

# *EDITION*



**The official publication of Club Lotus NZ Inc.**

**Issue No. 48**

**June 2008**

The comments, opinions and articles featured in this publication are that of the various contributors.  
They are not necessarily those of the editor, committee or Club Lotus NZ.

## EDITOR'S NOTE

Welcome to another instalment of *EDITION* and a fresh new look for the club newsletter, now under my stewardship. Firstly I'd just like to thank Robin Stevenson, our outgoing editor and club president for being *EDITION*'s faithful custodian for the past couple of years, I promise to take good care of it!

Now that the torch (or pen as it were) has been passed to me I'm taking the opportunity to expand the publication a little, in the interests of keeping you all informed about what's going on in the club as well as with Lotus as a manufacturer. Given that we're making a move into the electronic age, *EDITION* will now be primarily an electronic publication, e-mailed each month in PDF format, with hard-copies being produced for club records and those members who're not yet connected to the information superhighway. This allows us to more easily deliver a wider range of content without the restrictions a print-only format imposes.

*EDITION*'s facelift coincides with a change in Club Lotus's committee as voted on at April's AGM with Roger Phillips taking over as club president. The committee will be trying some new things in the coming year to hopefully give you more for your membership dollar and to try to grow the club's patronage. The last few years have seen a decline in membership numbers and this is a trend we hope to reverse.

For my part I'll be trying to make this into a publication that you all enjoy reading and look forward to receiving. It will be issued bi-monthly, at least initially, but we may also look at making it a monthly publication during the sunny summer months when the club is naturally more active.

Ultimately though, I can only do so much and I certainly can't be at every event the club is involved with so I'll be needing your help to keep *EDITION* fresh and relevant to what's been going on and what's coming up. If there's anything you'd like to contribute, whether it be technical, feedback from a club event or just tales of you and your Lotus that you'd like to share then I'd love to hear about them. After all, we are nothing if not united by a common love for these Chapmanesque contraptions from Hethel!

These and any recommendations / feedback can be sent to me by e-mail ([editor@clublotus.org.nz](mailto:editor@clublotus.org.nz)) or to my attention at CLNZ's mailing address if paper's more your thing. I'm also always happy for club members to call me on 021 283 2798 if they just want to chat.

So without further ado, I present to you *EDITION* #48, which will hopefully be a slight distraction from the long cold evenings in the garage and leaking Lotus weather seals that many of us associate with the onset of winter.

*George Maddever.*

*This EDITION's cover photo is the simple little badge that adorns the cars we love. Please feel free to e-mail through photos of your car or photos that you've snapped out and about at club events and they might end up on the cover of the next EDITION.*

# CLUB NEWS

## Recent Events

### Club Lotus Sprints, Pukekohe – 30<sup>th</sup> March 2008

#### A Day at the Races

After the disappointment of our double booking for the track in November, the March event was eagerly awaited and proved to be a big success judging by the large amount of feedback we have had, all of it extremely positive. It also achieved our objective of enabling the Club to run a motorsport day at Pukekohe for the benefit of members, with affordable entry fees while still ensuring that we covered all costs.

Running in five groups everyone had the opportunity for practice and four or five races and, with no takers for more, we finished by 4:30. I even heard a few comments along the line of 'the car doesn't even have time to cool down and we are out again!'

Fastest time of the day was Roger's Exige at 1:07.42. There were 5 other cars doing sub 1:10 laps and a further 20 running below 1:15 so the pace was very quick. Track conditions were perfect on a warm and sunny day. A couple of drivers (who I won't name) had quite hairy spins and there was only one minor coming together, in practice of all things. All in all a lot of fun without getting too serious.



**Kylie Adams, giving her Esprit Sport 350 a workout**

Costs of running a motorsport event have risen sharply recently so the only way to maintain affordable entry fees is to increase numbers entered, something we could never achieve by running only single car

sprints due to restrictions on the number of cars in each grid. Adding the classic race AES/Tracer series, in addition to the ever popular ING Classic Trial, brought in 43 of the total of 81 entries and added to the spectacle and variety of racing on the day. The handicap races are really exciting to watch, and even better to compete in.



**Ian Wilson stretching the legs of his Elise S1 N/A Honda**

Running a race event in addition to our normal programme did increase the complexity and time required from the organisers and needed more helpers. We are fortunate that we can draw on Anna and the Auckland marshals, along with Mark Rodgers for timing and Gary Devon and his crew for medic and recovery. In total well over 35 people, mostly

volunteers, make the day happen. It is for this reason that we can no longer run motorsport events at Taupo. For the next event we will certainly need more input from non racing club members on the day to ensure things go smoothly.

