

# EDITION

**FEBRUARY 2018**

*The NZ Classic Driver Magazine  
photoshoot*



## **EDITION No. 63**

LOTUS NEWS & EVENTS . US FORMULA JUNIOR ADVENTURE .  
ROTORUA/TAUPO TRACK WEEKEND . NZ CLASSIC DRIVER  
MAGAZINE PHOTOSHOOT . CLNZ GOES SOUTH .

THE OFFICIAL NEWSLETTER OF CLUB LOTUS NZ INC.



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FEBRUARY 2018

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CLUB LOTUS NZ INC.

## Club Lotus NZ Inc.

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Club Lotus NZ is a MotorSport  
New Zealand affiliated club



Cover picture—Lance  
Scott's S1 Elise  
photographed at the  
McNichol Homestead  
as part of a NZ Classic  
Driver Magazine  
article.

See page 11 for  
details.



Discussions at Hampton Downs during the Kenny Smith Festival of Motor Racing in January 2017. From the left, Chris Atkinson, Jim Palmer, John Khouri, ?. Chris and John own the car. The car being NZ's first single seater Lotus. Imported for and raced by Jim Palmer after previously being in the hands of Jim Clark and Mike McKee.

## PRESIDENTS REPORT



Welcome to the first Edition for 2018. There is hopefully plenty of interest for you in this edition (of Edition). Please remember if you have experiences that you would like to write about – maybe a road trip, a restoration, racing or anything else that may be of interest, please drop our Editor, Rex Oddy a line. This can be

either a standalone piece of any length, or possibly included as a guest editorial.

2018 is the official 70<sup>th</sup> Anniversary year of Lotus cars. I decided to jog my memory with the help of the not always reliable Wikipedia. Colin Chapman built the Lotus MK1 in 1948, but Lotus cars itself was not officially founded until 1952. I also found the following amusing quote: “The four letters in the middle of the logo stand for the initials of company founder, Anthony Colin Bruce Chapman. When the logo was created, Colin Chapman's original partners Michael and Nigel Allen were led to believe that the letters stood for Colin Chapman and the Allen Brothers.”

I am often reminded what a diverse and interesting membership base we have. A couple of weekends ago during the West Auckland run we had the company of Francis Jousott, who was in New Zealand on work for a week, and owns an Elise S2 and Caterham Super Sport in France. At the same event I had the pleasure of talking with Poul Christie about some of his experiences racing his McLaren M10B Formula 5000 (which he will be running at Leadfoot), as well as his Lotus Cortina. Peter Ocklefield also dusted off his Excel which he has owned from nearly new and must be one of the most original and lowest mileage Exels in the world.

As you probably know, we are running a Twilight Track Evening at Hampton Downs mid February, which follows on from the Taupo event last November. This year we will have some well known racing drivers providing tuition in car for those who want it – this is a great opportunity to sharpen your car craft.

It is also the season for car shows – Ellerslie Concourse, Brit Euro show in Howick Historic Village, Brits at the Beach in Whangamata to name three. If you would like to get your car out for the day and have the chance to chat with other members drop me a line.

*Best regards*  
**David**

# CLUB LOTUS NEWS

## Events

3 / 4 February 2018	Leadfoot Festival. Leadfoot Ranch, Hahei
10 / 11 February 2018	<b>Ellerslie Concours d'Elegance. Ellerslie Race Course</b>
16 / 18 February 2018	Brits at the Beach, Whangamata
16 February 2018	<b>Club Lotus Twilight Track Event, Hampton Downs Club Circuit</b>
18 February 2018	<b>Wairarapa Brunch Run, Petone to Martinborough</b>
24 / 25 February 2018	Historic Racing Club Tasman Revival Race Meeting. Pukekohe
25 February 2018	Caffeine and Classics, Smales Farm, Takapuna
28 February 2018	<b>CLNZ / Austin Healey Car Club Wednesday Wander</b>
4 March 2018	<b>Brit and Euro Car Show, Lloyd Ellsmore Park</b>



Part of the Club Lotus display at the 2016 Brit and Euro Car Show.

