



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- The Barn & Scotty's Garage - Social Run
- The Cootha Classic
- The Royal Concours at the Palace of Holyrood House, Edinburgh, Scotland
- Sandown photos from the 1960s



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October 2015

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Mike Moore (LCQ) in his 340R at the Mt Cotton Driver Training Centre skid pan.
Photo by Gloria Wade.

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For any last minute updates check your state's website!

www.clublotus.com.au

www.lotusclubvic.asn.au

www.lotusclubqueensland.com

President's Message

By CHRIS O'CONNOR, President LCV

Membership Number Auction

After our recent membership number auction we have two members who were delighted to acquire their cherished numbers. Peter Rebbechi picked up number "11" to go with his period built Lotus 11 replica. The car has a very interesting history which Peter described in an article in the July issue of *Lotus & Clubman Notes*. Guy Stevens acquired number "79" to complement his Lotus 79 liveried Elise 111R, his number plate and his racing number. Guy is a past president of LCV, a regular competitor at MSCA and he and his wife Kerri often turn up at the monthly early morning runs. The response to the auction was disappointing, but try telling that to Peter and Guy as they are both delighted with their new membership numbers.

Harrop Engineering Visit

October's monthly meeting will be held at Harrop Engineering. Harrop is a home grown engineering business that has spread its influence across the globe. Harrop superchargers are fitted as original equipment by Lotus in the UK. They did much development work on Mark O'Connor's race car and have been involved in the car scene here for nigh

on sixty years. They are now an authorised dealer of Simply Sports Cars, the Sydney Lotus Dealer. When I met General Manager Heath Moore I was able to tell him that as a boy I had a poster of Ron Harrop's five litre EH Holden sports sedan on my bedroom wall. The Harrop team has a busy schedule next month and I am very grateful to Heath and his team for taking the time to host us. I hope to see large numbers of our members present to hear about the company's history and their expansion into Lotus related fields. They are also running the Harrop Ultimate Street Car Invitational on October 25–26th. Details of the event can be found at www.husci.com.au.

Simply Sports Cars Lotus Only Track Day, Winton, November 21st

After the success of last year's event, SSC are holding their second Victorian LOTD. Last year there were in excess of sixty Lotus cars on and around the track. The events are Racing, Sprinting and Drive. The Race and Sprint sections are competitive, timed events while the Drive section is a more relaxed, non-timed event where Lotus owners can drive their car around the track in a very gentle atmosphere.

If you are interested in participating in one of these events, head over to the SSC website (<http://www.simplysportscars.com/>) to register your interest. We are planning to have a display of Lotus vehicles to add to the atmosphere of the event, so watch the website or your inbox for details closer to the event, but keep November 21st free. Let me assure you that seeing in excess of sixty Lotus in the one place is quite a spectacle and it would be great to have a display of Lotus cars through the ages to add to the event.

As the end of the year approaches can I ask you to consider becoming an LCV Committee member? The duties are not onerous, especially for the "apprentices". We all need to consider the future of the club and having an active committee will ensure that our club continues to thrive. If you would like to have an influence on the future direction of the club, or if you would just like to help out, then stick your hand up. Nomination forms will be sent with November's email of coming events.



Club Night at Harrop Engineering October 13 commencing 7.00pm

October's monthly meeting will be held at Harrop Engineering at 96 Bell Street, Preston. Melways 31 B2

Harrop are a family owned world class engineering company that supply OE superchargers to Lotus.

Harrop Performance Centre have recently become the Victorian authorised dealer of Simply Sports Cars (Sydney) and are able to do servicing in general on all models of Lotus cars as well as modifications and enhancements.



LCV



Annual Christmas Function & Concours

Mark this date in your Calendar –
Sunday 29th November

This year's celebration of the end of the year will be held at The Keilor Hotel, 670 Old Calder Highway, Keilor. More details next month

President's Prattle

By ASHTON ROSKILL, CLA President



Hello!