We have a provisional booking for Pukekohe on Sunday 30 November and then in 2009 Hampton Downs will be opening. Currently I understand work is on schedule and HRC are planning to run the Tasman Grand Prix meeting there at the end of January 2009.

For those interested, photos are available in the gallery on [www.clublotuus.org.nz](http://www.clublotuus.org.nz) and results are available to view by following the link below.

<http://homepages.slingshot.co.nz/~marktime/rfiles/080330/BEST.PDF>

*Geoff Sparkes*

## Club Run to Muriwai Gannet Colony - 4<sup>th</sup> May 2008

The morning of the May Club run we were greeted with heavy rain and generally dismal conditions. As such, it was only a handful of enthusiasts who decided to get their pride and joys out in the hope the weather would do a miracle and clear up.

In attendance were Robin le Roy's Elan S2+2, Tony Herbert's Elite, Tony Ingram's Elise 111R, Kylie Adams' Esprit V8 and Robin Stevenson's Europa S2. After huddling under umbrellas and having a quick catch up with one another, we made the decision to make a start and see how things progressed. The alternative invitation to Tony Herbert's house in Albany for hot drinks and scones was looking very promising!

However, with Robins excellent instructions we headed off in convoy following Tony's Elite carefully tip toeing up over the winding roads of Albany in the hope nobody would have an off! After 10mins of driving some nice twisty roads our wise leader decided to pull us over for a wet road review. None of us were getting much pleasure with poor visibility and some passengers getting wet feet!! So the thought of a 90km journey on winding roads ahead was a little daunting to say the least.

We decided to cut the journey short by going through Riverhead on to Kumeu for the Muriwai turn off up ahead. The weather cleared a fraction with drier roads making for some nice opportunities to open the throttle a little and finally hear the Esprit's twin-turbos spool up after being so well behaved for most of the journey!

The magic scenery en-route of native bush, rolling hills and sea views over the West Coast was inspiring to say the least. In a short time we made our way to



**The Ingrams' 111R huddles for warmth between the surfies' transport, which was there in abundance!**

the beach to look at the spectacular views and the surfers having a blast in the stormy Tasman Sea. After indulging in the scenery we headed off to the local café there for a nice lunch to finish the day.

A special thanks to Robin S for planning the run and Tony H for directing us on route. This run will be rescheduled again at request in the next few months to complete what could have been the perfect day.

*Kylie Adams*



**The remaining three Lotuses in attendance (ElanS2+2, Esprit Sport 350 and Type 14 Elite parked at the Muriwai car park. Club Lotus will hold this run again in the coming months when the weather's more agreeable! (Check upcoming events for details)**

## **Upcoming Club Events**

The winter months are understandably a little quieter with the weather not being so conducive to the sort of motoring we all enjoy! Nevertheless, Club Lotus will be offering a few events through winter and into the spring to keep those of us who wish to brave the cold interested.

**Sunday 13<sup>th</sup> July** sees a welcome return to the Fish & Chip runs of old. These proved popular in the past and are just an excuse to meet up and take on some entertaining roads and good New Zealand scenery (at whatever pace you're comfortable) before meeting up for the classic Kiwi feed of Fish & Chips (optional).

**Sunday 10<sup>th</sup> August** brings the 2008 Lotus / BMW / Jaguar (LBJ) driver training day at Pukekohe Raceway. This is an excellent opportunity for every driver to learn more about their car in a very safe, tutored environment. This is a chance to perform some defensive driving manoeuvres under the watchful eye of helpful instructors. An optional "open track" session in the afternoon gives the chance to learn some more track-specific skills. Application forms and details will be on [www.clublotus.org.nz](http://www.clublotus.org.nz) when available and in the next *EDITION*.

**Saturday 16<sup>th</sup> August** we'll be holding an overnight run out to Whitianga on the Coromandel Peninsula. This is a chance to tackle some slightly further-afield roads, with the Coromandel offering some of the best roads and scenery NZ has to offer. Roger Phillips is organizing this and accommodation details are to follow (although since it's the off-season and depending on numbers, we may just casually book as suits). Staying overnight is optional, if you should wish to join in for just the day, although bear in mind the distance and time behind the wheel for safety.

