



Edition

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Subject: Newsletter

Having no formal Editor the task has been left to me. So I hope you enjoy this news letter, make note of some of the events that area coming up, we have a busy time over the next few months so I hope to see you at some of the events. Keep your eye on the website as Jason is regularly updating it.

Up and Coming Events

Thursday 13th September – Lotus Cars,

A invite to the new dealership for Lotus Cars in the Auckland Region, Roverland, Wairau Road, Takapuna. 7,30 pm, drinks and nibbles. I am certain there will be a good range of Lotus's there fore us to scrutinise.

Fun Run to Cambridge and Area. Sunday October 14th (NOTE THE REVISED DATE)

Our plan is that every one meet at Bombay car park (10,00 am) then onto Gordonton shops (11,00 am) and get maps to our (hosts) place. We arrive 11.30ish here for a cup of tea then follow a route through the Whitehall hills and around the winding roads to Okoroire, arriving around 1.30pm This is a charming pub and golf course in the middle of farm land. Every one can have lunch here and the more adventurous can use the hot pool. This is a very beautiful (but basic) out door pool with natural hot mineral water in it. The slope around the pool is covered in punga ferns and look gorgeous lit up at night when you float in the pool.

Lotus 7, 50th 24th and 25th November

Following cancellation of Manfield 7 programme, Club Lotus is proposing a Lotus 7, 50th year celebration (including replicas), as part of the Concorso Euro/Waiuku Flying 50 street race event and our own club sprints on the Sunday, With enough cars a street parade, incorporation with 200 British cars display, on the Saturday. celebratory dinner Saturday night and laps around Pukekohe on Sunday. To this end we would like to invite all Lotus 7, replica 7's owners and all Lotus owners and club members from Club Lotus and the Lotus Southern Register from all over New Zealand to take part in this weekend event, publicity will be handled by NZ Classic Car Magazine, details will be posted the web over the next month also refer to attached registration.

Club Sprints 25th November

Attached is the Registration Form.

9th December. Breakfast and Show and Shine, Long Bay Restaurant Long Bay.

Attached is the Registration (numbers are required for catering purposes)

Previous Events

June 25th VISIT TO CARCOLORS NORTH SHORE

We certainly managed to pick the weather for a visit to Car Colors on the North Shore, wet, windy and a power cut. Fifteen members and others attended an evening hosted by company owner Ken Smith, his technical representative, and the northern area technical manager from PPG paints. Ken is the president of the Auckland Mustang Club, and owns a prize winning show car himself. We were firstly given a talk on a wide range of car care products and what they did, followed by a question and answer session. We were then split into groups and given hands on demonstrations in which we could participate.

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Touch up painting. Demonstrating how to remove imperfections in paintwork caused by dust or other particles contaminating the paint during application. The surprising thing about this process was that the dust particles seem to float on the paint and surface removal did not affect the finished surface.

Paint application. Two guards had been painted using the same paint base preparation, but the topcoats had been applied, one using a standard thinner, and the other using a higher grade triple "A" thinner. The two were cut and polished, and the result was similar finish. The triple "A" product produced a better long lasting shine, demonstrating that the quality of the finish is more related to the thinners and application rather than the actual paint used.

A weathered car bonnet from an import was treated using various grades of cutting and finishing compound bringing the surface back to almost as new using the commercial powered buffing machines running at a maximum of 1800 RPM.

Don't use power drills !!!

Clay Blocks

These are a soft flexible plastic compound similar to hard placine rubbed over the paint surface using water to remove embedded road grime prior to polishing.

Ken and his team were on hand to answer any questions (and there was few) and offer good helpful advice on care of your cars paint work, The evening was a great success for all who attended. Don't hesitate to contact them, or visit their shop for personalized advice on any questions regarding the paint on your car. Open Monday to Saturday morning

Car Colors of North Shore Ltd

18 Arrenway Drive

Albany

Phone 4431960.

July, Visit to the Lotus Cars Waiuku



Out two hosts propping up the bar in Peter Martins Works shop!