And thank you, to all the members who came along to the AGM and voted to continue with the current Committee and club direction. A huge, heartfelt and public thank you from me to all the CLA Committee too, for without their continued and relentless support, none of this would be possible.

Minutes of the AGM will be published as soon as we can (and once Elliott gets back from a well earned holiday) but in the meantime, if you have any questions, please don't hesitate to drop any of us a line.

Many of you will be reading this either en route to, or in, the Barossa Valley for Lotus 2015, and what a lovely and fun event it is shaping up to be. I know (because I speak from first hand experience!) that the Lotus 2015 Committee has worked tirelessly to put together a fantastic event, so a very big THANK YOU to all of them too – I am very much looking forward to catching up with lots of friends and having a thoroughly Lotus time.

For those unable to make the Barossa, we are lucky enough to have Richard Parramint (who is MC at L2015) coming over to Sydney and joining us for our October General Meeting at Simply Sports Cars, so if you haven't put Tuesday 13th October in your diary, now is a good time to do so.

Also coming up in October is a whole host of fun: the HSRCA Driver Training Day at Marulan (18th); for those of a more social nature, there's CLA's Tyre Kick and Coffee on the third Sunday (also 18th!) of the month in Tempe; and for the motorsport tragics, there's more fun with the Triumph round of the CSCA sprints (including their Driver Training Day the day before) on 24th and 25th.

By the time you read this, we will have re-inaugurated (did I just make that word up?) the John Dawson Damer Trophy for Round the Buckets at Eggs Benedict – I hope everyone survives and enjoys it enough to make it an annual event.

Speaking of annual events, Syd Reinhardt and I attended the Cootamundra Sprints a couple of weeks ago, and it was a hilarious weekend. We (the Club) have been invited back again next year, and I would encourage anyone who enjoys grass roots motorsport to attend – it was both relaxed and hugely enjoyable, and book-ended by a couple of drives which will forever remain in my memory. Have a look at the website for the write up and photos.

I think that's it from me for this month. I very much look forward to seeing lots of you in the Barossa Valley, and in the meantime, keep it safe, upright and on the blackstuff,

Pip pip
Ashton



SIMPLY SPORTS CARS

LOTUS-ONLY TRACK DAY

SATURDAY 21.11.2015
WINTON RACEWAY, VIC

DRIVE session	SPRINT session	RACE session	RIDE session
Untimed for people who love to drive their cars around a race track just for the fun of it.	A typical supersprint for those that love to race against the clock.	Practise, Qualifying and three races all in a single action packed day.	A rare opportunity to get strapped into the passenger seat of a Lotus race car for the ride of your life.
AUD \$280	AUD \$295	AUD \$350	AUD \$75

For further information and registration go to simplysportscars.com

info@simplysportscars.com | 02 8424 7777

President's Waffle

By CLIVE WADE, President, LCQ

I had a very pleasant morning this morning. I had the pleasure of delivering a couple of bottles of red wine to Trevor and Leslie Campbell of Custom Exhaust Systems. The wine was a somewhat belated thank you on behalf of the club for hosting the May Club Meeting. Those members who attended the night will remember one of the best night's entertainment ever. Guest speaker was George Shepherd. George spoke of his many experiences in the rally world dating from the 1960s to present, he had us rolling on the floor laughing for a good two hours.

Obviously you can guess who will receive the second bottle. I'm happy to report the bottles were accepted graciously, I was then invited to partake in morning coffee. It's enjoyable to see small business at its best, all staff stopped, we sat together, and enjoyed BBQ snags, coffee and a chat. It wasn't especially done for me, no, it was what "every?" small business does on a Thursday morning. What a great way for a business to enjoy loyalty in both directions.