11 March 2018	Fraser Car Club 2018 Track Day, Bruce McLaren Motorsport Park, Taupo
17 / 18 March 2018	Historic Racing Club Legends of Speed Race Meeting. Hampton Downs
18 March 2018	<b>Port Waikato/Limestone Downs Run</b>
28 March 2018	<b>CLNZ / Austin Healey Car Club Wednesday Wander</b>
31 March 2018	Caffeine and Classics, Smales Farm, Takapuna
15 April 2018	<b>Waipu Run</b>
23 April 2018	<b>CLNZ Annual General Meeting</b>
25 April 2018	<b>CLNZ / Austin Healey Car Club Wednesday Wander</b>
29 April 2018	Caffeine and Classics, Smales farm, Takapuna
5 May 2018	Historic Racing Club Endurance Race Meeting. Hampton Downs
13 May 2018	<b>Classics Motor Museum Visit, Hamilton</b>
27 May 2018	Caffeine and Classics, Smales Farm, Takapuna
30 May 2018	<b>CLNZ / Austin Healey Car Club Wednesday Wander</b>



## GUEST EDITORIAL

*Tony Bowman writes about Lotus*

One day you might get the following email from Rex Oddy, our magazine editor:

*Hi Tony*

*We are hoping to get the next club newsletter out at the end of this month. One month earlier than planned.*

*We introduced with the last issue, a spot for a guest editorial for a member to say something about the club or Lotus in general or something in general that might be of interest to club members. Would you be willing to write something?*

*Cheers*

*Rex*

Oh crap I thought, who wants to read my ramblings & what can I write that may be of interest & what do I really know about Lotus cars.

Well I am on my 6<sup>th</sup> one so I must like them, started with a Steel Bros S4 back in the late 80's (yes I am old) then some years later a 2.2 turbo Esprit followed by a V8 Esprit (awesome car), then an Exige S wrapped in matt black that every short person under 4yrs old was convinced was the Batmobile, followed by a brief time with a 2002 Elise that was a trade on the Exige & currently an Evora IPS.

In 2008 we were in the UK & it happened to be Lotus's 60<sup>th</sup> anniversary, they had a huge celebration weekend so we went along, I only remember because I still have the T shirt. A factory tour and a ride in the latest Elise driven by the head engineer were some highlights as well as many F1 & other race cars on display, bla bla bla. (Are you still awake).

Why Lotus, well several reasons:

They are relatively simple to work on at home.

They look great.

They really are one of the few cars you can drive daily (or when you feel like it) then take to the Track on the weekend without incurring massive expense.

The service specialist, Ken Woodburn is extremely helpful which makes life much easier, especially when you don't live in Auckland.

Most parts are not expensive so the running cost has been a fraction of what you would expect from more expensive super

cars.

Its cool when people come up to you and ask what it is etc. & say how much they like it.

But mostly its how they drive, they are not the fastest thing on the road but they are one of the more rewarding & enjoyable fun cars you can buy, and the Evora especially is very comfortable for long distance travel.

But if you own a Lotus you probably know all this anyway.

### **The Club:**

Being Taupo based I don't get to many events as they are mostly based around Auckland however if there is interest I am happy to arrange something centered around the Taupo/ Rotorua area & would like to hear from members who are in the general vicinity (or not) that would be interested in attending or being part of arranging something. Please respond to me via email, [tabowman@xtra.co.nz](mailto:tabowman@xtra.co.nz) and add any ideas on events you would like to see in the Central North Island.

### **The Southern Register**

David Whites pictures & stories from his journey south for the annual Southern Register run made me wish I could have been there. I hope to make the 2018 event & hope some others from the North Island will do the same.

On that note I wonder if there is interest in an annual Club weekend, held annually (unsurprisingly) that alternates between the North & South Islands. The TR register has done this for many years & during my time in the Register it became very popular with several cars travelling from Island to Island for the event which would regularly attract 40 plus cars. Feedback would be appreciated.

***Tony Bowman***



# MY US FORMULA JUNIOR ADVENTURE

*Peter Boel writes about his time racing at some of North America's finest tracks*



After completion of the Australian and New Zealand leg of the 60<sup>th</sup> Anniversary World Formula Junior Series it was time to pack up the cars and head off to the next leg in the USA.

I'd competed in the Australian and New Zealand Series in my Lola FJ with less than spectacular success suffering persistent minor engine problems that had the car running well

below its best, finally having a bigend failure at Teretonga. The car was travelling to the US as part of the West Australia Race Museum team (WARM) which had a container of nine cars heading there for the seven race US Series. Having had so much trouble with the car in NZ, in a fit of pique I put the car up for sale not really expecting it to sell. However, the minute the container hit US soil the car sold, leaving me entered in the first 3 events but no car. Luckily Neil McCruden from the WARM team had a spare car (Panther) which he offered me to drive.

