



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- Move away from the PayPal button...
- LCQ April Club Meeting at Euromarque
- Tasmania Lotus Talk: Longford Revival
- MSCA Round Three - Haunted Hills
- Morgan Park Sprints - Round 1

2015

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May 2015

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A brace of Lotus Cortinas at Devonport Motor Show.

Photo by John Barrass

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President's Prattle

By ASHTON ROSKILL, CLA President

Bonjour tout le monde!

I'm writing this from our hotel in Grasse, having spent today driving the Monaco Grand Prix circuit followed by some VERY wiggly roads out at the back of Monaco and Nice, en route to St Paul de Vence for a spot of culture vulturing. So apols that I am not fully up to speed with goings on in Australia but internet connections are a bit intermittent!

I gather however that a thoroughly good time was had at the General Meeting on Tuesday last at Simply Sports Cars, including an unexpected and, by the sounds of it, thoroughly fascinating speech by Jim Smith, ex Lotus Indy team mechanic and now Bondi resident, who PJ happened to meet at Westfield Bondi – the things that happen, eh?! So Jim is now fully inducted into the Club scene, including an introduction to Ron Tauranac, which I gather went well. A huge thanks as always to Lee, Stu, PJ and all at SSC for a fantastic evening.

And on the subject I also gather the latest SSC Lotus Only Track Day went off with much fun had by all, so a grateful thanks to all the team and particularly Mark O'Connor who puts so much into organising these days. I'm just sorry I missed it but don't expect much sympathy given where I am.

While I'm over this side of the world I've been lucky to be introduced to Eddie Hopkins of Riversdale Restorations who is a complete Lotus nut. He has restored his two Elevens, two Elites, an S1 Seven with Eleven rear – the only one built that way – his Europa, Elan Sprint, and Elan +2 he's owned since he was 19, and still has time to build Eleven replicas for clients – quite the man to know. I also dropped in on Mike Brotherhood who was very happy to chat all things aluminium over a cuppa, and on our return to the UK I have a day up at Hethel, meeting Vic Thomas, the Eleven Registrar, for a coffee and popping into Classic Team Lotus too,



so that's still to look forward to. Shame I can't be here all of May to take in so many other events, including the 50th anniversary of Jim Clarke's most successful year up at Duns. Hey ho, better go and have another glass of wine and find some more food to eat – just as well I bought the Porsche – I'm not sure I'll fit in the Elise or Elan when I get back.

Have fun without me and I look forward to catching up with all the news at the May General Meeting, by which time we will be back.

In the meantime have fun and keep it safe, upright and on the blackstuff,

Pip pip
Ashton



President's Message

By CHRIS O'CONNOR, President LCV



The year is in full swing and we have had a number of events to divert the attention of LCV members. The April EMR was apparently a great success with lots of cars from the club and several guests. The monthly meeting was an informal affair at the Tower Hotel in Hawthorn. Those present seemed to enjoy the atmosphere and there was much banter and chatter during the evening. I attended the MSCA Hillclimb at Haunted Hills and enjoyed a lovely day at a most interesting track in glorious weather.

April's committee meeting will be a chance for the committee to look at the future direction of the club. LCV is chugging along really well but we feel that it is timely to look at what it is we do well, what are other possibilities for events and activities and what we should set aside. We are keenly aware that, while our events are well attended, there are a number of members that we rarely if ever see, and one of the challenges we wish to address at the meeting is to work out how we can increase

levels of participation. This might be through further promotion of events and encouragement to attend, or to look at events and activities of a different nature. If I could underscore what Peter Murray wrote in his report of the April meeting, if you have any ideas for any events that you feel that we as a club should hold, please let one of the committee members know. Much preparation has been undertaken for this forthcoming meeting and I would like to thank John King, Mike Byrne and Alec Spryou for their efforts. We look forward to reporting back to you with our outcomes.

I'm off to Wakefield Park at the end of this week to attend the Lotus Only Track Day, a wonderful festival of thrashing around that fantastic track with sixty-five other Lotus and lots of off-track time catching up with fellow Lotus nuts. Keep the date of Saturday, November 21st free as that is when the LOTD descends upon Winton



President's Waffle

By CLIVE WADE, President, LCQ

What a start to autumn, since the March club meeting we've had breakfast at Mal & Chris Kelson's home, a great success at the inaugural Interclub Challenge, and the usual enthusiastic competitors doing well at both the Mt Cotton Hill Climb and the Morgan Park sprints. To top it all off, Euromarque hosted our April club meeting.

And what a sterling effort from Maggie Goodfellow and Gloria Wade after the delightful Kelson breakfast. Breakfast at 8:30am, chin wag 'til 11:30, race home and write the article or edit the photos, all in time for the 22nd March deadline of the magazine's April edition. Not a bad effort... same day/one day service. Is this a sign of the ladies taking the lead? If it is, good for them, effort like that is truly appreciated.

No doubt there will be articles in this month's magazine for all of the above-mentioned events, and I don't want to give the game away in one of the front pages, so suffice it to say congratulations to all those who have done us so proud, especially when competing against those other marques, Lotus/Caterham really do, do well, no wonder we are smug in our ownership. Not to mention the quality skill of peering through that hazy red mist.

And a big thank you to Euromarque for their generous hospitality in hosting our April meeting, 70 odd people, three new members, food and wine to be remembered.

Strange how things go, on the way home Gloria lamented the difficult photography conditions of snapping in the dark with all the subjects back lit by the showroom lighting... there was little chance of any photo coming out well. Now, having seen the outcome, Gloria had little to fear. Her photos accompany the article, they will more than adequately fill the space I've left in writing the article.

So what's on for the next month? And this is the difficult bit, to write about something that will have happened by the time you read this magazine, so I'm not going to. By the time you

are reading this waffle, we'll have had a lovely social day out, represented LCQ in two Interclub Challenges, and topped off with the 2nd DTC of the year.

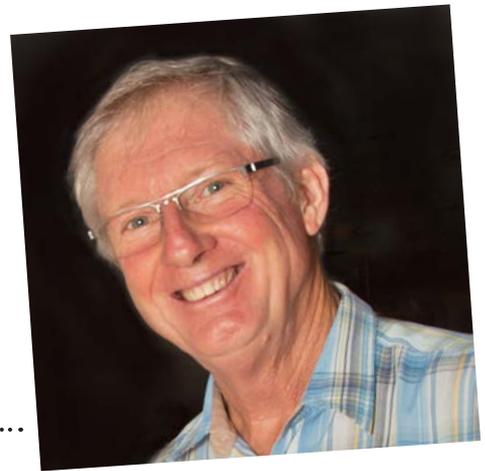
By then you'll have had a chance to read this edition, using it to plan your month of Lotus stuff.

Stuff like either attending the Macleans Bridge Sports and Classic Car Show at The Logan Campus of Griffith University on Sunday 17th May, or representing the club in the Interclub Challenge Event Regularity at Lakeside.

Myself, and (currently) six others will be at the Regularity. We are hoping to field three teams, one team of novices and two teams of more experienced members, using the experience of the later to guide the newbies. So we're looking for five more entries. Of course, we'll be happy to mix a group, I'm quite sure the lesser experienced will be able to moderate the enthusiasm of the more experienced, especially when the red mist overtakes the necessary will power (rather than horse power) required of regularity, self-constraint is far more important than outright speed. Difficult when one is piloting a Lotus whilst sharing a track with Alfas, BMWs and Porsches.

