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# LOTUS:10

## & Clubman Notes



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**Features:**

Tour de Pyrenees  
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# Driving in the Dark

by Gavin Schutte



On Saturday 15 March we had a (rare) night run to see the city lights and experience our new C(Ph)lem 7 toll tunnel. Well that was the initial invite anyway.

Our meeting point was a new one: Member Bob Lucina (Elise S1) invited us to start the event at his Sky Blue Coffee Café in Newstead. A very classy establishment where you are greeted by an XK Jaguar at the entrance and a S1 Elise further back. Excellent coffee on the house went down a treat as well (thanks Bob) – especially in preparation for a night run with the roof down.

Wade (everyone thought retired) handed out new and improved route notes for the evening going through a couple of tunnels (depending on where you got lost), a bit of highway driving, through parts of the city (depending on where you got lost) and ending up at Park Road for some more hot drinks.



Giovanni's Europa

A nice spread of cars attended (2 Elise S1, 2 Elise S2, 1 Esprit, 2 Europa (new), 3 Sevens, 1 Ferrari and 1 MX5) and we headed off pretty much on time just before 20h00.

The drive started off pretty smoothly up to the Clem 7 where we started making some noise. We were all by our lonesome (as you might have read in the newspapers the tunnel isn't really being utilised as much by the public as anticipated). The only unfortunate thing from my point of view

< Caterham rules!!!

was the 80km/h speed limit – my best noise making opportunity in 2nd gear occurs between 75 and 100km/h!

Before long I ended up in front and this is where our problems started – as soon as we left the tunnel we realised we were “missing” quite a few followers. So we and a couple of Sevens took the scenic route through Bowen Hills to get to Kingsford Smith Drive and North onto the Gateway Motorway.

After a few minutes we caught back up to the rest of the gang and all was good again for a while. We took in some fast roundabouts onto Sandgate Road and did the return journey south on the motorway.

Heading back towards Milton and Park Road we hit our second obstacle for the night – due to some “sporting activities” at Suncorp Stadium



Coffee at Park Rd.

access from the bypass was closed off onto Milton road. Let's just say we ended up going through the city and over the river more than we thought necessary – but we steadily followed in John and Penny's wheel tracks.

Being stationary on the bridge had its highlight though as a large number of “enthusiastic” pedestrians noticed the two Elises. Even though Carina was in the car with me, I was made aware of the following by a passing lady: “I think we belong together. If I can go for a ride I'll lift my top”. Luckily Carina had a beanie on and didn't hear this, so I just sheepishly drove on.

We did reach Park Road eventually, where we enjoyed a few belated hot drinks paid for by our new members Giovanni and Kate Caso (Europa) – thanks guys, good to have you in the club!

So all in all a very enjoyable and different event – we should do it again during summer – just don't let me lead out of the tunnel again.



Wade's Esprit





## LCO June Mid Week Run

- by John Barram.

Many a cruel joke was made when I suggested the possibility of a mid week day-run for Queensland Lotus Club members, aimed at those who are retired from the workforce. Was there an age limit? Would we be having a nap after lunch? etc. etc. But we mature people were undaunted.

So at a sane and sensible 9.00am on a Tuesday morning I was waiting at the appointed place on the outer edge of Brisbane and wondering who would actually turn up. And right beside us was a bunch of retired blokes who sail their remote control model yachts at the local duck pond. Whatever takes your fancy?



Morning Tea rest stop

We soon had five cars with another to meet us down the road and set off on the new extension of the Centenary highway which is all a bit of a bore except for the three roundabouts, each of which I have found can be used to pass up to half a dozen cars if you can make use of the handling powers of your Lotus. Then we picked up Wybe at the intersection and

headed out towards Boonah for a run through the country. From there we went on to our stop at Maroon Dam picnic area where we enjoyed our BYO morning tea and a nice long chat!

The Sevens were well represented with John Lungren in his Lotus, Dick Reynolds in his Caterham and Mal Kelson in his replica. Derek Dean had absented himself from work and brought Anita along in the 340R, Wybe

and Angela Geertsma came in the Elan and I brought the Elise.