After kicking tyres on few lotus's an Alfa etc we were entertained in Peter Martins workshop where Peter restores fords from the 50's and 60's, Peters works shop comes complete with bar as in the photo.

August 12 DRIVER TRAINING PUKEKOHE Jaguar – BMW - Lotus

Heading to Pukekohe on a wet August Sunday morning with the intention of instructing people how to drive safer, smoother and to find the limits of their vehicles was in an interesting prospect. Arriving at the circuit at around 9 am

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we were surprised to see a queue of approximately 40 cars lining both sides of the dummy grid from Jennian Homes to the overbridge and beyond, mainly Jaguars and BMW with a few Lotus and various other makes in the mix. Fifteen Instructors were on hand from the various clubs including five from Club Lotus. During registration and briefing there was a thunderstorm and heavy rain which resulted in large areas of surface water on the track - an ominous sign.

Gerry Hodges, President of BMW Club, an experienced racer and corporate driving instructor gave an insight to the mechanics of driving, and set the tasks for initial instruction.

Three 100kph maximum speed mini circuit tasks were then set up with cones, with several passes through each task. Instructors rotated between cars at each of these tasks.

The only minor incident reported from these tasks was a slight miscalculation by a driver who found the Armco Barrier can move on its own accord, and that even an instructor can't change that.

After a lunch break, clearing weather and thankfully on a drying track the cars were split into two groups, and with instructors circulated for about 20 minutes at maximum of 100 kph to give drivers a feel for the whole track and hopefully string together what they had learned in the previous sessions. The track speed was controlled with chicanes made from heavy plastic highway barriers on the front and back straights. These barriers proved more of a deterrent than the lightweight cones we have seen on previous days.

The circuit was then open for drivers with safety helmets and overalls to run on their own. As usual it produced some interesting driving, and having the privilege of being amongst them we found that there were a lot of experimental lines that we are sure differed from the instructors indicated ideal lines practiced earlier in the day. Maybe this was because these later sessions were run in dry conditions, no mud or puddles. The only casualties we were aware of during these sessions were a couple of cars enjoying the inland beach at the end of the back straight.

The day was a great success, well run with a lot of drivers more than satisfied with their day out and returning home with a better and safer driving attitude. We would recommend to anyone who has the desire to improve their driving skills and get a better appreciation of their vehicle attend one of these training days. For people who have had a bit of track experience this is a worthwhile day that brings back reminders of where we have come from, but don't know where we are going to.

Ian Christie & Graeme Cockerill

Article

Southern Hospitality

I had decided to do the Southern Festival of Speed at the beginning of this year but unlike my sensible mates Chris Fraser and Rob Douglas I decided to drive my car to the track.

I competed in the HRC Tasman revival series in the Tracer series on 27 & 28 January, then on the Tuesday headed for the South Island and crossed on the Cook Strait ferry 31 January and arrived Christchurch 1 February.

I had my friend Maurice Andrews who came down in his car as an escort. We went out to the track in the afternoon and I asked if I could drive it slowly to get used to the track, but because it was a practice day I had to don my gear and partake, which was a little scary on my road tyres. We practised with the single seater formula Fords etc which were quite hard to see. Luckily Chris Fraser arrived Thursday night so I could put on my road race tyres that he had brought down for me on his trailer.

The event at Ruapara was well run and once I got used to the track I thoroughly enjoyed myself, competing and improving each day. The dinner on the Saturday night was well attended and enjoyable. I left my car in Christchurch to have the brakes fixed by Les Hunter and flew back to Auckland for the week.

I flew back to Christchurch on the Thursday and drove through to Timaru that night. Friday 2 September was practice and raining so my times were very slow. My road tyres in the rain are hopeless and my Victor Race (road race tyres) not much better so I had slow times.