Sunday 24th May will see a day run which is yet to be advised, followed by the Morgan Park Sprints on the last weekend of May. Of course Dick Reynolds will have arranged one or two of his impromptu EMRs up Mts Nebo & Glorious for breakfast, so that by the time we get to the June meeting being held at HM Gem Engines there will be yet again lots to talk about.

And can you see the one similarity to my last "Waffle"? The motorsport fraternity in our club are already organised, if not at times over-committed throughout the month, Dick Reynolds constantly comes to the fore arranging impromptu EMRs, Mike & Maggie are stalwarts standing in for either the writing about or the running of events and Gloria is always somewhere maintaining a pictorial record of whatever is going on.



I'm sure there are many members only bursting to organise a day run, now that you've seen our next run has no planned destination nor starting points. No doubt John Barram will arrange something and email the plan. But what we really need is for someone to burst out with an offer to arrange the July Run on the 19th.

I'm sure someone on either the Gold or Sunshine Coasts have a favourite drive to share, know a great coffee shop for morning coffee and only an hour or so of a convoluted drive to a lunch venue capable of preparing at least hamburgers. As long as we have somewhere to stop and talk the day will be successful. If you do, send John Barram an email at socialsec@lotusclubqueensland.com He really will appreciate it.

And finally, what has this Lotus lover's wife been up to? Near on treason I would say!

Well, I saw her ordering something to replace her dear old Alfa Quattro. I caught her in an Alfa/ Fiat dealership this very afternoon. All I'm going to tell is its quick; it'll keep up on the summer day runs when our non-air-conditioned rag top is uncomfortably hot. And she has to wait for an undisclosed delivery period. I guess the Quattro will have to live a little longer with its elderly Alfa horses on hot summer days.

Cheerio for now,
Clive



Move away from the **PayPal** button...



by Anne Blackwood

Dear friends, Romans, spenders, fellow members.

You may be aware that Maurice Major and I have been involved in the "clearing" of a number of members' deceased estates/cars/man-cave treasures in recent times. Also, in my current reincarnation I am an antique dealer also involved in deceased estates and house clearances.

**PEOPLE!!! NO ONE NEEDS 100 SHERRY GLASSES...!!!
READ MY LIPS!!! ... NO ONE NEEDS 100 SHERRY GLASSES!!!**

OK, so you think this doesn't apply to you? Have a look in your garage/shed and check out the unfinished projects. When you fall off your twig this will be left to your loved ones to deal with. That priceless Standard Ten rear end will end up on the kerb for the council pick-up. Stop now and have a think about completing projects before embarking on another.

To see families sort through the dross of their deceased's hobby is very distressing for them and also very uneconomical. Everything will be sold at fire sale prices with little return. No, we haven't come upon a Bugatti Royale in our travels and you know what, it ain't out there. What is out there is a lot of very sad, tatty projects.

The antique scene has been a real eye opener for me and if nothing else my mantra is "have less, have better". Enjoy the fine things you keep for "best" because it never arrives. These are the Good Old Days.

Wherever we go nowadays we are met by a sea of grey hair. I read recently in a US bike magazine that the US is struggling to find competitors in the up-and-coming classes. They summed it up by saying "How do we get the young to compete 3D instead of 2D?" Who do you think is going to want that Standard Ten rear end?



April Club Meeting at Euromarque

by Clive Wade
photos: Gloria Wade

Euromarque was our host for the April meeting. Starting at 6:00 for 6:30, they put on a gourmet BBQ with refreshments both alcoholic and non-alcoholic. The event was superb, lots of folk enjoying their hospitality whilst looking over a substantial range of Lotus Elise/Exige products. It must have impressed not only our three new members, but also a number of prospective new owners who had come along for the experience.

Euromarque is a great venue, the showroom outdoor display was not only used to show off their own vehicles, it was used to display many club cars with elan. I'm not sure if planning or coincidence occurred in the parking for we were treated to the visual delight of the silver Esprit and silver Elise parked together being enhanced by the showroom back lighting. Lotus 7 and Caterham (both in almost identical colours) complementing each other while being subtly enhanced by Mike Moore's 340R parked directly behind (or in front of, depending on your perspective). Interspersed between these two impromptu displays were Vyvyan's Elan and the many Elises and Exiges. Of course, Euromarque's cars were varied with the standouts being the electric blue Exige S Roadster and the Exige LF1. The LF1 obviously painted in the current Lotus F1 colours.



Darryl, Matt, Mike & Martin
admiring the LF1



The gathering



Lotus Exige S on display



Lotus models in the carpark



Lotus duo on a night out

As newbie President, I held the meeting in double quick time. Not because I wanted to rush, but because a fair percentage of the committee were either overseas or experiencing difficulties on the way to the meeting. Jon was buying tea in Ceylon, Shane was applying with Lotus F1 to replace the current Lotus F1 drivers in Shanghai and poor Daryl almost arrived at the meeting, his Caterham displaying similarities to its early cousins, nothing serious, just frustrating. Didn't leave much to report on, so I upped the pace to give Alastair Manihera from Lotus Australia & New Zealand the floor, to enlighten us on the Lotus future and the current models.

Thanks must go to Greg Willims (proprietor of Euromarque), Rebecca Henry, Katherine Barclay and Jesse Wolfe the team who not only led the organising, but also are the trio who will only too happily arrange a new Lotus for you. And also a big thank you to all the other Euromarque staff who helped put this great evening together.



Information dissemination



Richard, Dick, Peter & Anne



Matt, Geoff & Darryl



Jesse Wolfe, Alastair Manihera & Clive

TASMANIA

LOTUS TALK



Paula with her 1967 Elan SE (First time displaying her own car at a show) Mark's Aston in the background



Longford Revival

by John Barrass

The "Longford Revival" revival on March 21st saw four CLA members and two Lotus in the display area for a sunny but cool Saturday out. New CLA members Mark and Hazel Wheatley were exhibiting their superb Aston Martin DBZ on this occasion, we had Paula's Elan S3 Coupe and my own S2 Elise, both proudly wearing the CLA windscreen banners for the first time. The banners attracted the attention of NSW member Peter Apple and friend who were holidaying in the state that weekend and stopped by for a pleasant chat. The Elan attracted a good deal of favourable comment and a few people who had had Elan's back when they were current, including one gentleman who raced Elans and Elevens back in the early 60's and who drove the camera car for the promotional Movie "A weekend in Longford". For this he had to chase the Tasman cars at high speed while the camera man knelt in the passenger's seat facing backwards working a camera on a tripod hastily bolted to the rear suspension of the chase car (an Eleven if I remember it right), which had the body work removed to allow this. Those were the days—no OH&S red tape to get in the way. The movie has been transposed to DVD and is an extremely good watch.



John Barrass' Elise



Peter Apple visiting from Sydney – Elan, Aston and Elise

The next day was the Devonport Motor show and the Lotus rollout was even better Paula and I were joined by AE member Stuart Thorpe and his son in his newly acquired S2 Elise for a 100k three Lotus convoy to Devonport where we met up with AE member David Masterton in his S2 Elise to drive into the car show. Mark and Hazel were again showing their Aston and we met them there (must get them to take their Elan M100 next time). At the show were some spectacular cars including four more Lotus, a red Elan S3 DHC once owned by Alan Pate, a rather nice Metallic white late model Esprit Turbo and two superbly turned out Lotus Cortina's. We chatted at length with the owner of the Esprit who also has a substantial collection of other cars, as does the owner of the Elan who was not actually at the show. Again Paula's Elan drew out ex owners including one, a lady called Jan (surname eludes me) who used to be the CLA rep in Tassie a long time ago and who raced her S4 Elan back in the early 70's. She still has the car, it has been laid up on blocks for a very long time now but she says she will return it to the road one day. We also met a couple from just up the River from Launceston who have an Elan Plus 2 under restoration and chatted with them for a while as well. From both a fun and a networking sense it was an extremely productive weekend. We now know of 17 Lotus in Tassie, so it's about time for a bit of a get together I think.