The 'Panther' is a one-off FJ built in Western Australia in period based largely on a Brabham BT6. Its restoration had been completed just before the team left Perth and was really still in shake down state but I was very happy to get the drive. In the US, the cars were housed at GMT Racing owned by JR Mitchel in Connecticut where he prepares customer race cars and takes them to meetings. JR had competed in the Australian and NZ Series in his Lotus 18 and is a regular visitor to our events looking after various US competitors who like to race here in their off season. To move the cars in the US we'd arranged to rent one of JR's semi-trailer transporters to take the cars to the circuits. The transporter can take six cars and has sleeping accommodation for 3 and despite its size can be driven on US roads on a car licence. Lance, one of the WA competitors, was to be the driver and me the navigator.



Top— The Juniors at Mosport.  
Left— Panther FJ.



# MY US FORMULA JUNIOR ADVENTURE

*Peter Boel writes about his time racing at some of North America's finest tracks*



Above— America must have been made great again. All this on a licence to drive an automobile.

Below— Mr Formula Junior Duncan Rabagliati, Jennifer Revson and Peter (centre) at Gosport

Bottom— My battle with Lance

Our first meeting was at Indianapolis on the old GP circuit inside the Indy oval. We had allowed 2 days for the 1300 km trip to Indianapolis from Connecticut, on largely dual carriage motorways. The first thing that strikes you on these highways is the large amount of traffic, particularly commercial, even in rural areas. Driving such a large vehicle in a busy, strange environment was somewhat intimidating at first but

we soon got the hang of it. However, the trip wasn't to be without its dramas as no more than 1 hour out the water temperature climbed into the red. A quick roadside inspection revealed that the drainage tap at the radiator bottom had parted company and dumped all the water. What to do..... No nearby town with a friendly Repco or similar. Luckily we had lots of race car spares and tools so we managed to cobble together a fix which, with a helping of goo stemmed the leak to no more than a dribble. So we were on our way once more, but had to stop every hour or so to replenish the water lost from the leak. We planned to stop at one of the many truck stops on route overnight but with all the delays it was quite late before we



# MY US FORMULA JUNIOR ADVENTURE

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decided to stop and found most of the truck stops full up. We finally found one that had an unpaved overload area at the back. It was raining and there were lots of large puddles as we drove in. Unfortunately one was a lot deeper than we'd anticipated and the trailer uncoupled and bogged itself. Several hours of digging and packing under the wheels finally had us reconnected and out of the hole. It was well after 1am when we finally got to sleep.



With grandstands for over 100,000 fans, the Indy stadium is an impressive affair. Our 3 day meeting was without spectators as the organising club, with another meeting the following weekend, didn't have the resources to entertain spectators at both events. The huge empty grandstands gave the place an eerie feeling when circulating. The circuit itself on the other hand was a little underwhelming. Built in the Oval infield as an afterthought to entice the F1 to the circuit, and despite using parts of the Oval banked turns, it lacks character. The paddock is of course huge and with 3 transporters, GMT Racing formed its own little 'village' for our cars. As expected, everything in the US is bigger than we have at home. The many trailers and motorhomes in the paddock are huge by comparison. One motorhome I visited I think was bigger and more luxuriously appointed than my NZ home. However, the paddock and spectator facilities for crew and spectators were surprisingly unsophisticated and basic for such an iconic circuit. Not even so much as a mobile coffee shop in attendance. Luckily, we were self-catering so didn't starve. The pick of the Formula Junior cars at the meeting was Joe Colasacco in his amazing Stanguellini Delfino with Martin Bullock not far behind in his Lotus 27. This was my first outing in the Panther and with only a modest engine and handling that could do with some fine tuning I languished near the back of the field in the races. Despite that it was great fun and I left Indy with a smile on face.