From there we headed east along a road with a few interesting tight sections before we followed some narrow little back roads I have liked since my youth, across Barney View with spectacular views to the mountains. Unfortunately they have become a bit rough for low slung Lotus but we all survived, at reduced pace.



John Barram's Elise

Then down to Rathdowney and on to Beaudesert where Wybe and Angela left us on purpose and Mal left us accidentally because he stopped for fuel and then had trouble with the instructions. The remainder of us headed for home via Tamborine and the M1, in time for lunch – or a little nap!

Feed back has been very positive so I can see another midweek run in the winter sunshine before too long.

John Barram



Anita, John, Angela, John, Mal, and Derek



# DIY – REPLACING A MELTED FAN RESISTOR PACK IN AN S2 ELISE

(without removing the clam) by Rob Stevens

One very wet morning while driving to work in teeming rain, I noticed an electrical smell coming from (what I thought was) the car in front...

The next day, I noticed the fan wasn't working on any speed - oops - the smell had been from my car! This meant that the A/C wouldn't work either. How difficult could this be to fix?

On investigation of what had failed, it looked like the resistor pack (controlling the fan's 3 speeds) was the likely culprit – it had shorted out in the deluge. Unfortunately, in an S2 Elise the pack is screwed to the underside of the fan unit, meaning this unit has to be rotated 180 degrees to actually see the pack, let alone remove it. Equally unfortunate is the design of the tray holding the fan – it barely allows movement of the fan, and has only one (raised) drain hole, so a puddle of water can/does gather in the bottom of the tray, ready to short out the connections.

The real problem was that in order to rotate the fan, I had to move the Heating/Ventilating/Air Cond (HVAC) unit out of the way, and this supposedly required removal of the front clam - a job I really didn't want to do. Nothing like a challenge, then!

So, I first had the A/C system de-gassed (no - I didn't just let the gas escape!) and removed the Receiver/Dryer – this enabled much greater movement of the HVAC unit.

>>> See Figure 1.

The next step was to actually move the HVAC unit - To do this I had to remove the pipes from the expansion valve adjoining the HVAC (red arrow):

>>> See Figure 2

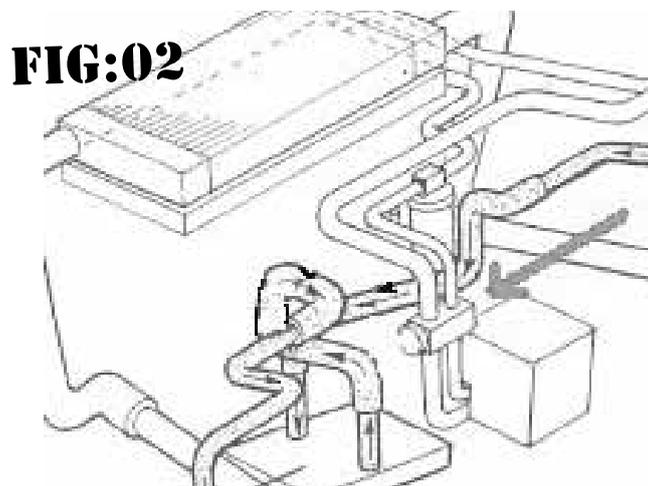
using extension sockets from the drivers side inspection hatch...

Now the HVAC box could be moved upwards enough to separate from the fan unit, allowing the fan unit rotate around, initially 90 degrees, then with a bit more heaving, a full 180 degrees, to reveal the failed and water damaged resistor pack, lurking underneath the rotated fan. A few squashed fins in the A/C grille too!

>>> See Figure 3



**FIG:01**



**FIG:03**





**FIG:04**

A close-up, showing the failed/melted main motor connection:

>>> See Figure 4.

After removing the failed pack - just the +ve and -ve wires are left, going to the fan motor. These are what I need to have permanent access to even with the motor back in place!

>>> See Figure 5.

Next I cut off the old connectors, extended the fan motor wiring, reassembled the entire HVAC and fan, and (temporarily) connected up the 3rd speed of the fan straight to the motor. This means I either got full speed, or nothing - which was preferable to getting nothing on any speed!

Now the HVAC and fan units could be reassembled, and the A/C re-gassed - fingers crossed for no leaks - the next step was to construct a variable speed fan controller...