**October** sees the club's inaugural nationwide tour to celebrate Lotus's 60<sup>th</sup> Anniversary. Roger Phillips is organizing this and details are still being worked out as we speak. A draft itinerary and approximate costings are listed at the end of this *EDITION*. Club members may choose to do part of or all of the tour as they wish and may join / leave to do their own thing at any time. We hope this will be the first of many annual tours in years to come that offer gatherings outside the Auckland region.

Items in *italics* are yet to be confirmed. The committee welcomes feedback/input from members who wish to assist with planning such an event. External club motorsport dates listed in **red** along with their organizing club.

<b>CLUB CALENDAR</b>		
<b>Month</b>	<b>Day</b>	<b>Details</b>
Jul	Sun 13 <sup>th</sup>	Awhitu Fish & Chip run. Meet LCNZ Waiuku 10am
Aug	Sun 10 <sup>th</sup>	LOTUS BMW JAG Driver training Pukekohe Raceway
	Sat 16 <sup>th</sup> Sun 17 <sup>th</sup>	Whitianga 2 day tour (overnighter) – Departing Bombay BP 10am Saturday.
Sep	Sat 13 <sup>th</sup>	60 <sup>th</sup> Tour briefing @ Salty Dog Tavern, 6pm Snells Beach
	Sat 13 <sup>th</sup> Sun 14 <sup>th</sup>	<b>HRC Icebreaker (Historic Racing Club)</b>
Oct	Sat 4 <sup>th</sup> Sun 5 <sup>th</sup>	<b>Spring Classic – Taupo full circuit (TACCOC)</b>
	Fri 10 <sup>th</sup>	60 <sup>th</sup> anniversary 60 Lotus cars NZ tour departs Auckland Domain @ 10am
Nov	Sat 22 <sup>nd</sup> Sun 23 <sup>rd</sup>	Waiuku Flying 50 Street Sprint
	Sun 30 <sup>th</sup>	CLNZ Sprints track day – Pukekohe Raceway
Dec	Sun 7 <sup>th</sup>	Christmas Breakfast / Show & Shine (venue TBC)
2009		
Jan	-	No events planned, '09 Events to be confirmed
	Sat 24 <sup>th</sup> Sun 25 <sup>th</sup>	<b>HRC Tasman GP – Pukekohe (Historic Racing Club)</b>
Feb	-	<i>3-day tour inc. Taupo trackday</i>
	Sat 7 <sup>th</sup> Sun 8 <sup>th</sup>	New Zealand Classic Car Weekend (Saturday – NZCC Auckland region tours; Sunday – Ellerslie Inter-marque Concours)
Mar	<b>Mon 2<sup>nd</sup></b>	<b><i>Classic Race Meeting – Hampton Downs (TACCOC)</i></b>
	-	<i>Muriwai Gannet Colony drive NZ Launch of new model “Project Eagle” CLNZ Sprints track day – Pukekohe</i>
Apr	-	<i>Grass Motorkhana</i>
May	-	<i>Manawatu Tour inc. Manfeild Trackday</i>

## LOTUS NEWS

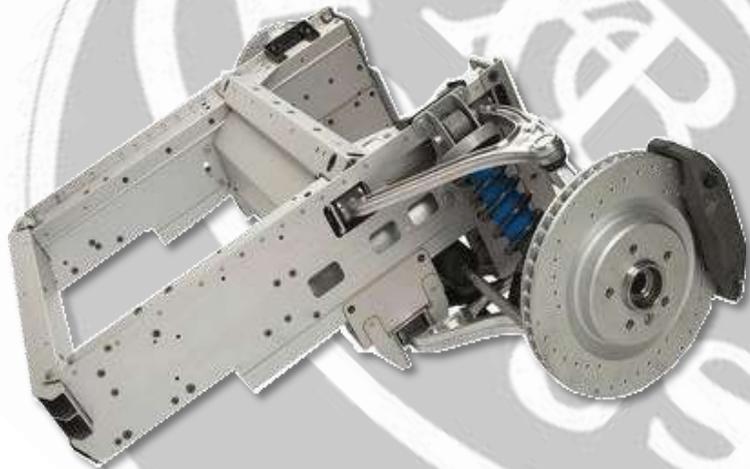
### Eagle Takes Flight

Development for Lotus's forthcoming "project Eagle" is nearing completion with up to three, heavily disguised test mules spotted lapping the famous Nurburgring Nordschleife circuit in Germany. The new model, due to break cover at the British Motor Show in July 2008 is rumoured to drop the "Eagle" development moniker in favour of the name "Ethos", which Lotus has recently registered as a trademark.