Nigel Russell from NZ joined us for the trip to our next meeting at Gosport near Toronto in Canada. The journey took

us along the bottom of the Great Lakes crossing into Canada over the Rainbow Bridge near the Niagara Falls. The signage leaving the US wasn't that flash and we missed the turn off to US Customs and Border Protection and ended up on the bridge into Canada without clearance. I don't think we were the first to make the mistake as the Canadian Customs officials weren't too perturbed and turned us around back over the bridge. The US officials however weren't quite so obliging

and gave us the third degree. US Customs and Border Protection must run special courses for their staff to ensure they're the most grumpy, aggressive and unhelpful officials you're ever likely to meet. Or maybe they're just miserable because they've got a moron for president.

TomTom's first two attempts to find Mosport had us sharing green fields with livestock and not a track in site. We reverted to old fashioned maps and with the help of Nigel's phone GPS some hours later finally found the Mosport circuit. Mosport, I was

told, was Jackie Stewart's favourite circuit and I can understand why. The down-hill section after the start with blind, fast flowing corners is awesome and seriously challenging. What a wonderful circuit. Unfortunately, I had a bigend collapse in the first race so was sidelined fixing the motor for the remainder of the meeting. On the flip side it allowed me to watch some of the racing and I wasn't at all disappointed to miss the second FJ race in torrential rain. Also racing at the meeting was a grid of 1970/80's F1 historic cars which were spectacular to watch on this fast flowing circuit. However most of my time was spent heads down in the engine bay fixing the motor. Sadly, I wasn't the only one so engaged as we had some serious engine attrition among the Formula Juniors. Greg Thornton in his Lotus 22 was the pick of the Juniors at Mosport with Marty Bullock (Lotus 27) again close behind.

From Mosport we returned to the US for the next meeting at Mid-Ohio. Before we again crossed the border over Rainbow Bridge we decided to play tourist for a while and visit the Niagara Falls. The falls are a truly breathtaking spectacle and a must visit if you're in the vicinity. Nigel also had us visit a nearby deceased estate race car parts sale and came away with another Formula Junior restoration project for someone to complete. Anyone interested..... Unbelievably, we were processed by the same US Customs and Border Protection official who saw us into Canada – still not the slightest hint of a smile despite Lance's best attempt at friendly banter.

Mid-Ohio as with Mosport is in a rural setting with the



# MY US FORMULA JUNIOR ADVENTURE

*Peter Boel writes about his time racing at some of North America's finest tracks*

undulating track winding through wooded landscape. It's not as quick as Mosport but none the less a challenging circuit. I was still repairing the engine so missed the early track outings but by the narrowest of margins made the final feature race. Not having practiced and new to the track I, not unsurprisingly, brought up the rear of the field. Joe Colassaco (Stanguellini) was again the star of the meeting with Greg Thornton (Lotus 22) close behind.

That was the end of the first half of the US tour with the remaining 3 legs to be held several months later. The Formula Junior family is a wonderful group with participants from all over the world and it was great fun to spend a few weeks with them both on track and socially. We had a very pleasant parting celebration at a local pub on the last Sunday night before we all went our separate ways. From a sporting perspective, it had been a slightly disappointing series for me in an unfamiliar and somewhat underprepared Formula Junior. Nevertheless, I was grateful to have the Panther to drive and had a lot of fun. All the meetings were well organised and run with lots of track time. The tracks themselves were in excellent condition but I was somewhat surprised at how run down the paddock facilities generally were. More old Pukekohe circuit than modern Hampton Downs. The Americans were as always extremely friendly and made us very welcome. When I needed a set of bigend bearings to repair the motor there unsurprisingly wasn't one to be found but next morning I had 3 sets to choose from, found by helpful fellow competitors overnight from local sources.

So my US adventure comes to an end. From Ohio I flew to Brisbane and on to Morgan Park to compete in the HRCC Historic Queensland meeting the following weekend in my Flintstone Lotus 23B. No rest for the wicked.

**Peter Boel**



Top— The 'Warm' Formula Junior team behind the Indy stand

Above—The GMT Racing 'village' at Indy

Photographs—Sonny Rajah, Nigel Russell and Peter Boel



## ROTORUA & TAUPO WEEKEND 25 & 26 NOVEMBER 2018

With Sunday 26<sup>th</sup> November's track day at Taupo booked in with Playday On Track our President asked me to look at accommodation & activities so we could make it a full weekend event.