Some more Lotus present at Devonport



Stu's Elise, John's Elise & Paula's Elan



David's Elise outshining the rest

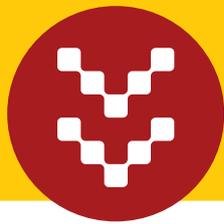




LGV

Early Morning Run to Myrniong

by Peter Murray



The FJ in all its glory

Autumn is always a great time to drive, especially if it is sunny, which the weather forecast had precluded, but as usual the forecasters got it right for the first couple of hours but wrong thereafter.

The start point, at the Service Centre just beyond Calder Raceway, yielded some pleasant surprises – a host of Holdens, mostly FJs but at least one 48-215 that was in need of some TLC. One FJ ute owner proudly told me his ute had been in their family for some forty-eight years and the almost pristine interior attested to the fact that it had done negligible miles and just carried one load of shopping. Another sedan had been fitted with all the accessories of the time – a windscreen sunvisor, venetian shade for the rear window, chrome bonnet pedestrian impaler, chrome door handle paint protectors, rear wheel arch spats, mud flaps, and, and... There was also a station wagon but I can't remember ever seeing one like that so maybe it was a customised panel van. They were on their way to a display at Kyneton racetrack.

But, I digress. Joining the Lotus contingent appeared a shiny black Evora, a new investment for Cris Johansen which quickly became a talking point.



Some of the LGV contingent



What was this man photographing?

There were several "new" faces – Rhett Parker, who is a regular in MSCA events in his Elise; John Clemow in his Caterham and Spy Matthews, a long time member, in his Lotus Cortina. In fact we were graced with four Cortinas, the other three belonging to Phil Mollison and Ian Madden, both LCV members in Mk2 Cortinas, and Trevor Pickering in a red GT Cortina.

With some twenty-two cars in the group it's not long before it breaks into little sub-groups, sometimes due to traffic signals and sometimes because navigator or driver inattention results in a deviation from the correct route, yet we all managed to find our way through Macedon to see the stunning autumn leaf colours. Tony McConnell was fascinated following my Elite by the harmonics that kept developing between my Climax exhaust noise and the intake noises of his Elfin. I did wonder why he kept behind me. And then it was into Woodend past a speed camera for a coffee break.

After coffee, the last leg to Myrniong. En route there was much consternation by three participants when they realised they'd twice traversed a tricky little 3km circular loop through the hamlet of Little Hampton – driver inattention again?

One participant (name withheld) who has driven all over Australia decided to stop at The Plough in Trentham for lunch but soon found he was alone – Whoops!

There was a further "Whoops" moment for all of us when the instructions told us to head down the Myrniong – Korobeit Road yet that was blocked for the annual Myrniong Sprints so we ad-libbed and found an alternative route down Pattinsons Lane and arrived at The Plough at Myrniong to find a room set aside for us with a lovely wood fire.

To finish the day and lunch a cake with four candles arrived for birthday girl Roberta Silluzio. Congratulations again Roberta!

And finally thanks to John King for arranging the one hundred and twenty mile run – well done! (Aren't all odometers in miles?)



The black Evora got all the attention.



Me, like black? That's a laugh.



Coffee time



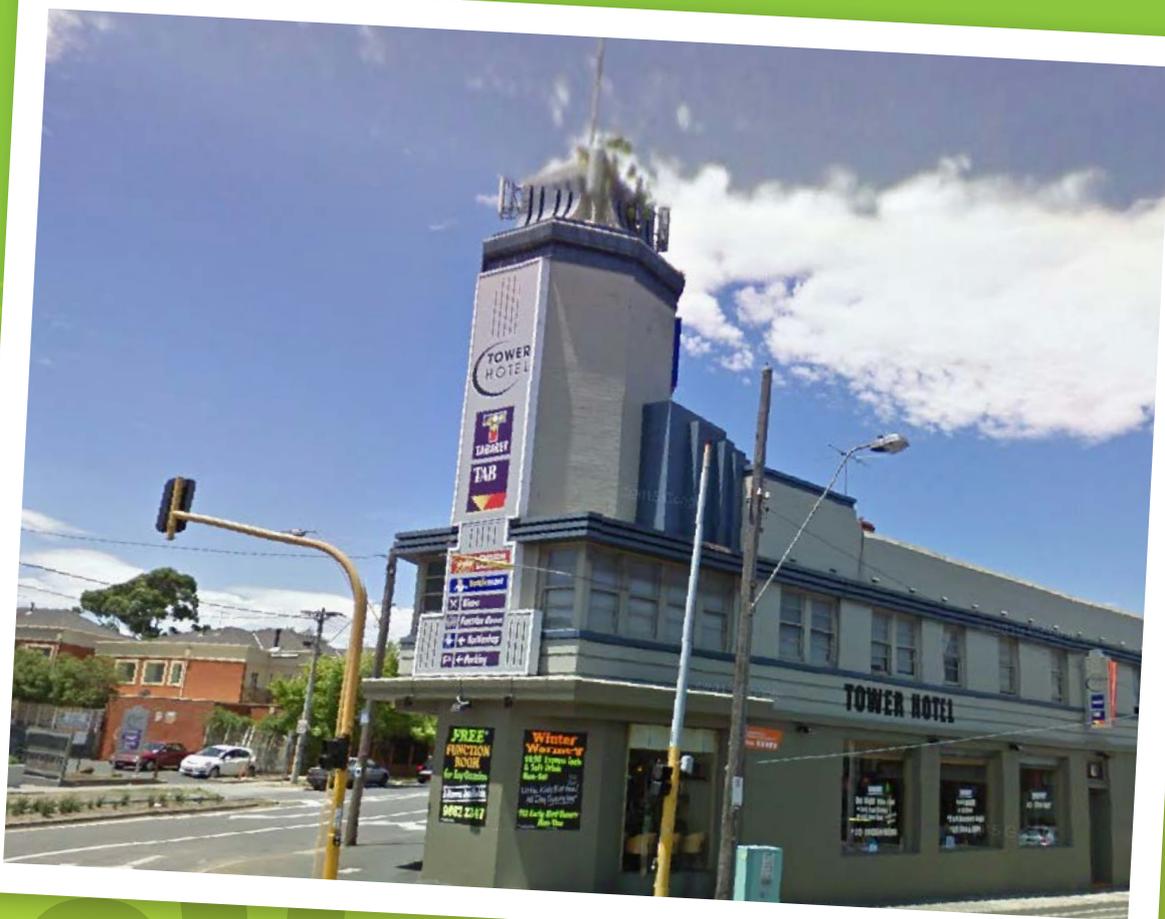
At Myrniong



Birthday girl snuffs the candles



The Silluzios



Club night with a difference

by Peter Murray



Our club nights have traditionally been held at a member's shed; at a business premise; or at a suitable auditorium type venue to hear a talk from an interesting person.

The common feature of these alternatives has been the opportunity for members to mix, mingle and chat about issues ranging from the size of a split pin to use in a stub axle, through to the contenders for the next US President, so the Committee decided to hold a club night meeting where the mix and mingle was the prime purpose, prefaced by the opportunity for an evening meal.