And what has happened in the last month you might ask? (hmm, I think I phrased that the same way last month)

Well, we had a wonderful drive organised by Cameron Campbell-Brown which ran west of Ipswich toward Gatton and the Old Transport Museum, then by devious route to Scotty's Garage for lunch. No doubt there is an article, so I won't pre-empt. And as I write this on the 17th (going to be on time for once dear editors)

the final planning is complete for the Concourse d' Elegance at the All British Day on the 20th. Many thanks to the small team of organisers. Unfortunately this will clash with Morgan Park Sprints and the Lakeside Historic's, but I'm pretty sure there will be a good showing.

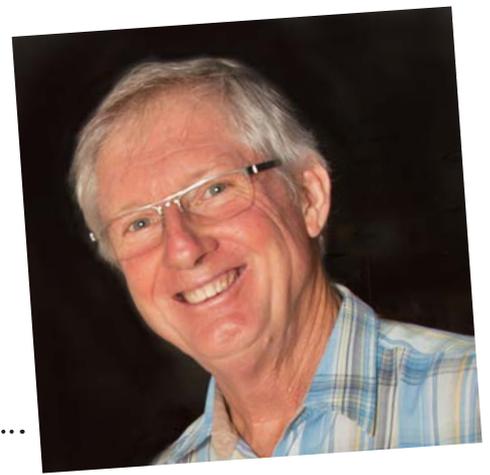
The poor old Morgan Parkers look like enduring another wet weekend. One would almost wonder if we Queenslanders aren't taking Victoria's role in Australia for ill-timed weather. Sadly, Lakeside may also take a similar hit.

The following Sunday (27th) will see the last round of the Interclub Challenge, this being a Khanacross at Willowbank run by HSCCQ. LCQ is currently leading the point score over Porsche and Alfa, hopefully we will still be leading come the end. There has been a huge effort put in to LCQ's participation/organising, a real credit to Ken Philp, Shane Murphy and Tony Galletly, not to mention a number of others who have helped out in various ways.

Unfortunately the ICC Khanacross clashes with the Mt Cotton Hill Climb, so it's going to be interesting to see who turns up to what... though I've got a strong feeling the Khanacross will win out, there is just too much at stake.

And in October, after you've received the magazine, there will be plenty on too.

Lotus 2015 leads us into the month, for Queenslanders taking their car to the Barossa it will be at least a 10 day round trip. It certainly will be worth it, I've been to virtually all Lotus



Biennials since joining the club in 2003, and I must say, Gloria and I have had a ball at all of them. This time, sadly, we are flying down and will have to join the non-trackers on the track day... but I am not going to miss it.

The next event for the month will be a BBQ Evening with Euromarque, our local Lotus Dealer. Richard Parramint from Lotus UK will not only be guest speaker at Lotus 2015, he will also be regaling us with Lotus tales on Wednesday night, 21 October. Euromarque have particularly asked we bring along a friend or two. We've enjoyed Euromarque's hospitality a number of times over recent years, always a good night, and one we should support. We are certainly developing an enjoyable relationship with them.

And last but not least Cameron Campbell-Brown is our host for the day run on Sunday 25 October. Where we are going is a secret, it's so secret I can't give any hints. Cameron has put some effort into the club this year, this being his second event I'm looking forward to partaking in the day's pleasures.

The rest of the social year is now planned. A day run or EMR 15 November, our Christmas Party at Toowong Lawn Bowls Club on Sunday 29 November and the December Meeting finishing the year at Derek Dean's Motorman Car Yard on Tuesday 8 December.

Cheerio for now,

Clive



Next LCQ Meeting

TUESDAY 6TH OCTOBER

7.00 FOR 7:30 PM

Shannons Car Insurance Office
305 Montague Road West End

WELCOME TO ALL PARTICIPANTS LOTUS 2015

Barossa Valley SA
October 2-5

Event HQ: Barossa Weintal Hotel-Motel
Registrations from 2pm Friday 2 October
Welcome BBQ commences 6pm

Celebrating
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SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from the SA delegate, Andrew Stevens

LOTUS 2015, 2-5 OCTOBER

Well the October long weekend and Lotus 2015 is almost upon us with preparations at fever pitch. Lotus owners from every state and territory are busy packing their bags for the journey to the Barossa, the Lotus National Concours D'Elegance, and a really good time !