The first race Saturday morning was also in the wet and I again made my way gingerly around the track. The sun came out in the afternoon and the track was dry so I was determined to make sure that the Cobra was to the fore, as it should be. I started near the rear of the grid and opened out on the dry track but unfortunately on the first lap, coming around the right hand sweeper into the short straight, I tried to pass a couple of cars initially between them, but as the gap closed I moved over to the inside of the track. I was hard out in third gear when all of a sudden I had lost it and went straight into the armco at about 90mph. I had picked about the only part of the track where the grass batters down a small bank rather than being flush with the track, and with it wet when I braked I accelerated into the armco right where the track narrows. The fact that I got out and walked away is a testament to John

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Ohlen's engineering skills. The next race was delayed while my car was lifted off the track and concrete bollards placed behind the broken armco to maintain the safety fence.

What to do next? Here's my car with the front right hand wheel snapped off, the front completely destroyed and immobilised. At this stage Alan Dunn introduced himself and offered to take my car and garage it and if I so desired he would fix it for me. He quickly ordered a trailer from town and with a little help and ingenuity he had the car on the trailer and away that day as the race officials had requested.

I flew back to Auckland on Monday as per my program and then anguished over what to do. I contacted Allan Bowden at Classic Car Restorations in Penrose and discussed my predicament. They had already had to rebuild the front of my car and had patterns to go by so I decided to bring the car back and have them do the work. I called Alan Dunn and advised him of my decision and agreed to pick the car up that Thursday. I hired a trailer and drove back to Timaru.

Alan had garaged my car at his son's place (Chris), retrieved same and arranged for the local engineering company to use their hoist to lift the car from one trailer to another. This was all accomplished with the minimum of fuss and at this stage I asked how much. Imagine the Jaffa's surprise when a figure was not forthcoming nor was there a request for compensation for working in the weekend, storage and mucking around for half a day while I was down there. All I could do was force the little cash I had on me onto him and to go to the local wholesaler with his son to buy some alcoholic refreshments for him and the crew.

Alan is involved in the car racing scene, builds race cars, and I wish to acknowledge his help and recommend him to anybody needing work in the South Island, or who like me, "bums out" on the southern race tracks. Alan's contact is

Total Automotive, 11 High Street, Timaru Ph: 03 688 0521 Mob: 021 341 199

I hope to be back on the track by Christmas and it is my intention to complete the South Island circuits next time, either in 2008 or 2009.

There are no prizes for 1st, 2nd or 3rd during the Festival of Speed. This is a fun event but fiercely competitive, however at the Saturday night dinner in Timaru I was presented with the plaque for the Sports and GT Class, obviously as a consolation prize. My comment was maybe it should have been a driving lesson.



Rogan Hampson

I have been informed by the Clubs Treasurer that there are still a few outstanding subscriptions. You know who you are!

If you have any interesting stories, know of places the Club could visit, idea's for Club nights, fun runs etc, please let us know, all idea's suggestions are welcome.

Robin Stevenson, Phone (09) 473 5495. email: hazel-hewitt@internet.co.nz
President

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Upcoming Events

2007

15-16 Sept	Sat / Sun		Ice Breaker Meeting Pukekohe	
13th Sept	Thursday	7.00 pm	New Lotus Dealership Roverland North Shore	CLNZ
15th Sept	Sat/sun		HRC Icebreaker - Pukekohe	HRC
26th - 28th	Fri-Sun		South Island Tour CH to Blen, contact:-	lotus.president@gmail.co
14-Oct-07	Sun		Trip to Cambridge,	CLNZ
10th Nov	Sat/Sun		MG - Whuakers - Manfield	MG
24/25-Nov	Sat / Sun		Concorso Euro, Waiuku	
24/25	Sat/Sun		Celibration of 50years of the Lotus 7	CLNZ
25-Nov-07	Sun		Lotus Sprints - Pukekohe (replaces Taupo)	CLNZ
09-Dec-07	Sun	8.00am	Breakfast - Long Bay Restuarnt, Long Bay	CLNZ

2008

19th Jan	Fri-Sun		A1 GP - Taupo	
9/10 Feb	Sat/Sun		NZ Clasic car Concours - Ellerslie	

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