The concept was applied in April at Hawthorn's Tower Hotel, pretty much the geographic centre of our widespread membership and, whilst the numbers were a little low, the event was a success.

The Club seems to have four broad interest groups. Those who participate in motorsport events (MSCA and the like); those who are mainly interested in technical issues, (visits to engineering specialists); those who enjoy the opportunity for socialising with their partners (EMRs, restaurant nights, Christmas party); and those who are rarely, if ever, seen at any events.

The Committee is keen to hear from members who are rarely attendees at LCV events to discover their specific interests and what events might attract them to come along and gain more benefit from their membership. Our events are an opportunity to meet fellow members; to gather advice about a problem: how to prepare for a track event, where to find a suitable supplier of a rare part, or any of the other myriad of questions we regularly seek answers to.

One of our great strengths is that we really are a helpful, supportive club and that trait is often remarked upon by newcomers, so put aside your concerns and contact a committee member (see list on page 1 of this magazine) to raise your suggestions or just come along to the next event. We've all been apprehensive about attending our first LCV meeting as a newbie, I was back in 1997 but I am certain you'll be pleasantly surprised!

LOTUS 2015 Barossa Valley SA October 2-5

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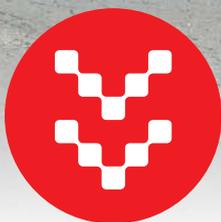
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HSCCQ

Interclub Challenge - Round 1

by Dick Reynolds

Khancross 22/03/2015

There was a lot of anticipation leading up to this event. It is the first event in the Interclub Challenge calendar and as such created a bit more interest from Lotus Club members.

Entries were Tony Galletly (MX5), Shane Murphy (Lotus 7), Martin O'Brien (Elise S), Ken Philp (Caterham S3), Liam Philp (Caterham S3) and Dick Reynolds (Caterham S3).

Forty one total entries from various Clubs, many of which were entering the Interclub Challenge, competed.

Two tracks were conceived by the HSCCQ guys, and damn tricky they proved to be.

The weather looked a bit dodgy, but still promised to hold off a bit. Tony and Martin started on the lower bottom run, and the rest of us on the top run.

Hell, this is all sounding a bit dry!

What a bloody hoot. I have never seen so much carnal enthusiasm and trophy hunting in all my life. I swear if Shane pulled any more revs out of that Seven, it would be in Rotary territory! Standard father and son rivalry? Forget it! Ken and Liam took it to an all new level. Tony and

Martin? Sorry, no idea as they were at the other end, but knowing Tony's competitive spirit, and Martins penchant for pace – same deal I imagine! As for me, hell I had so many targets to aim at, lost for words!

Yes we got hit by the rain, but we still got some good times posted.

Here's a little table for your amusement.

Competitor	Outright Position	Fastest at Top	Fastest at Bottom
Tony Galletly	7	65.73	70.83
Shane Murphy	15	66.75	74.20
Martin O'Brien	1	59.93	66.11
Ken Philp	14	65.69	74.90
Liam Philp	18	63.97	71.02
Dick Reynolds	3	61.75	66.59





On the Interclub Challenge front, follows the current standings:

Holden Sporting	20
Lotus	20
Alfa	18
MG	17
Porsche	16
BMW	15
Sprite	0
WRX	0
MX5	0
Z Car	0
MG Gold Coast	0



After round 1 we are tied with the HSCCQ at 20 points. We will certainly have to keep at it if we want the Trophy! bring on round 2.

HSCCQ run a great event, and this one no exception. No incidents, heaps of runs, friendly atmosphere.

I suspect the times and photos shown here tell the story better than I can. Also, have a look at some of the videos floating around.





2015 CSCA April Report

It goes without saying that times are busy as here we find ourselves in April and you have to ask "where did the time go?" The 2015 season kicked off with a bang at Wakefield Park in Late March and we continue to fine tune the way we run CSCA events to ensure their success from both the Competitor and the hosting Clubs. Changes that may have gone unnoticed have been, the continued use of the on line Entry system; Dropping of Cheque as a payment method; a new simpler Scrutineering Sheet and dropping of the Familiarisation session as all runners had run at the Circuit previously and the inclusion of the Detachable electronic devices into the Supp-Regs all with the aim of making Event just that bit easier.

Entries opened on the 16th February and by the end of the day we had 30 Entrants and this continued in the following days so a full field was assured in all we had 111 Entrants that condensed to 100 on the day. I have to say the Event ran beyond my expectations all CLA members chipped in proving that many hands make light work, and all entrants were on their best behavior, at one point in the afternoon the Ambo's called the Clerk of Course to ensure he hadn't nodded off due to have nothing to do. The real surprise was going through the results to see the number of runners who had more than 40 laps timed - a major part of those were CLA runners but the other clubs were well represented top number of laps going to Leigh Fuller who must have been on circuit or helping on the dummy grid or start line all day. My sincere thanks to all those who helped make the day such an enjoyable time - now to ensure the rest of the season follows in the same vein

Results: Maurice Blackwood was the first to assault the pointscore in the Seven in Class A2 posting a very respectable 1:13.825sec.

for first in class. Len Goodwin continues his blitz in Class C2 in the 26R Replica Élan with a 1:08.31sec. and tenth outright proving that the older models still can do the business. Class D2 saw intense competition on the time sheets in the Elise / Exige class with Rex Hodder posting a 1:08.93sec. for 1st in class, followed by Wayne Bower from MG Newcastle in his Elise on 1:09.11sec. followed by Ashton Roskill in the Elise S1 on 1:09.54sec for 3rd with Leigh Mellor in his Elise 4th on 1:09.83sec. Andrew Challenor in his Exige 5th on 1:10.06sec. next was Matthew Roope in his Elise with a 1:10.42sec for 6th in class. Dennis Brady posted a 1:12.42sec. for 7th John Culvenor in his S1 posted a 1:13.19sec with Phil Easterbrook close behind on 1:14.66sec. Graham and Jake Hobbs shared the blue S2 Jake posting a 1:15.29sec to Graham on 1:17.24sec Separated by Richard Wodhams having his first run in CSCA posting a 1:15.49sec. all runners in this class improved their times over the last Wakefield Round Class D4 saw Mark Alexander again taking a class win and fastest Marque car with a 1:05.46sec. in his Exige and would I be wrong in saying a PB time? 2nd in Class was Dean Rodgers in the Scura Exige posting a 1:05.60sec pushing Duncan Andrews 3rd in class in his Exige on 1:06.58sec. Duncan very pleased to say that that time was definitely a PB. Leigh Fuller in the Elise S was 5th in class despite his high effort posting a best of 1:10.93sec. Class D5 was the play ground of the V6 Exige S and we had two, Martin Duursma took the class win on the last run of the day with 1:06.64sec. with Saba Hanania in his new steed posted a 1:08.83sec. all very entertaining, one of the folks taking photos on the day remarked that those Lotus just look so good. Class R1 was the playground of the HPE Lotus and Clubman's; Dave Mackie taking the win with a 1:05.96sec. followed by Peter Klumper in the PRB was 2nd in class on