Step one was to find a suitable Motel in Taupo, I had a brilliant one in mind, its like a resort with a large heated swimming pool & a spa pool plus BBQ's but it turned out every Motel was heavily booked due to the many thousands of people coming to Taupo to pay someone to ride around the Lake (160kms) on a Pushbike on the Saturday. Having discovered fossil fuel burning gadgets many years ago the idea of riding all that way on a human powered vehicle does not appeal, especially when there is a perfectly good Lotus in the garage.

So plan B, find a suitable Motel not too far away with plenty of things to do & where we can all stay. Rotorua was the obvious choice. (Apologies to the Wellington Group, next



time we will get a date where we can all stay in Taupo). The Sport Of Kings was chosen as they had a heated pool, BBQ area & good parking. Following lunch at a nearby Bistro we headed for the Skyline Gondola. At the top there is a restaurant, Zip Lining, a massive swing, downhill mountain biking & a Luge. We chose the Luge, its quite fast & loads of fun & no

one was hurt (not in our group anyway). They told us no racing so we didn't, we just tried to pass each other or nudge the Luge in front out of the way (no one was hurt) but there were some big smiles afterwards.

Nek minit it was 6.30 pm & we thought we should rush back to the Motel via the supermarket & start the BBQ. So we did. Some used the pool, some didn't.





## ROTORUA / TAUPO WEEKEND

Tony Bowman Reports

So Sunday dawns warm & fine & we catch up with the other club members at the Taupo Track. Gary delivered his usually entertaining briefing at 9.15 am & we were on the track by 9.45. Our



group was only 13 cars & we had the full track so we had plenty of tarmac per car until some cars caught some other cars, then we didn't. The rain forecast for the afternoon never eventuated so track temperatures increased & lap times did too.

The quickest cars in our group appeared to be the Matt Black Exige of Terry Leighton & the Yellow series 1 Elise of Jim Christopher which I understand has a 2 litre Ford engine, both impressive cars. I had hoped my Evora could keep up with the Exige but alas that was not to be.

At Lunch time we had a slower 5 lap session that all the cars (including those not doing the Track day) could run in (for free). If you are not keen for a full track day but would like a taste at more moderate speeds join us next year.

**Tony Bowman**





# CLASSIC DRIVER MAGAZINE PHOTOSHOOT

Rex Oddy Reports



NZ Classic Driver Magazine editor and Club Lotus member Allan Walton, contacted the club looking for a close to concours condition Series 1 Elise. His plan was to compare the Elise with a Renault Spider of a similar vintage that he had access to. Gavin Hicks' owns the Renault Spider, and is a car seen recently by the club Wednesday Wanderers. Lance Scott's S1 Elise (June in the 2018 club calendar) was the comparison car as it fitted Allan's requirements very well. The fact that it was blue didn't hurt either.

The plan was that both cars would be photographed at a special location, in this case the McNicol Homestead in Clevedon, and the two owners would drive each others car and compare notes. The paring is an interesting one with the cars having more in common than you might think.

To get the full story you will need to look out for the March-April edition of NZ Classic Driver Magazine. Due in the shops mid February.



Below from left— Allan Walton, Gavin Hicks and Lance Scott

**Rex**



The McNicol Homestead needs to be on your plan to do list. Recently refurbished by Auckland City the homestead is located in McNicol Road, Clevedon. The homestead is open to the public Saturday and Sunday's, not public holidays, from 1.00 pm to 4.00 pm. Admission fees , adults \$3.00, children 5 to 13 \$1.00, children under 5 are free.





# CLASSIC DRIVER MAGAZINE PHOTOSHOOT

*Rex Oddy Reports*

Clockwise from right—  
Lance gets to drive the  
Spider, left hand drive and  
all.  
Gavin drives the Elise.  
Is there is more to life than  
cars? Probably not.  
Cameron Leggett doing the  
hard stuff.  
We drew a small crowd  
but sadly interest waned.





## CLNZ GOES SOUTH (Part 1)

*David White writes about joining the Southern Lotus Register's 2017 Transalpine*



### Preamble

Each October, the Southern Lotus Register (SLR) runs a multi-day tour called the Transalpine. With a hankering for a South Island trip, especially in company with many other Lotus cars (and owners), I expressed enthusiasm to join in. The route varies from year to year - normally over 3 days, though in 2017 it was a 5-day event.

I'm thankful to AJ (the SLR President) and Janette (the organiser of the Transalpine) and the almost 40 SLR members for welcoming me.

