup>st</sup> timer," catching the biggest salmon. Retail therapy where a rare Lotus Model F1 car was spotted and purchased, walks a snooze and a light dinner rounded off the day.

On Monday it was back to Christchurch through Twizel for coffee, Mt John Observatory for lunch against a backdrop of a stunning view of Lake Tekapo and the Alps, a prolonged stop to replace a broken bolt in the rear suspension of a certain Elite and on through Rakaia Gorge to home.

Yet another Transalpine experience of fun, fellowship, great Lotus driving roads and magnificent scenery.

*Come join us next time.*

*Janette*

**The 2016 Transalpine is planned for the last weekend in October**



Top—Retro Revival Dinner, L-R Imelda, Rosemary, Bev, Russell, Graeme and Paul. Left—Janette and her catch for lunch. Above—Peter and Julia Flewelling, Mt John Observatory and Lake Tekapo.

# PACKARD & PIONEER MUSEUM

*Allan Horner writes of a recent trip to the Packard & Pioneer Museum*

## **Packard and Pioneer Museum, Sunday 20<sup>th</sup> March 2016**

Club Lotus invited the Austin-Healey and TVR Clubs on this run to visit the famous Packard and Pioneer Museum at Maungatapere, south-west of Whangarei. The day started off fine and sunny, with a nice mix of Lotii, TVR's and a lone Austin-Healey 3000, gathering at Auckland's Northern Motorway Service Centre. We were also graced with the presence of an interloper in the form of Chris Fraser's beautiful black Ferrari 360 Modena,

co-driven by Maurice Andrews, who had left his Lotus Seven at home for the day after receiving the better offer from Chris.

The group set off northwards at the allotted time and had a good run in fine weather through typical heavy traffic on highway one. The pace was steady, although the Healey, being the oldest car present (1963) was at the back and continually trying to stay in touch with the convoy. So much so in fact that the driver was exceeding the posted 80km/hr speed limit while passing a slower car in the dome valley and unfortunately found himself on the wrong side of the law!

Arriving at Maungatapere quite late due to the aforementioned 'hold-up' we were surprised to get there just before the main group, but quickly discovered they had missed the turnoff and come the long way around after driving into Whangarei. Lunch was enjoyed in "The Office", a nice local café, prior to our private guided afternoon tour of the museum, situated in the old Maungatapere dairy factory right next door. Some Whangarei locals turned up to enjoy the lunch and tour in the form of a race TVR, an Elise and another Austin-Healey 3000.



Allan Horner and ??

# PACKARD & PIONEER MUSEUM



We were guided through the very extensive museum by Director Fenton Craw and his wife Geraldine. It was Fenton's father Graeme who collected most of the exhibits over a 60 year period, having been fascinated by the industrial revolution. So it is not just cars, but all sorts of machinery, from earthmovers to vacuum cleaners and telephones.

Speaking of the cars, Graeme's favourite was the Packard and the museum has the most extensive collection of these quality American vehicles numbering 52 cars, reportedly the largest private collection in the world. Studebakers are also well represented, being part of the Packard family, as are many other makes including British and European classic and vintage vehicles, including a large range of motorcycles. In the huge "shed" out the back is a collection of trucks, bulldozers, earthmoving

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SUNDAY 24 APRIL

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#### TAUPO

##### SUNDAY 10 APRIL BIKES

This is a day we are running for Blue Wing Honda so Hondas get a subsidised rate.

There will be New bikes on display, some available for Test Rides:

Entry Fees:

**HONDAS**

\$110

**OTHER MAKES**

\$130

#### MANFEILD

##### SUNDAY 17 APRIL BIKES

This is a day we are running for Blue Wing Honda so Hondas get a subsidised rate.

There will be New bikes on display, some available for Test Rides:

Entry Fees:

**HONDAS**

\$ 80

**OTHER MAKES**

\$100

##### MONDAY 25 APRIL (ANZAC DAY) CARS

**PRESTIGE**

Sold out

**NORMAL**

\$110

#### HOW TO ENTER AN EVENT

*To secure a place at an event please make payment as detailed below.*

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*We will e mail you as soon as your payment appears in our account, to confirm your place at the event.*

Gary & Tony

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# PACKARD & PIONEER MUSEUM



scrapers, graders, aircraft engines (including a 'Packard Merlin') and military vehicles of various kinds. Apart from the aforementioned back shed, all exhibits are well laid out and maintained by a group of very dedicated volunteers. All corners of the old Dairy Factory seem to have been utilised with at least 4 (or was it 5) buildings involved.