The Eagle represents a great leap forward for Lotus, which has spent the last 12 years releasing variations on the brilliant, but restrictive Elise chassis. The new car is based on Lotus's VVA (Variable Vehicle Architecture)

platform, which will also form the basis for the long-awaited new Esprit. VVA takes the Elise's bonded / riveted Aluminium structure concept a step further, allowing the creations of multiple

platforms based on the same core design. As such, many engineering cues for the next Esprit should be in evidence under the Eagle's skin. The above photo shows Eagle's front subframe and suspension arrangement, displaying a clear departure from the current Elise-based cars.



The main benefit of VVA in the case of Eagle will be that it will be available in 2-seater and 2+2 layouts, albeit a very small “+2” judging by the spy shots! This marks a long-awaited return by Lotus to the 2+2 marketplace last occupied by the Excel SE model in the late 1980s.



Power will be from a Toyota-sourced, Lotus-tuned, naturally aspirated 3.5L V6 mounted amidships producing around 300bhp. The most likely candidate being the 2GR-FSE unit as used in the current generation Lexus IS350. In addition to good power and torque characteristics, this engine exceeds all current global emissions standards and should remain compliant for the next few years. A supercharged version (around 360bhp.) is also rumoured for the future.



As for styling, the photos displayed here of the car testing at Hethel and undergoing cold-weather testing in Sweden are about as good a look as we're likely to get pre-launch. Styling is rumoured to owe a lot to the aborted M250 concept of 2000, with insiders saying there's more than a hint of Ferrari in certain aspects of the design.

Destined to enter the market at about £47,000 the Eagle will compete as a premium product in the marketplace somewhere between Porsche's Cayman S and the entry level 997 Carrera 2.

If Lotus can get the recipe right with the new platform, it could make some big waves in what is a highly profitable market sector given that Lotus's key values of light-weight sit well with the modern environmentally conscious motoring ethos. It stands to elevate Lotus's brand status from a manufacture of compromised, pared-back driving machines to one of a premium quality, driver-focused manufacturer.

*George Maddever*

## **Lotus Acquires New Manufacturing Wing**

Lotus has created a new manufacturing company which will be responsible for assembling the new chassis for Project Eagle. The company has bought Holden Lightweight Structures, which employs 120 skilled engineers, technicians and sales staff, and created Lotus Lightweight Structures. It will be based at the former Holden Lightweight Structures Limited site in Worcester and will continue to manufacture light weight aluminium and composite structures and components.

As well as the forthcoming Eagle the company will continue to assemble the award Elise, Exige and Europa aluminium chassis. Lotus believes the acquisition will help it "create, adapt and change its range of products quickly and effectively, catering for changing global customer demands."

Mike Kimberley, Chief Executive of Group Lotus plc, said: "I am delighted to announce the creation of Lotus Lightweight Structures following the strategic acquisition of Holden Lightweight Structures Limited. With this facility, we will continue to expand and lead the world in lightweight vehicle research, development and production to

help our global client base find ways to reduce the weight and cost from their vehicles.”

“Weight reduction is one of the most attainable ways to lowering CO2 emissions in vehicles today, as well as improving fuel economy and performance, and we have a duty to share our technology with the world’s car makers for everyone’s long term benefit.”

*PistonHeads.com*

## **Lotus and Spyker Sign New Agreement**

Lotus announced in May that it has signed a new agreement with Dutch sports car manufacturer Spyker to share components and technology in their future cars. Spyker, a recent name to drop out of Formula 1 after a short stint in the paddock, currently manufactures the C8 and C12 sports coupes / roadsters and also campaigns a team in GT2 sports cars.

The deal strengthens an existing relationship between the two companies that has existed for several years. Lotus has been involved in significant powertrain, component and compliance development for Spyker in the past and this goes a step further with Lotus to provide components for the new Spyker C8 “Aileron” model as well as the forthcoming D8 “Peking to Paris” 4x4.

While it has not been officially announced what specifics this new agreement relates to, rumours suggest this could even extend to platform-sharing with Spyker adopting Lotus’s new VVA chassis architecture for future models. Indeed recent disguised test-mules seen lapping the Hethel test track, which were previously thought to be new Esprits, are believed to possibly be Spynkers beneath the camouflage.