This is undoubtedly the largest Lotus Nationals ever. Full coverage in next month's Lotus Notes.

SUNDAY COFFEE RUN

The October Coffee Run will be held on Saturday 3rd October to coincide with the National Concours at Birdwood Mill.

The September coffee run was misty and wet (yes it does happen in Adelaide), so the sensible folk brought Evora's for the run into the hillside. Luckily the rain held off until after everyone was heading home, but the presence of three Evoras attracted plenty of attention.

SA CHRISTMAS LUNCH

On December 6th, all SA Lotus owners are invited to Christmas Lunch at Golding Winery at Lobethal.

We'll kick off as usual from the Seikh Centre at 9:00am before heading for Lobethal and the winery. Rebecca has arranged a special package for us of pizza, cake, 2 glasses of wine and coffee.

Bookings for lunch are essential, and price is \$10 for CLA members and \$36 for non members. Book in at lotus2015sa@gmail.com.

ADELAIDE MOTORSPORT FESTIVAL

Elsewhere in Lotus Notes you'll read about the Lotus 97T's being brought to Adelaide for the Adelaide Motorsport Festival. This is being held two weeks after Lotus 2015, and looks like a great weekend. A number of our members will have cars in the displays.

Senna returns: Senna-Lotus-97T-1985-Australian-GP-Adelaide-Courtesy Earthspotter.com.jpg



SENNA LOTUS 97T RETURNS TO ADELAIDE STREET CIRCUIT

Almost 30 years to the day from Ayrton Senna's stunning high boost lap to grab pole position for the inaugural Adelaide F1 Grand Prix, Adelaide will once again see his JPS Lotus 97T take to the Victoria Park circuit. The Adelaide Motorsport Festival is bringing two Senna Lotus back to Australia for the October 17/18 event to join a plethora of F1, sports cars, open wheel racers and tin tops. The Adelaide Motorsport Festival is fast becoming the showcase of historic and contemporary motorsport. The two Lotus are being shipped to Australia, specially for the event.

In addition to the Victoria Park Sprint, held over two days on 17 and 18 October, the Adelaide Motorsport Festival is resurrecting the Classic Adelaide Rally, and it's popular Friday night Gouger Street Party.

In addition to the Senna Lotus, period F1 entries for The Victoria Park Sprint include, Ferrari, Lola, Simtek, and Arrows. Mike Bennett also has the first ever Grand Prix Lotus 12 entered.



TICKETS
ON SALE
NOW!

VICTORIA PARK SPRINT

ADELAIDE GRAND PRIX REVIVAL



QUOKKA TALK

WA'S LOTUS SCENE



by Eddie Lankhorst

Have you missed reading news from WA? The past couple of months there hasn't been a lot happening except for our regular EMR's which had been a little quiet except for this month. It's amazing what a little warm weather can do to lift people back into action.

As some of you may know, WA Lotus enthusiasts correspond all forum messages via a rather archaic medium using Yahoo groups. Currently not all messages get through to members, and members who sign up find the site difficult to set up for their use and often get frustrated trying to read a thread. Here-in lies a problem, how do you convert all WA Lotus owners over to something more up-to-date and user-friendly? One thought was to create a Facebook page, but then not everyone likes or wants to have a Facebook account. AussieElises is a great forum for Elise and Exige owners, and we have a WA section but unfortunately the forum doesn't cover other models such as Esprit, Elan etc, so it discourages other model owners. So if anyone out there can think of a practical and viable solution please give me a call or email.

A great line up of cars.