Some two hours plus later the tour was over and everyone agreed the experience was well worth the trip. For anyone else contemplating a visit please note that you need to book ahead for a tour as they don't simply let you in to do your own thing. See their comprehensive website for details: <http://www.packardandpioneer.co.nz/>

**Allan Horner**

Photos: Allan Horner & Rex Oddy



# MAINTENANCE REPORT

*Darren Hills who recently purchased a S2 Elise tells us how he tidied it up*

Darren writes

Not sure if you (or any others) are interested but I thought I would share what I have been up to. The S2 was going to be off the road for a few weeks until I can get the head sorted so I thought it was a good time to tinker with a few bits. The S2 has a soft touch paint to the interior panels and sill covers etc and this was looking rather worn and needed re-working

So the first thing was to try to find a product that gave the soft touch rubber like feel and I found this spray on Plastidip. Next was to remove and dismantle all the various panels, not too tricky and I use a camera to record everything as I go. I did find the little circuits on the light switches need to be handled carefully.

The next issue was to remove the original coating but not dissolve the plastic panels, after a bit of experimenting (on the back of panels) I found that Methylated Spirits did the job and applied with a scotchbrite pad worked great. A wash down followed, cleaning the parts in hot soapy water and another light go with the scotchbrite pad.

I had to make a puller to get the steering wheel off, but have a well equipped workshop with machinery so that was easy.... it is free to borrow if anyone wants....

From there, all parts were sprayed with three coats of the plastidip and look just great.

The durability of the sill covers is probably the biggest concern however and time will tell just how well it lasts. It is easy enough to redo if required and there are a couple of other options. One would be to try a vinyl wrap and the other is a spray on product used for the back deck of utes, tuff deck or the like.

All the best

**Darren**



# MISCELLANEOUS



Serious conversations at the Concours. Not really, John Hudson had just bought a copy of Howden Ganley's autobiography *Road to Monaco* and was telling Howden he was up to page 5 and what a good read it was. Howden was responding by telling him how many words he had probably read so far and how many he had to go.

L-R Howden Ganley, Denise Ganley, Tony Herbert, John Spencer, John Hudson, Steve Sharp.



Club Lotus at the 2016 Ellerslie Concours d'Elegance.

Steve Sharp and Denise Ganley—Seven S2, Peter Ockleford—Excel, John Spencer—Elan S4, Tony Herbert—Elite, Chris Atkinson—18, Arthur Bamford - Elise S1, Tony Philip - Esprit V8, Rich Miles—Elise S2, Nigel Brock—Evora, and an Exige S Roadster from Lotus Auckland.



# More Miscellaneous



Left—John McGregor competing in the 2016 Leadfoot Festival.

Below—People do appreciate a great car. Nigel Hayman's Elan +2 features in the programme for this years Ellerslie Concours d'Elegance



An example of EDITION keeping ahead of the game. Remember this photo of Howden Ganley and Mike Hailwood from EDITION 57. It has just appeared in the February issue of Motor Sport Magazine. EDITION got the photo from Lowflying the UK's Lotus Seven Club's magazine so were second in the publishing stakes but still ahead of Motor Sport.

### THE GREATEST LOVE OF ALL?

**W**hat could be more appropriate on St Valentine's Day than sharing your love of classic cars with the significant other in your life — even if that happens to be another classic?

With around 800 cars from clubs and leading new-vehicle dealerships, don't be surprised if something you see here today steals your heart — that happens every year. There are also first-time and repeat appearances from industries that support our motoring passion.

Introduced recently at the northern end of the show is The Paddock — the place to check out unusual or interesting cars that have just turned up on the day.

The host this year is last year's Team Event winner, the Porsche Car Club, and its impressive display will be mounted trackside behind the Newmarket Room.

This year's theme for the Classic Cover Insurance Best Club Display Award is 'Love Story'. That says it all, though in different ways for participating

12

# Classic Miscellaneous



Pukekohe 6th August 2005. Tim Sparkes (Escort) under way with Ross Vaughan (Seven) rolling into place under the eye of starter Gary Devon. The meeting a Ken Woodburn and Geoff Sparkes organised Club Lotus Dual Car Sprint.

Club Lotus members may remember a request going out recently for some help with the rebuilding of a S1 Escort. The request came from Michael Brown. His car had been off the road for the best part of 20 years and time had come to sort it.

Michael has sent through a couple of period photos of him competing in the car and a photo of the car being rebuilt. Michael tells us the work is currently further advanced than it was when the photo was taken. The meeting where the competition photos were taken was the Telecom Classic Motorfest and the date February 1994. Michael included the entry list for the meeting and there were quite a few drivers well known to Club Lotus members and Classic Trialers.

Amongst others, Chris Atkinson, Gordon Burr, Rick Cooper, Owen Faussett, Neil Fraser, Neil Goodwin, Russell Goodwin, Tony Herbert, Greg Kirkham, Geoff Manning, Richard McCarthy, Chris Munn, Murray Sinclair, Ray Wilkinson and Michael Brown.





## RAISING THE ROOF ON PERFORMANCE

### INTRODUCING THE NEW LOTUS EXIGE S ROADSTER



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



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