**The Spyker C8 Laviolette Sports Coupe – Sporting motoring for the very well-heeled individualist**

Spyker are clearly a car company with a lot of money to spend (it's not cheap running in F1, even at the back of the grid), with their cars aimed squarely at the very high quality / prestige end of the sports-car market. Given that they're forming close links to Lotus, it's got to amount to a healthy cash injection at a time when Lotus itself is looking to spread its wings (Eagle puns notwithstanding) and invest heavily in a more diverse future.

*George Maddever*

# Club Lotus New Zealand AGM

## Tuesday 22<sup>nd</sup> April 2008 - Minutes

(Opened 8:00pm Swashbucklers Restaurant, Westhaven Marina)

### **Attendance List:**

Tony Herbert  
Geoff Sparkes  
Mo Sparkes  
Michael Keenan  
Tim Edney  
Kylie Adams  
Tony Nicklin  
Rex Oddy  
Charles Lockie

George Maddever  
Nigel Mae  
Arthur Bamford  
Ross Vaughan  
Ian Christie  
Ken Woodburn  
Robin Stevenson  
Peter Grogan

### **Apologies:**

Colin White, Michael Brown, Tony Ingram, Roger Phillips, Dean Savage

### **Approval of the 2007 minutes:**

Moved: Geoff Sparkes  
Seconded: Ross Vaughan

### **Presidents report 2008:**

Copy attached – appendix A

In summary: A year which has seen some interesting and successful events, low attendance generally at functions and only one race meeting. Disposal of unused assets – trailer and Lotus 7 molds and departure through circumstances of two committee members. Robin expressed thanks to committee members for support and efforts.

Moved: Tim Edney  
Seconded: George Maddever

### ***Receipt of accounts and Financial Statements 2008:***

Copy attached - appendix B

In summary: A successful year with a surplus of \$ 1 900.00. Little used items, trailer and Lotus 7 molds were disposed of in the latter part of the year, the proceeds will appear in the accounts of the next financial year. Items with low residual values have been written off – old printer, BBQ etc. The track day generated close to \$ 1000.00, the surplus attributed to low expenses and the successful track day.

Tony raised the matter that a decision be taken that the 2008 Lotus Club accounts NOT be audited externally as only some 40 cheques were presented during the year.

Moved: George Maddever  
Seconded: Geoff Sparkes

### ***Subscriptions:***

Robin Stevenson: As the Club appears in a healthy financial position it would seem that there is no reason to raise or alter member fees for the coming year.

Tony Nicklin: Raised the point that membership had actually dropped and that effort should be made to increase the number of Club Members.

Ross Vaughan: Suggested actively following up members with unpaid club fees with regular contact by email.

Tim Edney: Suggested an “on line” or credit card facility that would allow members to have an automatic renewal and not have to post in payment.

Robin Stevenson: Suggested that the renewal be placed on the website in such a way that members could re-register and pay easily through the Club Lotus web site.

Moved: Charles Lockie  
Seconded: Arthur Bamford

### ***Elections of officers:***

President: **Roger Phillips**  
Nominated: Charles Lockie

Seconded: Tony Nicklin

Vice President: **Robin Stevenson**

Nominated: Tony Herbert

Seconded: Charles Lockie

Treasurer: **Tony Herbert**

Nominated: Robin Stevenson

Seconded: Geoff Sparkes

Secretary: **Charles Lockie**

Nominated: Tony Herbert

Seconded: Robin Stevenson

General Committee:

**Tony Nicklin**

**Tony Ingram**

**George Maddever**

**Rex Oddy**

**Geoff Sparkes**

NOTE:

It was requested by Geoff Sparkes that it be noted in the minutes that as Roger Phillips is the Registered New Zealand Lotus Distributer the potential for conflict of interest may exist. This point was addressed by Charles Lockie who reminded the committee that Bell and Colville (UK Dealer) in the United Kingdom appear to have a close involvement in the UK Lotus club, that Lotus themselves associate themselves with the clubs and also, in the unlikely event that some commercial aspect arises, club members are adult enough to ignore or address any issue as they choose.

***General Business:***

**Library:**

George Maddever offered to catalog and present the Club Videos, books and magazines in a format suitable to place on the Club Lotus Website for the use of Club Members.

Tim Edney offered to store the above (hard copy) material.  
Rex Oddy offered to place the above catalog on the Club website.