1:08.82sec. despite a broken foot Ross Klumper in the same car posted a 1:12.54sec. for 6th in class with Terry and Darren Waugh the Westfield 7th and 9th Darren on a 1:11.28sec. to Terry's 1:13.78sec. Brian Sutton rounded out the class in the Caterham with a 1:13.63sec. for 8th Brian happy with the progress of the cars development, 5 seconds faster than his last outing Class R2 had the sole competitor in Graham Burton in the Hawke F/Ford posting a 1:08.33sec. the only open wheel car in the field. Class 2AM saw John Ribeiro in the Toyota 86 post a 1:10.28sec. for the class win after his round Australia trip. Class 2BM saw new competitor Philip Tout in the Focus post a 1:16.60sec for 5th in class not bad for his first competitive event Class 3AM had John Taylor in the Peugeot 205 taking the major placing with a 1:09.14sec. appears new wheels and tyres do make a difference the battle of the Peugeot 205's wasn't complete without Adrian Wullemin 4th in class with a 1:10.67sec. Adrian's fun brought to an end with a broken Cam Belt. Adrian Weir brought his new steed a Mazda MX5 posting a 1:10.97sec. for 7th in class. Class N3BM had Steve Thompson in the EVO 9 take the honors with a 1:04.20sec lap fastest on the day

As I have said the day was most enjoyable and hopefully the yard stick for the other organizing clubs to better my thanks to all those members who helped make the day such fun

Round 2 hosted by the Jaguar Club on May 15th at SMP North Entry and Supp-Regulations are on the CAMS Motor Event Website from mid April, I will let everybody know when they become available as I expect another full field quite soon after Entries open.

See you at the Track.



MSCA Round Three - Haunted Hills

by Chris O'Connor
photos: Cris Johansen

Rhett in the zone

As I turned into Bill Schultz Drive, Morwell I thought to myself: "What a fine sight the Haunted Hills circuit is from the road above it," that is if you could see it because bright and early of the morning of Saturday, April 11th Haunted Hills had disappeared into a pea-souper. I found the gate with difficulty and arranged myself in the carpark. I couldn't tell how many other competitors were there because, well you know why. The chilly morning seemed to make a mockery of the weather forecast of warm and sunny conditions.

Gradually the sun defeated the fog and the day developed into a beauty. Numbers were very low overall (38 entries) with five LCV members present – yours truly, Cris Johansen (Honda Elises), Rhett Parker (Elise), Finton McLaughlin (Elfin Clubman) and Keith Flanagan (Caterham). Haunted Hills has something of a feared reputation as a car eater, indeed it has bitten a couple of our own over the years. This seems to keep the numbers low which is a pity as it's a great motorsport venue.

Keith Flanagan paid little heed to the reputation of the track. On his first visit, he soon got to grips with the place and absolutely scorched his way around to end up with the second fastest time of the day. Finton McLaughlin was also sampling the place for the first time but was struggling to find grip and was hampered by having no brakes to speak of as his carbon jobbies would not warm up. Cris Johansen was hampered by a lack of rear end grip. He was complaining about his old and worn out rears, which is the oldest excuse in the book, but one look at his bald rear tyres indicated that he did really have a valid excuse. Rhett Parker motored around happily all day, improving on his previous best times, and yours truly kept a bit up my sleeve in deference to the track's reputation as I was off to the Lotus Only Track day at Wakefield the following weekend. Official times and results were not available at the time of writing.

A highlight of the day for me was introducing Finton and Rhett to each other. Turns out Rhett is mates with Finton's father-in-law. He and Rhett travelled together to the UK in the 1970s to do some racing.

After the dramas of Calder last round, the MSCA has cancelled the second Calder fixture and inserted another Phillip Island round which is great news.



Keith's Kwick Caterham Klubman.



Keith on the grid.



Rhett at the finishing line

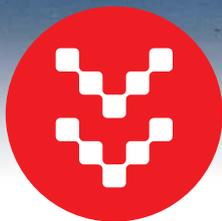


Chris doing his best time of the day

Allan in his Lotus 51



by Michael Walsh
photos: Gloria Wade



Morgan Park Sprints – Round 1

March traditionally heralds the start to the motorsport season at Warwick for the track tragics. The motley crew of usual suspects (and their lovely partners of course) assembled for Round 1 of the QSSS B series.

The hard men and women of the club camp at the track whilst the cream puffs of the Elise/Exige persuasion tend to stay in town. After years of fine tuning, the Barrums and Conways and Brays and Lightfoots have a brilliant camping system replete with the comforts of home. There are more cakes and biscuits to be found than in most bakery windows.

The youngsters (broad definition) were distributed over a couple of B&B's throughout town, though managed to meet up at the pub for dinner on Friday night.

Saturday dawned warm and fine, as is often hoped and rarely granted, and the

Maree, Jason and Garry dining at the Stockyard Hotel.



Quiet chat before the day's events



Mitch, Clive and Martin

108 competitors set about setting competitive times. Cars were scrutineered, excuses aired and talent bags checked

Geoff Noble's opening knuckle cracker revealed that he had lost none of his speed over the Christmas break. Whilst the opening run was fast enough for FTD, Geoff proceeded to fine-tune his performance by a further handful of seconds over the weekend.

John Barram, ably assisted by his lovely umbrella girl, had the Cheetah flying, setting a time to just pip Matt Plowman by the end of the weekend with a 1-2-3 outright finish for LCQ!

Jason Patullo and Garry Pitt resumed their battles from 2014 with Jason taking the day by



Mike W

a few 10th of a second. Mitch returned from Melbourne for a few runs in Darryl's car and despite the lack of seat time over the past year or so was within a second or so of Dad's best. Martin O'Brien was not far behind in his quite stock Elise and it won't be long before he is nipping at the boys' heels.

Greg Bray and Allan Conway are the envy of the Club competitors – who hasn't dreamed of owning and campaigning a single seater designed and built by Mr Chapman! Greg took 1st place in Historic Formulae Fords whilst Allan ably brought the Type 51 home in 3rd place.

Clive did what Clive does best – extract amazingly quick and consistent times from an underpowered and aged S1 Elise! I have no idea how John Flynn and I am ever going to find the 8 seconds we need to even get close to Clive's times.

Standing ovation to Mike Goodfellow and his Seven. Mike manages to turn up and set very consistent times each and every year – very impressive.

Whilst the racing is the main stay of the weekend, the camaraderie is why we keep going back. The Stockyard Hotel beckoned on Saturday night with the promise of fine food and live entertainment. With tables reserved and expectations high we assembled for a night of frivolity.

Whilst the entertainment was certainly live and the food was quick and hot, it was the jitterbugging and jiving of Clive as he whirled Marie about which was most memorable. Initially there seemed divided opinions as to who should lead, though with this matter settled they put on an impressive display.

By the end of the weekend, we had all had a thoroughly fantastic time, some had won trophies, and all went home with cars intact and unharmed – perfect weekend.



MORGAN PARK SPRINTS – ROUND 1



The Barrams in blue



Goodwood Members Meeting



from Matthew Arnold 2 April 2015

Dear Editor

I went to the Goodwood Members Meeting the other week and thought a few pictures of the event may be of interest for the magazine. Basically the members meetings are held a few times a year for members only and are mini versions of the Festival of Speed and The Revival meetings. Downside is you don't have the ultimate in exotica but you still have more than enough classic car porn to go around and much smaller crowds plus full access to all the pit areas. There was racing aplenty with thumping great big Camaros being hounded by Mini Cooper S's, braces of Bugattis, sixties 911's demonstrating just how putting the engine in the back allows skilful drivers to elegantly oversteer through corners and less skilful ones to stick it into the Armco. There were also parade laps of seventies Le Mans cars and F1 cars that somehow gained pace after each successive lap and ended up in something altogether more willing by the end.