After some more nights searching the web, I concluded that I needed two 50Watt resistors, to control the slow and medium speeds:

Using a fantastic electrical calculator at:

<http://www.blackfiveservices.co.uk/fanspeedcalc.php>

With inputs:

Voltage=12V

Current=20A

Target Voltage=5V and 8V

The calculator indicated that I needed approx 0.33 Ohms resistance for the medium speed (about 8 volts), and 0.66 Ohms for the slow speed (about 5 volts).

If I connect the two resistors together in series, I'll actually need just two 0.33 Ohm resistors to make the complete circuit...

Next stop: RS-Australia for the resistors: [www.au.rs-online.com](http://www.au.rs-online.com)

50W, 0.33 Ohm - Part No: 160-887, Cost: \$4.95 each - just a little cheaper than a Lotus Resistor Pack!

After securing the resistors in an aluminium hobby box (\$8 from Jaycar), with appropriate leads to connect the Low/Medium/High speed wires to, the new resistor pack was ready to go.

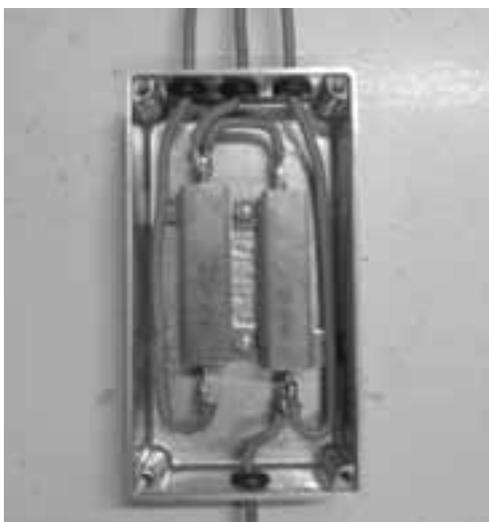
>>> See Figure 6.

Now I just attached the box to an out of the way spot near the fuse box, and...

Done!



**FIG:05**



**FIG:06**





## Queensland Super Sprint- B Series

Round 2 - 21st to 23rd May 2010 - Morgan Park

by John Flynn. Photos by Colleen Conway.



Over the past four years at Morgan Park we have only had one really wet round, this year the drought appears to have broken. Round 1 in March was wet and as we drove up from Brisbane for the round 2 Friday practice the showers increased to heavy rain as we reached the top of Cunningham's Gap. It was looking like another slippery weekend of sprint racing!

The Queensland Lotus Club was well represented this round with 12 members competing including 6 Elises of various types, a beautiful Lotus 61 Formula Ford, a Lola MK 5A, 2 Lotus Sevens, an Elan S2 and a very quick MX 5 turbo.

The highlight for this round was the maiden outing of Jason Patullo's Honda powered S2 Elise. As many readers would be aware, at Morgan Park, our Queensland President has been the competition pace setter for a couple of years. Many of us had wondered how quick we would be if we too had a Honda powered Elise. Jason had been slowly catching Geoff's lap times in his standard Elise and decided to find out how much better a Honda powered car was. We were all looking forward to the show down!

Friday practice was wet so we were all slipping and sliding all over the track, no one could produce quick times. The wet track limited Jason's opportunities to get to know his new engine, but his initial comments were that

- 1: Allan Conway
- 2: Garry Pitt followed by Rob Stevens
- 3: Geoff Noble, cutting the apex
- 4: Geoff's Honda Elise
- 5: Greg Bray
- 6: The Black Night!
- 7: John being hunted by Honda powered Elise
- 8: Peter Boel's at play
- 9: John Barram
- 10: Rob Stevens found the apex



it was frightenly quick! We were all hoping for a dry Saturday.

Wade Greensill in his Elan S2, one of our two super sprint virgins from round 1 returned for more, last round Wade arrived on the Saturday morning and raced on a wet track he had never seen before. For this round he decided to do the Friday practice and learn the track, before he had to go hard. The front wheel drive Elan and Wade appeared to enjoy the wet track! Practice payed off for Wade, he only raced on the Saturday but picked up the trophy for 3rd in class. What will he achieve next round?