### **Club Outings:**

Ross Vaughan suggested during the coming year more outings should be organized along the lines of previous successful “fish and chip” runs.

Charles Lockie suggested that more effort be made to include members in the Lower North Island by way of planning further away weekend type events - and if possible track events in Taupo and Palmerston North.

### **Thanks:**

Michael Keenan extended thanks on behalf of the club to Robin Stevenson for an “excellent job done” in his two year tenure and to the committee for all the effort and hard work.

### **Molds and Trailer:**

Ken Woodburn advised that the molds had been sold to a member undertaking restoration of his car and while in the custody of this person were to remain accessible to the club members if required. The molds were also to be stored in a dry safe area and protected from unnecessary deterioration. The Molds were sold for \$ 100.00

The Club trailer had suffered deterioration from rust and was sold for \$ 500.00

### **Proxy Vote:**

Charles Lockie suggested that changes be made to the club constitution allowing votes by proxy for future nomination of club officers. The obvious reason being: members unable to attend the AGM for whatever reason still have the right to cast their vote.

End of Business: Meeting closed at 9:40pm on 22 April 2008

## Presidents Report 2008

Once again its time for the AGM it seam only a few months ago that we were at the last AGM.

### Overview.

Its been a funny year with attendance down at both normal social and race meetings, however in saying that, the 60<sup>th</sup> anniversary weekend and the club breakfasts were both successes. We have tried to arrange meeting at least on a monthly basis, with fun runs, race meetings and visits etc. Overall attendance at the meetings are down

### Social Functions

Once again this year the annual breakfast and show and shine has been the most popular event of the year followed by the 60<sup>th</sup> anniversary of the 7's week end. Other functions included a visit to Car Colours on the North Shore where we learnt all there is to know about keeping the shine on your car in tip top condition. Another social was to Peter Martin's workshop and Lotus Cars in Waiuku and to the New Lotus franchise on the North Shore. There have been some excellent fun runs including the a trip to Cambridge. Other events included the Lotus 7 anniversary weekend with a parade on the Saturday at the Waiuku flying 50, a dinner in the evening and a fun run on the Sunday.

### Race meetings.

Only one race meeting was held over the past year, with Pukekohe Raceway pulling the plug on our November meeting. While the meetings have been a great success, numbers have been down on previous years and we have had to open the meeting up to other categories i.e. Leisure-time.

### Communications

The internet is becoming an integral part of pour communications, it enable us to put out reminders about future events and keep members informed of what's going on in the club. A lot of work is currently being done on the web site so keep your eye on it.

### Assets

The cost of storing items such as the Lotus 7 moulds and the trailer was getting prohibitive and these assets were becoming liabilities and have been sold.

### Committee

It is unfortunate but we have seen the loss of Dean and Tjeerd off the committee this year, both of which were very active members and there input will surely be missed, all other committee members are willing to carry on for a further term. The Committee is the back bone of the Club, where idea's are discussed and organised into future meeting etc, we normally meet once a month, it very informal and there is a lot of Lotus talk. If you think you could offer some input or have any idea's, don't be afraid to put your hand up as many hands make light work.

### Acknowledgements

It is difficult to name or thank individual people over the past twelve months, however, I must thank all of the Committee who have given me and the club substantial support.

Once again I'm looking forward to some feed back from members regarding the direction future of the cub, it is always difficult, without some form of feed back to find out what member require out of a club such as ours.

Robin Stevenson  
April 2008



Club Lotus New Zealand Incorporated

Statement of Financial Performance  
for the year to 31 March 2008

Club Lotus NZ

	2008	2007	2006
<b>Revenue</b>			
Subscriptions	4550	4,250	5,850
Events	9140	7,345	8,210
Services - Shims		-	-
Miscellaneous		40	18
	<u>13,690</u>	<u>11,635</u>	<u>14,078</u>
<b>Expenses</b>			
Events	7979.07	8,066	6,733
Depreciation	591	876	1,111
Catering	884	1,116	985
Postage and Stationery	904.87	1,265	412
Rent	450	430	394
Membership cards	417.6	129	-
MSNZ - AGM Delegate		561	-
MSNZ - membership levy	226.8	371	303
Decals		229	229
Engraving	718.55	-	-
Post Office Box Hire	135	125	125
Signage		-	-
Insurance		193	523
Club Night Events	548.5	250	240
Trailer Registration		-	-
Web page hosting	69.07	80	-
Miscellaneous	388	53	21
	<u>13,312</u>	<u>13,745</u>	<u>11,076</u>
<b>Net Income/(Loss) from members</b>	378	- 2,110	3,002
<b>Income from other sources</b>			
Interest reveune	1438.01	609	1,084
Intermarque Concours d'Elegance	105	163	159
	<u>1,543</u>	<u>772</u>	<u>1,243</u>
Surplus / (Deficit) for year	<u>1,920</u>	<u>- 1,338</u>	<u>4,245</u>