### Amble Day 1

We met up near the Spitfire-on-a-Stick close to Christchurch airport. (Others joined in at various points in the tour.) After preliminaries, greetings, gentle ribbing and farewells to those who only came along to see us off, we set compass west for the Rakaia Gorge. The tighter corners and elevated scenery were a pleasant change from the long straights typical of the Canterbury plains. Pretty soon, though, we were navigating more straight straits, between armadas of wheeled water cannons, whose mission appeared to be to paint the paddocks green.

Lunch was arranged in Washdyke, on the northern outskirts of Timaru. The Transalpine protocol provided the location of the pre-arranged stops (and times, where needed) giving freedom to drivers (or co-drivers) to travel at their own speed, and even take detours, if desired. This worked well, and allowed me to occasionally get ahead to try to take photos as our cars passed by. Some of us stopped in Oamaru for a coffee break, before resuming the journey to Dunedin. We all stayed at Scenic Circle hotel in central Dunedin, with undercover parking for the cars, and increasing conviviality over drinks and dinner. I discovered that many of the South Islanders are - or were - keen motorsport participants, particularly on the track and hill climbs.

As well as all many Lotus cars (look for more in Part 2), the tour included a Maserati, 2 Mazda MX5s (one with a Lexus V8), a Subaru BRZ and a small Mercedes.

### Day 2

While the sunshine was beautiful, SH1 from Dunedin to Invercargill is not the most exciting road. We did stop in Balclutha for lunch, causing some excitement for the locals.

At one point, Google Maps piped up and proposed



Top—Rakaia Gorge (courtesy of on-board videographer, sitting on windscreen).

Above—First to arrive at the Spitfire Mall, Christchurch.

Below—Protected from the wild Otago students in the hotel bunker.





## CLNZ GOES SOUTH (Part 1)

*David White writes about joining the Southern Lotus Register's 2017 Transalpine*



Above—Making this young lad's day, while his proud dad takes a photo.  
Below— Basking in Invercargill sunshine.



Below—The original Britten 1100 prototype in the museum Motorcycle Mecca.  
Below Right—The Lotus Cortina got a whole room to itself, and a video, at the Bill Richardson Transport World.



an alternate route that was slightly faster, and turned out to be more scenic, twistier and considerably quieter, than SH1. That was SH93 between Clinton and Mataura - the inconvenient truth is that I skipped Gore altogether! But not the heat. Our trip coincided with a heatwave in the deep South.

In Invercargill, we reunited at the Ascot Park Hotel, checked in still with plenty of time to visit the Museum Motorcycle Mecca - this is a very impressive collection, worth millions. My favourite would have to be the prototype Britten, but there were all the known marques and many obscure ones - have you heard of Thor, Henderson, Motosacoche (1902), Flying Merkel, FN, Royal Ruby, Ner-A-Car, Nimbus, Parrilla, Zenith, New Imperial, or Elswick? Dinner was awkward, at first, due to the requirement to wear a wig. But it turned out to be a hilarious ice-breaker, reducing inhibitions, and prompting much laughter. Janette managed to award each party a prize for some "misdemeanour". Mine was for complaining about luggage space, when I had a whole passenger seat free (thanks for the yummy shortbread!). Then I handed out little "thank you" gifts for the friendship shown to me - small packets of Jaffas. The self-deprecation caused more laughs and appreciation.

### Day 3

The Transalpine was longer this year to have sufficient time to explore what Invercargill has to offer, with the same freedom to choose. First stop for most was Bill Richardson Transport World. It is more eclectic than the Motorcycle Museum, containing many vintage trucks, some cars, but also general old stuff that doesn't really fit the "Transport" label: toys, rooms furnished in 1950s style, appliances, exhibits from World of Wearable Arts, etc.