Lots of fun had by all

Best regards
Matthew



For more about this event see:
<https://grc.goodwood.com/members-meeting-73/races#TqSiM5rkMxG5aGUx.97>



The story behind that huge banner floating in the air in Simply Sports Cars' Lotus Showroom

by Roy Bacer

Anyone who's ever been to Sydney and driven the loop of motorways is probably used to stop-start traffic. Miles of motorway cut into the ground, through tunnels with nothing to see except concrete and the odd bit of graffiti. Until you come out of the Lane Cove tunnel, where you're preparing yourself for the bridge toll, after bending over for the M2 and the Tunnel tolls. It's at this precise spot that you have a reprieve. On the right hand side, south of the motorway, is a beacon of light. Lotus Simply Sports Cars, or Lotus SSC. Usually there's two or three brightly coloured Lotus there to perve at, and risk running up the bum of the car in front.

It was on my first trip to Simply Sports Cars' new facility and brand new Lotus dealership, in the industrial suburb of Artarmon, that I was mesmerised, not only by the shiny toys, or Stu's good looks, but the enormous banner, that is so long, you could lie all the SSC staff head to toe and you might just make it. Twelve and a half metres, apparently.

"Where the &*#\$ did you get that?" Did I just ask that out loud?

So PJ, who rumour has it, owns an Elise S1 that is hiding in a garage nearby, in metallic orange matching his hair and the national sporting colour of his Dutch homeland. But I digress. PJ, tells me the story of how it came to be.

A local creative guy, Zed Elliott from Zelio was given the call. Zed's no stranger to Lotus having had an Elise since 1999 and worked on SSC's web design and advertising. So Lee, PJ and Zed bounced around a few ideas. The brief was "fill the space and show off the racing history of Lotus". "Oh easy...hmmm?"

Lee also added, " Maybe a time line showing of few historic Lotus models, but also the present day range of vehicles."

As I stood back and marvelled at what's been covered, it seems almost everything consequential is present. Not just a lot of vehicles and race cars, but also the personalities, without which, Lotus racing history wouldn't be so rich. Of course Colin Chapman features largely, but also the race drivers like Stirling Moss, Jim Clark, Graham Hill, Jochen Rindt Ronnie Peterson and their race cars. The list goes on with Fittipaldi, Senna, Mansell, Raikkonen. I'm told that finding the images took an entire week. The attention to detail in digitally cutting each vehicle out from the backgrounds, then painstakingly adding the shadows back in so they all match, is quite a feat. Looking at it closely I even see race cars popping from photos as if in 3D, either side of an old Lotus badge with quite a patina.

The banner was printed on outdoor signage vinyl by Cactus Imaging, in Sydney, who are more familiar with advertising signage. The banner was



then laid out on the floor and steel rods inserted in a gusset at both the top and the bottom, to give it rigidity and strength. The SSC Lotus boys needed scaffolding and a great deal of patience, with all hands on deck, to wrangle this massive print into position atop of the showroom. There were fears it wouldn't fit, however when all the wrinkles were smoothed out, it fitted like a string back glove.

Of course in true SSC tradition, this was done on the day of the official event to celebrate the opening of the showroom, finishing about an hour before the doors opened to the public. It was then that numerous people in attendance enquired about having one of these banners in their own garage. So you can order smaller prints for your own garage or shed. They come in four metre wide vinyl or a two metre print on paper, and are available from zelio.com.au – the online store dedicated to driving style. I ordered one and now my garage has a bit of history on the wall to reflect upon, while I work on my own piece of Lotus history.

BANNER DETAILS

Tasks included separating cars from backgrounds, re-adding shadows, overlapping cars. Finding historic info and fact checking.

Built in Photoshop, it was built in 2 halves due to size

Each file was almost a Gigabyte in size

Each file had over 150 layers

The work took 4 weeks full time to complete

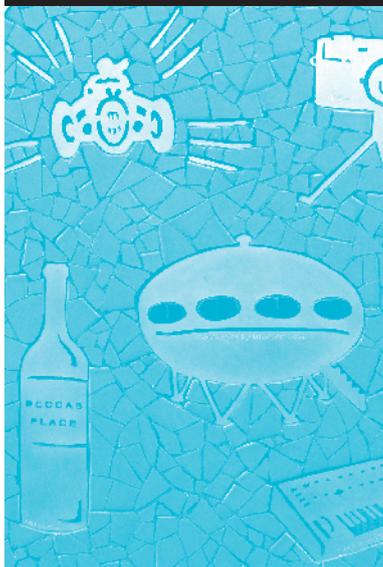
Prints can be ordered from zelio.com.au

AN OCCASIONAL SERIES ON

LOTUS ELITES

Number 8

ELITE 1709



by
Michael Donnan,
Barry Bates and
Dennis Tobin

This was the seventh Elite invoiced to Derek Jolly (16th March 1962). The first owner is unknown but Dick McCaughey (NSW) is known to be the second owner and whilst in his ownership it was painted metallic grey. Dick raced it at Warwick Farm under the registration NE 583.



▲ Dick McCaughey at Warwick Farm 1964. Photo by R Austin (Autopics)

Michael Donnan's story

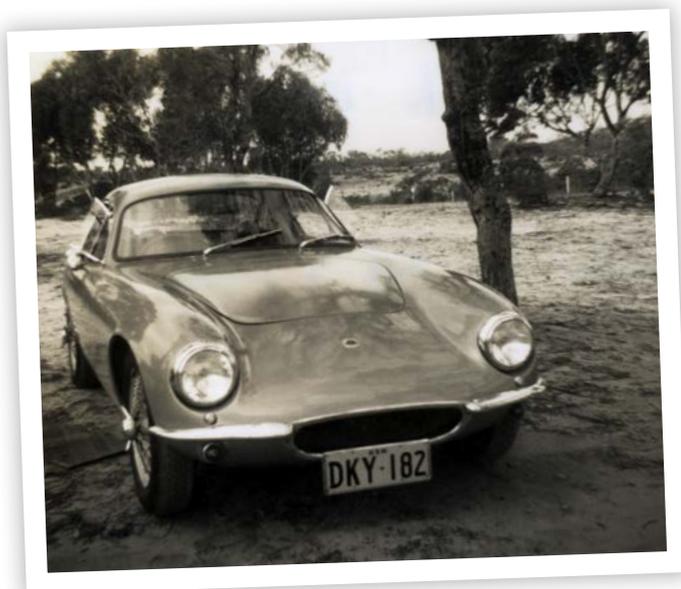
The sighting of a Lotus Elite in Sydney about 1961 or 1962 was what first raised my awareness. Maybe it was Adrien Schagen's car. I later read a spectacular road test of the Lotus Elite in the US magazine Road & Track. Both inspired my interest to find out more about the car. Appearance aside I was attracted to the fibreglass monocoque design because I was working as a trainee chemist at Reichhold Chemicals, 49-61 Stephen Rd Botany where, among many other products, unsaturated polyester resins were produced.