The accompanying notes form part of these financial statements

## Lotus 60<sup>th</sup> Birthday NZ Tour Itinerary

### \*Stage 1 North Island

- Fri 10<sup>th</sup> Oct** 10am depart Auckland Domain tour via Glen Murray/Gordonton  
12 noon lunch/refuel Cambridge. Driving time est 2 hours (2h)  
1 pm tour via Maungatauri/Horahora/Arapuni/Rotongata/ Mangakino/  
Atiamuri/Taupo, O/Nite Taupo 2 nites (evening Boat tour booking reqrd)  
2h
- Sat 11th** 9am Taupo track Private hire 20 laps approx per car
- Sun 12<sup>th</sup>** 7am, Depart Taupo H'way 1 to Vinegar hill, H'way 54 to Fielding 9am 3h  
Manfield track private hire  
O/nite Manfield 20 laps ea
- Mon 13<sup>th</sup>** 10am depart for 2.15pm Wellington Picton Ferry via H'way 3, 2h  
(booking reqrd) (\* back to base for Stage 1 Finishers)
- Budget** Entry fees \$300 plus fuel, meals accom allow \$500 Total \$800

### \*Stage 2. South Island

- H'way 1 arrive Wellington noon for 2.15pm departure, arrive Picton 6  
pm  
Evening Display in town park, O/nite Blenheim. H'way 1, 1h
- Tue 14<sup>th</sup>** 9am depart for Hanmer Springs via h'way 1 Kaikoura Lunch/fuel stop  
H'way 70 to H/way 7-7a Hanmer Springs O/night, 3h
- Wed 15<sup>th</sup>** 9am depart for Christchurch via h/way 7 to h/way 1. Arrive CHCH  
12 noon lunch, 2h, car display Christchurch square, Run via port hills to  
Akaroa and back, 3h, O/nite Christchurch, 2 nites 15<sup>th</sup> & 16<sup>th</sup>
- Thurs 16<sup>th</sup>** Ruapuna track day 20 laps approx per car
- Fri 17<sup>th</sup>** 7am CHCH for Timaru via H/way 1, arrive Timaru 10am Levels Track 3h,  
Test day with min 4 x lotus closed sessions 20L  
depart 4pm for Oamaru via h,way 1, o/nite 2 nights 17,18<sup>th</sup> 1h

- Sat 18<sup>th</sup>** Alpine Tour Otematata/Mt Cook, Pig route options *2h+lunch+2h*
- Sun 19<sup>th</sup>** 10am,Oamaru Old town Markets, Display, Lunch, 1pm depart via h/way 1  
Milton, H/way 8 to Raes Junction, h/way 90 via Gore to Invercargill,O/nite  
(\*Or back to base for stage 2 finishers) *4h*
- Budget** Entry fee \$300 plus fuel meals accom allow \$1,500 Total \$1,800  
Plus ferry xing \$250 (Car + 2 adult passengers)

**\*Stage 3, South Island**

- Mon 20<sup>th</sup>** Invercargill Teretonga track day 10am to 4pm *20L*  
Depart 3pm h'way 99 via Manapouri O/Nite LakeTe Anau. *2h*
- Tue 21<sup>st</sup>** 9am depart Te Anau for Milford Sound, *2h,12 noon lunch, boat trip.*  
Return  
Via h/way 94 to Mossburn, Five rivers, h/way 6 to O/Nite Queenstown *3h*  
Evening, Central Car display, Hilltop restaurant meal booking reqrd)
- Wed 22<sup>nd</sup>** 10am Depart h/way 6 to Wanaka (War Birds Museum) 12noon lunch.*1h*  
H'way 6 to Fox/Franz Josef Glaciers, H/way 73 O/nite Arthurs Pass *5h*
- Thurs 23<sup>rd</sup>** 8am Depart via Jacksons to Stillwater, h/way 7 to Springs junction  
H/way 6 to Murchison/, *4h, lunch, Moutere vinyard, O/nite Nelson 2*  
nites
- Fri 24<sup>th</sup>** 10am departure, upper Moutere Vinyards (to be Booked) for lunch  
Afternoon/evening central Nelson Car display *1hr*
- Sat 25<sup>th</sup>** 9am departure via H/way 6, Left after Kaituna to h/way 1 to Picton,  
(\*Back to base for stage 3 finishers) *2h*
- Budget** \$150 entry fee plus fuel meals accom allow \$900 total \$1,050