Our other round 1 virgin only just managed to make the grid for round 2. Joe Arico is an engineer who started his trade as a mechanic on the tools; he decided that he should up grade a few components on his S2 Elise before round 2. Unfortunately for Joe his parts from the UK were delayed due to a volcanic eruption in Europe. His parts finally arrived a week before Round 2, Joe was working past midnight every night to get his car back together. All the worries about the delayed parts distracted Joe so much that he forgot to send in his entry for round 2. We all know now that Joe should be in politics, he some how managed to convince Bill from the Warwick District Sporting Car Club to allow him to enter the event in the last week!

Joe improved his time all weekend but he now has a few more minor up grades to do to his Elise before round 3. Late on Saturday, off the start line and through turns 1 and 2 his car developed a slipping clutch. Assuming there are no more volcanic eruptions we are sure he will have an AP Racing clutch and fly wheel for next round.

The anticipated show down between the two Honda powered Elises will have to wait until round 3, Jason came into the pits on lap one of run one with a rear vibration on all the right hand corners. There were many ideas as to what the problem could have been but it appeared to be the result of a dodgy LHS drive shaft. Jason did 3 shake down runs over the weekend in an attempt to diagnose the problem and ended up 3rd in class and 8th outright. It will be interesting to see what he can do next round.

Geoff Noble was as calm as ever, he took it easy for the wet Friday practice. We knew Geoff was getting serious on Saturday, as the track dried he put on his huge carbon fibre rear wing and slicks. The track was reasonably cold all weekend and Geoff was struggling to catch Geoff Nothdurft's Farrell which was running soft Avon slicks. I still struggle to understand how a Farrell and an Elise can be in the same class? Traditionally the two Geoff's are within a few 100's of a second for outright first over the weekend, this weekend the difference was almost 8 seconds. May be our President will have Avon slicks for round 3?

Garry Pitt and Rob Stevens chased each other for the whole weekend, Garry finally getting in front. Garry was particularly keen to win the traditional car weigh in! After we had all weighed our cars Garry's was the heaviest Elise, not to be out done he returned to the pits and removed his passenger seat and anything else loose in an attempt to reduce his car's weight. Removing the passenger seat made no difference to the weigh in!

Mick Cullen traditionally has mechanical problems with his 300hp plus MX5, (we all know he really wants a Lotus but has invested too much money in his Elan look alike Mazda) but this weekend it was Mick who was suffering the effects of the flu. Over the weekend Mick sat out a few of the runs but managed to improve his PB lap time and picked up 4th outright. Next time.....

Peter Boel's Lola MK5 and Greg Bray's Lotus 61 Formula Ford look so great running round the track. I imagine most competitors would give almost anything for a few laps in either car! There is something about an open wheeler that every driver dreams about.

Some how the organisers put John Barrum and Allan Conway and their Sevens in the same group as Geoff Noble and Mick Cullen. A Seven is traditionally a quick track car but Geoff's Elise and Mick's Turbo MX 5 are two of the quickest cars at Morgan Park. The Sevens did well not to be lapped by the quicker cars.

For me, my lap times were 4 seconds slower than last year! No real excuses but my car was losing coolant for some reason, I hope it is not the traditional Elise S1 head gasket problem. I will do something before the next round.

Traditionally food and a few beers or wine are an important part of a Lotus Club weekend in Warwick. This weekend was no exception, Friday night we had pre-dinner and nibbles at the Comfort Inn followed by great steaks at the local pub. Saturday night we had pre-dinner drinks at the Presidents motel followed by dinner at the RSL. What more could we want?

Bring on round 3!

### **Results Round 2**

Geoff Noble	HPE Elise S2	3:25.517	2nd in Class
Mick Cullum	MX5	2:28.092	1st in Class
Jason Patullo	HPE Elise S2	3:28.125	3rd in Class
Garry Pitt	Elise S2	3:43.192	
Greg Bray	Lotus 61FF	3:46.639	
Rob Stevens	Elise S2	3:46.642	
Joe Arico	Elise S2	3:50.573	
John Flynn	Elise S1	3:54.850	
Peter Boel	Lola MK5A	4:00.272	
John Barram	Lotus Seven	4:01.868	2nd in Class
Wade Greensill	Elan S2	4:26.474	3rd in Class
Allan Conway	Lotus Seven	4:31.893	