In 1962 in Houston Lane, Kingsford I bumped into a bloke, Peter Griffiths who was working in a rented single car garage on a Buchanan, an open fibreglass bodied sports car dropped on a MG TC chassis with a MG XPEG engine and TC gearbox/diff running gear. We got talking about fibreglass repairs and Peter revealed that he was dumping the body and converting the car back into a MG TF. Coincidentally a friend from The University of NSW, Jim MacGillivray was also rebuilding a MG TF in his father's garage in Houston Rd. They were soon comparing notes but also became rivals for the best available TF front guards, which, even then, were hard to find. Jim was a MG man but under the skin Peter admired Anthony Colin Bruce Chapman's automobiles. Peter really desired a Lotus 7. He soon had us visiting the Geoghegan's dealership on Parramatta Road beyond Haberfield and we attempted to talk to Pete Geoghegan about Lotus. One had to be

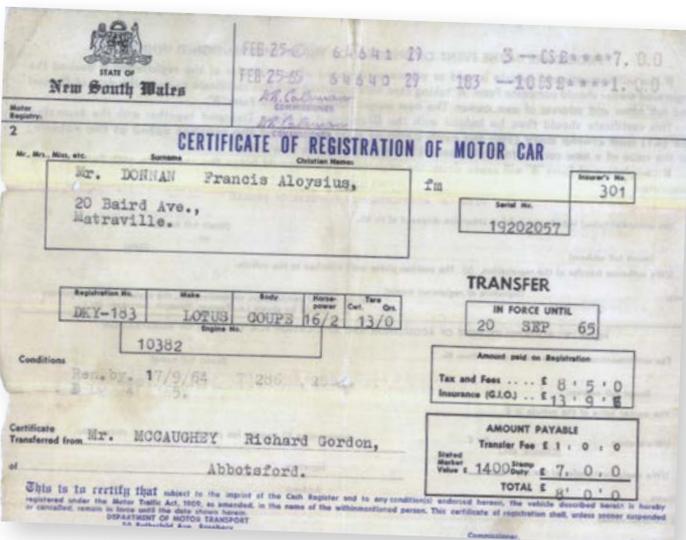
patient with the length of Pete’s replies. At 6’4” I soon discovered I wasn’t a very good fit for a Lotus 7 and Peter didn’t have the money. If there were Elites there then they were well out of sight.

I went looking and eventually found an Elite in Blakehurst that the owner, a rather brash architecture student, claimed had been raced by Brian Foley. The dark green paintwork was badly “crazed” in many places, the exhaust pipe sans muffler came out immediately under the door, there was one bucket seat, door linings, carpets etc were missing and there was no synchro left in the gearbox so Peter said “Don’t touch it!” Good advice.

Some time later I met Dick McCaughey at Warwick Farm. He’d competed in his Elite (#1709) the previous year and suggested it would be a good road car for me. I rang Peter and he said go for it. Dick wanted to buy an Elan so I went out to Abbotsford and we agreed on a price of £2,500. Dick kept the original registration plates. There is a different price recorded on the RTA Transfer document for road registered coupe registration number DKY 182 nor is my name shown as the owner. Dick and my father agreed a little money could be saved if one was parsimonious with the truth with



▲ 1709 with a new registration.



▲ Scan NSW Transfer paper – Note incorrect registration number

such documentation. Unfortunately Dick died young and I don’t know whether he ever achieved his motor sport aspirations. I found Dick to be a well mannered and courteous young man.

The Elite was a real “bird catcher”. I’d go to dances in the city, at Hurstville and Strathfield and sometimes find some long-legged lass sitting in the passenger seat when I returned to the car. I wasn’t meticulous about locking the car, I just carried the rotor arm in my pocket – a precaution I had watched Peter Griffiths take many times with his, by then, fully restored TF. It was the first car I’d personally owned as I had been saving for my original desired car, a Jaguar XK 150 Coupe. I am very pleased I never did have the funds for that XK.

I only competed in #1709 at club conducted Amaroo hillclimbs twice. I soon discovered that the cost of a new set of Pirelli Cinturatos, the recommended tyres, were equivalent to about six months savings – and besides I was a lousy driver.

Dick had handed #1709 over to me in generally good condition, certainly infinitely better than the Blakehurst example. The car was painted metallic grey, however there were paint flaws in most of the usual places and then some. At that time colour matching metallic paint was a chore so patching, I realised, was not a viable option. The one immediate modification to #1709 was to change to a small diameter steering wheel, as this made entry and exit with my long legs just possible.

By this time my role as a junior chemist at Reichhold had changed from production control on Alkyd and Polyester resins to product development and technical service. Reichhold was well behind the then polyester market leader Monsanto so there were some steep hills to climb. Personal benefits were that interaction with other product development personnel led to a lot of synergy. While very senior people such as John Parche, Ross Drummond and Bruce Jones were of great influence, serendipity came from another brash St George area young man named Rick Coleman. Rick was new to Reichhold and had arrived loaded with the baggage of good Leaving Certificate results. That never worried Rick. Cocky, loud, irrepressible and very affably engaging is how I remember Rick. Rick had a Ford Anglia which was quickly enlarged to 1340 cc with what I believe was a Consul Classic crankshaft. Rick discovered that unlike himself engines have limits. Large segments of clutch plate coming through the bell housing outside Kelloggs in Stephen Rd only momentarily dimmed Rick’s ardour for higher rpm.

Rick’s official development work included basic testing of the physical properties of paint films. Unofficially there was the occasional collaboration in the use of ball mills to produce small quantities of specialised automotive paint some of which, “just coincidentally”, proved to have superior film flexibility properties. Some small aside coating of flat fibreglass panels suggested an easier and more permanent solution to cracking at the base of Type 14 windscreens and rear windows was in the offing. This product development found immediate application, I am told, to panels of racing “stock” cars whose need in the frequency of respray was subsequently much reduced. In addition to Type 14 windscreen and rear window areas I realised we could repair all the stress cracks behind the bonnet hinges and around the bonnet lock area. I decided the time to respray #1709 had arrived. My Elite was to be a blue colour so impressed was I with the appearance of USA Elites in mid-blue livery. That laboratory ball mill got a real work out. Sourcing the special blue pigment from Europe was an interesting example of the exchange in technical ideas.

Technical service involved visits to customer premises but always accompanied by the account salesman. Just a few years later I was a



▲ 1709 now Porsche Blue with Michael



▲ Servicing under the hills hoist

salesman for Reichhold. Empathising with customer production personnel was easy – I'd been there. The paint industry and printing ink accounts were a doddle to service compared to some in the fibreglass industry. While Pride Marine at Lansvale had an almost automotive industry production set up smaller operations such as J&S Fibre Glass at Ashfield were essentially jobbing shops. Smaller businesses were very much a function of the owner/operator. GS Motor Bodies at Hurstville was such a jobbing shop. A cooperative operation involving Terry O'Neill and Graham Steele my service visits there were stimulated by the frequent appearance of Lotus of all description. One most frequent "inmate" was Niel Allen's lightweight (Type 26R) Lotus Elan, resplendent with fresh bright yellow smudges on its shiny white ducoed sides, acquired from the "brushes" with Fred Gibson's identical Type 26R in their latest duel at Warwick Farm. The panels on Neil Allen's Elan enlightened me as to what Colin Chapman meant by "light weight". Graham was a patternmaker by trade and precision was his benchmark. He was a joy to be associated with as he quickly recognised that "resin ain't resin". Graham would always remain my first choice for any body/panel works repairs on #1709.

I eventually sold #1709 to its current owner, Barry Bates in late 1968 or early 1969 for \$5,000. I was about to marry Lindsay and needed money for a deposit on a house. Two years earlier my father-in-law-to-be, Jack Ellison, had re-built the Climax engine, the BMC gearbox and the differential, and then to further my education had dismantled them and made me re-assemble them under his guidance to improve my technical skills. Getting the valve shim clearances correct was more onerous than it should have been as the head bolts were "stretched". I often wonder if Dick McCaughey knew. Initially Jack had suspected the Hillman Imp shims, however, testing at DeHavilland, where he then worked, ruled out that. Jack was impressed by the quality of the Coventry Climax FWE

engine. An ex Royal Navy Petty Officer, Jack Ellison, from Burnley, enlisted in 1937 and was trained as an aircraft maintenance fitter and spent WW2 on aircraft carriers. By war end he had a good deal of strip down and rebuild experience, usually under time and other pressures. He survived the sinking of HMS Hermes off Ceylon in 1942. Nowadays the shrapnel in his legs would have set off airport alarms. In England Colin Chapman must have had a legion of men like Jack to draw on.