Some of us chose to drive out to Bluff. (Note: the



## CLNZ GOES SOUTH (Part 1)

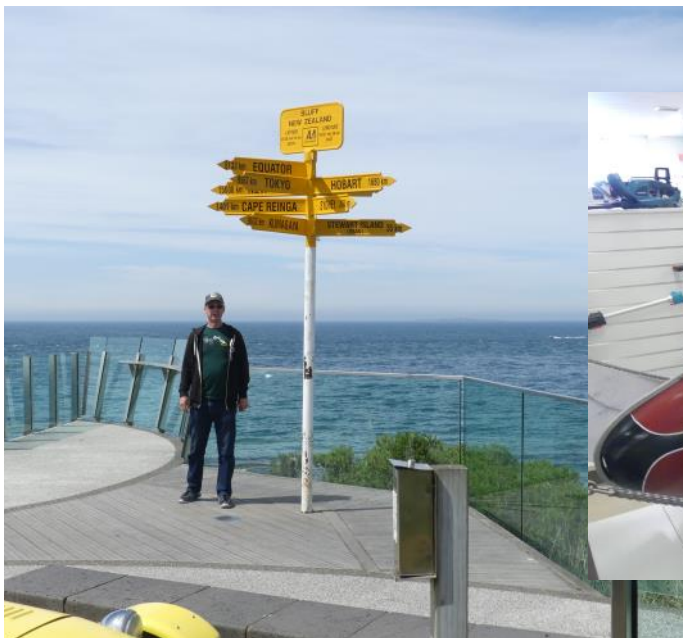
*David White writes about joining the Southern Lotus Register's 2017 Transalpine*



Left— The views from Bluff Hill to Stewart Island were far more impressive than from Bluff itself, due to sea level mist

Below Left— The end of the highway. Did you know there's another Bluff on 90 Mile Beach, near Cape Reinga.

Below— Would you like a chainsaw, sir, while you admire our museum exhibits?



view from the top of the nearby hill is far more spectacular than from the end of SH1.)

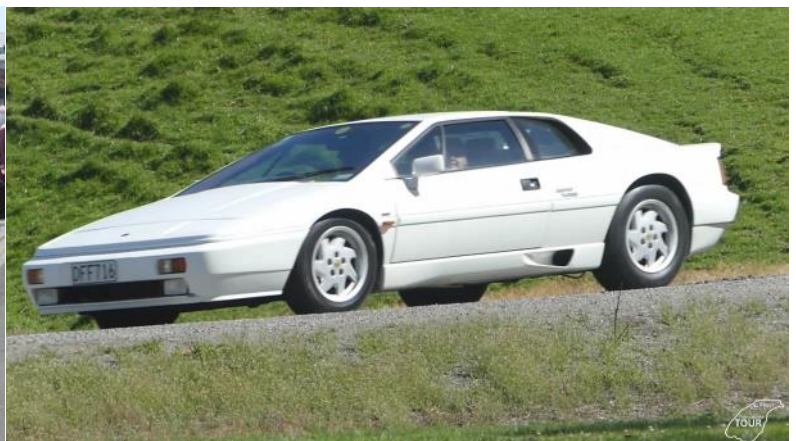
And many paid a visit to Hayes and Son Hammer Hardware Shop. Why? Because that's where Burt Munro's world speed record Indian is on display, along with various other rarities. Yes, in a hardware shop!

to be continued

**David White**

Left— Lunch stop in Balclutha.

Below—Great to see a Lotus doing what it's designed to do: be driven





# MISCELLANEOUS



From the **cool car** department

Above—Tony Bowman provided the Guest Editorial in this EDITION. Tony might have owned six Lotus's but that's not all. This is Tony, photo taken racing at Hampton Downs probably in 2015. The car is an Oscar SK 90 weighing 520 kg and powered by a 13B Rotary producing 197 hp. Built in Japan for a one make series it has an alloy monoque chassis much like the Elise. Tony owned the car from March 2014 until February 2017 and raced it in the Rotary Racing Series.

Below—The clubs annual show and shine and lunch was last December. The car picking up the most shiny car votes was our presidents black Esprit. Congratulations David.





# MISCELLANEOUS



If you were a member of Club Lotus in 2014/15 you will have seen the photo on the left before. It was on your membership card. The photo shows our now president David Crandall driving his 1984 “James Bond” Series 3 Esprit Turbo around Hampton Downs during a club outing. David doesn't own the car anymore, so what happened to it.

Simply it got into show business and went to the movies. When last seen it was playing its part in the *Ghost in the Shell* movie produced in Wellington and released in 2017 to sadly, not a lot of acclaim.



Below—Refer page 5, second from left in the from row. The car, this time photographed at Hampton Downs in January last year is seen getting a tad intimate with a Club Lotus member. Luckily, next lap Chris Atkinson was well ahead so propriety was maintained.