### \*Stage 4 North Island

1.15pm noon sailing into Wellington 5 pm.  
H'way I to Sanson, H/way 3 to O/nite Wanganui. 3h

**Sun 26<sup>th</sup>** 10 am Town car display/ lunch, depart 1am H/way 4 to National Park, H'way 47 to Tokaanu, 41 to Kuratau junction, 32 to Whakamaru, 30 to Atiamuri/O/Nite Rotorua 4h

**Mon 27<sup>th</sup>** 10am @Whaka Geyserland, lunch, depart 1pm via Ngongataha via Pyes Pa to Tauranga,. H/way 2 to Bombay O/nite/Pukekohe/Auckland 4h

**Tue 28<sup>th</sup>** 9am Pukekohe Track CLNZ Track day, Reg Trial & Sprints. Conclusion Dinner ( track to be confirmed \$3,500) 20L+

**Budget** \$150 entry fee plus fuel, meals accom allow \$600 total \$750  
Plus ferry xing \$250 (Car + 2 adult passengers)

**Total** 4 stage cost = 6 tracks + 2 x ferry Xings = \$1,400 (late fee \$400 xtra)  
Plus budget fuel/meals accom \$3,600, Total cost est \$4,900-\$5,300

Notes: Entrants can attend all or individual stages, individual accomodation bookings to be completed by entrant. Contact local website information centres for accommodation bookings (see below). Full tour \$1,400 Entrant \$300 discount booking cutoff date Aug 30<sup>th</sup>. Bookings pay for Stages plus ferry only, balance of costs budgeted (fuel accomodation & Meals Guide only) entrants responsibility.

Entry Form

Stage 1..... \$300..... ..(9 hours driving, 40 laps, 4 days)

Stage 2.....\$300 plus ferry Xing @ \$250 ...(21h, 40L, 7D)

Stage 3.....\$300.....(20h, 20L, 6D)

Stage 4.....\$300 plus Ferry Xing @ \$250.....(11h, 20+L, 4D)

Name..... Address.....

Ph no ..... ..

Email..... Country.....

Age..... Drivers License No.....

Car club license..... Expiry date.....

Car make..... Model..... Year..... Reg No.....

Reg Expiry..... WOF expiry.....

Name of all car occupants/entrants..... Age.....

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Special

requests.....  
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Stages requested, 1..... 2..... 3..... 4..... Total.....

Total Stages \$..... Total Ferry Xings \$.....

Total payment enclosed \$.....

Accommodation bookings can be made as follows

- Oct 10 & 11 (2 nites) Taupo, [www.laketaupo.nz](http://www.laketaupo.nz)  
12 Fielding, [www.manawatunz.co.nz](http://www.manawatunz.co.nz) \* (& Wanganui 25th)  
13 Blenheim, [www.destinationmarlborough.com](http://www.destinationmarlborough.com)  
14 Hamner, [www.southisland.org.nz](http://www.southisland.org.nz) \* (& Arthurs Pass 22nd)  
15 & 16 Christchurch, [www.christchurchnz.net](http://www.christchurchnz.net)  
17 & 18 Oamaru, [www.centralotagonz.com](http://www.centralotagonz.com)  
19 Invercargill, [www.visit.southlandnz.com](http://www.visit.southlandnz.com) \* (& Te Anua 20th)  
20 Te Anau (see above)  
21 Queenstown, [www.queenstown-nz.co.nz](http://www.queenstown-nz.co.nz)  
22 Arthurs Pass (see above)  
23 & 24 Nelson, [www.nelsonnz.com](http://www.nelsonnz.com)  
25 Wanganui, (see above)  
26 Rotorua, [www.rotoruanz.com](http://www.rotoruanz.com)  
27 Pukukohe, [www.aucklandnz.com](http://www.aucklandnz.com)

\* websites accessed for more than one booking location