Driving #1709. I simply couldn't believe what a wonderful driving experience it was compared to anything I had peddled previously. Mates MGAs, MGBs, Sprites, were not on the same page. The company HR Holden was like a truck in comparison. Lindsay drove #1709 frequently and loved it. When Lindsay was driving even the mother-in-law Helen enjoyed herself in the passenger's seat. There were some memorable longer trips, especially if Peter Griffiths was co-pilot. With Peter behind the wheel of #1709 hair-raising is an inadequate description of the experience. I'm not sure if he ever subsequently readapted to MGTF driving characteristics.

So, do I think well of the Elite? I will remember it as my outstanding driving experience.

Barry Bates continues the story (as told to Dennis Tobin)

Barry's modes of transport up until the Elite was purchased were nothing flash, but in their day were considered sporting cars.

His first car, a Simca Aronde was purchased in 1959. In 1963 the Simca would be replaced with a Peugeot 403, which unfortunately found its way onto the missing cars list with the NSW Police Department. A 203 Peugeot would be the next vehicle Barry would purchase, but he had plans to buy a "proper sports car".

Barry's preferred choice would be a Lotus Elite or a Porsche 356; neither cars were in abundance in the second hand car market, and Barry is never one to rush into anything. It was some time before he found a car he figured he would look pretty flash in. This would be the Lotus Elite he still owns today.

The car was purchased from Michael Donnan in 1969. As purchased, the car was in very good condition, painted a shade of dark blue, it would immediately become the primary mode of transport, the 203 being used as secondary transport.

The first time it rained it was found that the windscreen leaked quite badly on the flash, deep pile carpet the previous owner had fitted. Until the leak would be fixed, Barry had a simple solution; simply remove the carpet and place sugar bags in their place. It would be many years before the leak would be repaired, but that was not a bad thing as the sugar bags were in good condition and the shag pile carpets were safely stored, so they also remained in good condition.

In 1972 the 1220cc engine was using a fair quantity of oil, so a 1500cc Coventry Climax engine was purchased from Ted Proctor (Manx Mirage Climax) and an engine transplant took place.

Unfortunately, the replacement engine was an "oiler" also, so out it came and an engine was rebuilt by David Sheldon.

Tiring of the dark blue colour, Barry had the Lotus repainted orange (by Robert Williams) and at the same time he sent the five wire wheels away to be chromed. The chrome wheels were not a success. Five were sent away but only four came back, the fifth wheel never located. Then Barry

found the down side of wire wheels, in particular chrome wire wheels, that is, whilst they look great they are a pain in the proverbial when it comes to cleaning. Whilst Barry has plenty of "pride of ownership" he has little "pride in presentation" and it was not long before the dreaded rust started to show, so it was out with the silverfrost spray can.

Whilst carrying the orange colour, the car would log the most miles as in those years as Barry's work as a "relieving bank officer" with the ANZ Bank meant that he would find himself working at various locations anywhere in NSW, including Coonabarabran. This also meant that no matter where he was located he would still drive to wherever there was a motor sport race meeting in NSW and the occasional interstate meeting. The car would be remarkably reliable at this time, only once failing to proceed when the Lotus had a suspension failure whilst negotiating the Hawkesbury curves.

In 1979 the Elite's fibreglass skin was showing signs of de-laminating. The man rumoured to be the expert on these repairs was Sydney's Barry Duckworth. The recommendation came with a warning, "be careful as Barry (Duckworth) is known to be a touch slack". This did not bother Barry all that much. His reply was, "they don't realise how slack I am, do they?"

This little show of slackness would play out after the Elite was delivered to Duckworth. It would be approximately 12 months before Barry had a phone call from Duckworth when the question was asked, "What colour do you want the Lotus painted, Barry?" The reply came back, "Bloody 'ell! Are you up to that stage already? Damn, I haven't thought about colours. I will ring you back".

And, true to his word he did... three years later! To which Duckworth replied, "Well I guess I better get started on it." (He had not, at this time, touched any part of the Elite.)

Some 11 years later the Elite was returned, painted iridescent green with a silver roof and it did look flash, but there were a few problems with the paint.



▲ The car in Newcastle – Photo by Hal Maloney

The car was back on the road in 1990, but in the following four or five years it was little used and it was once again starting to look a touch tired.

Somewhere around 1995 a full restoration was undertaken in a backyard shed in Barnsley (Newcastle). It would be a slow restoration as the main participants in the restoration were gainfully employed in other industries. The car was tripped down to a bare body shell which was placed on a "spit". With the engine in David Sheldon's capable hands for refreshing,

the gearbox (early MG Magnette) went to Needham's for a more suitable set of ratios and all the fibreglass filling, filing, paintwork and "fitting up" was carried out by Hugh Crockett and Dennis Tobin.

The Elite fought these last mentioned activities all the way. To say it was recalcitrant would be an understatement! The bloody thing obviously was happy the way it was before. During all this frustration it was known as "Eleanor" the troublesome "lead sled" from some cult movie (Thelma and Louise?).

Eventually, it would be time to select a colour for "Eleanor". One would expect the custodian/owner to be the one to choose, as this amounts to one of the most important aspects of restoring any vehicle, especially on a car that is argumentatively the most handsome sports car ever built. But Barry has generally left colour choices to others, in this case Dennis Tobin.

His choice was a "butter cup yellow", from the later model VW's, with olive green stripes, not all that far removed from the colours in the Lotus badge. Dennis' reasoning was that that the shape of the Elite's body lends itself more to pastel colours, rather than bold colours. The final result was that the majority of comments are favourable. One of those against is one of the members of "the group", David Sheldon, but he still wears desert boots, refuses to eat spicy foods and is a teetotaler, so we cannot take him too seriously!



Barry rejected the suggestion that the bumpers and grille surround be resurrected and fitted up again, as he was peeved at the amount of parking damage they had received in the past.

The Elite was finished in time for the Fifty year anniversary of the Lotus Elite and was one of the twenty four which would attend the celebrations at Wakefield Park (Goulburn) in 2007.

Since then the Elite has had little use, more is the pity. It was driven to the Kings Grammar School's All British Day, has been used as a wedding car, but it has not travelled more than two or three hundred miles.

Unfortunately, the local "wiz bang" Dyno Tune man for "proper cars", has retired and the Lotus needs a few minor items sorted - the wipers need attention, a few cosmetic repairs, and "Eleanor" will once again be a functional, handsome and classic sports car.

Notes

1 Refer Marc Schagen's book *Lotus – The Historic Sports and Racing Cars of Australia*, page 70

Classifieds

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Price: mid to high **AUD \$30,000**. For more details phone: Rex Colliver
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WANTED

Information leading to, or the actual engine out of my 1963 Series 1 Lotus Elan, removed from the car circa 1974, and placed in a Lotus 7 S4, painted yellow, by Geoff Ansell, and sold to Trevor Basset, who then on-sold it to Sydney.

Engine number is LP670.

Contact Jeff Rowse

07 3397 1795

jrowse@optusnet.com.au



Blake Arrowsmith

Engineering Director

T: 0430507676

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