LOTUS DRIVING ACADEMY Part 1 of our UK Lotus experience

by Vicky Rowe

There were very few arrangements made for our UK holiday, as we boarded our plane to London late in July. I'd literally just finished giving presentations at a workshop that had been months in the planning. All that focus had limited the planning for what we'd do for the next two and a half weeks. What we did have though was a rough mud map of where we wanted to go and the hope that our many emails to Hethel would manifest a lucky outcome, at the right point in our trip.

Landing at Heathrow around midday Tuesday we quickly utilised the only two things confirmed for the trip: a car (a surprisingly good diesel Focus), and prearranged accommodation in Cambridge (being Airbnb virgins I wasn't sure what to expect, but it certainly met our needs). The plan, as rough as it was, was to spend a couple of days looking around Cambridge, before heading on to Lotus, later in the week. But, at this stage, there was no word from Hethel.

I should add that there had been a great deal of correspondence with Hethel in the lead-up to this trip. I was very fortunate to arrange a private factory tour of the Lotus factory, as well as a tour of Classic Team Lotus (CTL), but the timing of these visits were all pending arrangements with the Lotus Driving Academy (LDA). A deal had been struck for private coaching (for Ed and me) at the track, adjoining the factory, but it couldn't happen without a coach. And now we're in the UK and the airwaves are suddenly very silent.

Wednesday we had a lovely day exploring Cambridge. By now I'm a bit worried that we'd have to head in a different direction, to see other parts of the English countryside, so I kept trying to contact Daniel from LDA. Finally, I got the call. "Yes, we have a coach, so you and Ed can have a day at the track on Friday". Everything then fell into place.

Thursday was an awesome day, both the Lotus factory and CTL were great. But I'll save that for another day (or article for that matter).

Friday was even better though. When you pay a significant amount of (very expensive) British pounds to the LDA you get an exceptional experience, including exclusive use of an area overlooking the track >>



Lotus Driving Academy with David, Eddie & Vicky.



Lotus Type 125 with Vicky



Small bottoms only

where we could lounge about, dining on the lavish spread of pastries, salads and cold cuts. We pretty much felt like VIPs, having the track to ourselves, and our coach, David, was at our disposal for the entire day. At lunchtime we also got an intimate look at the workings of Lotus Motorsport, which was quite a treat. That provided an up-close and personal look under the skin of the new 3-11. Even better, we got a proxy fitting for the last T125 to be built. What an extraordinary car. I'm not sure if it's been a profitable venture for Lotus, but the concept is very progressive. Like some other super car companies, they've built an exclusive car for an elite group, providing a very personalised product. They even put on the races (and support for those races) so that the exclusive club of owners can have a serious play. How lucky! But I think they got the designation wrong. The F1-inspired track car has 650bhp (from a 3.5lt Cosworth engine), it weighs 650kg and apparently it costs £650k. T650 is more fitting I think.

As for the track, it's a blast! Lots of twists and turns, as you'd expect, exploiting Lotus agility and showing up any driver deficiencies. So that leads me to the coaching. We paid some extra (very expensive) British pounds to utilise the skid pan, and one of the supercharged Elise's available to us had the smaller wheels (same size as the fronts) fitted to the rear so as to induce under-steer and over-steer. Ed and I took turns out on the track (or skid pan) with David. Nothing was timed, but we certainly got faster as they day went on. So what did I get out of it? I hear you ask. Well I got some very positive feedback, which

was nice, but I also discovered that my heel-toe downshifts were not always matched correctly, my ability to recover from oversteer was not as good as I thought and I'm sometimes lifting off the accelerator without realising. Now of course that can affect my times, but it can be downright dangerous at the wrong times if I'm driving my S1 Elise. As for Ed, he said he'd learnt a lot on the skid pan, took a different perspective on how to take some corners and tried to overcome the fear of a wall (there's a very prominent wall you face when you come out of the bend at the bottom end of the track).

I don't know if I can claim it's great value, but Ed and I thoroughly enjoyed the day and really feel we came away with some important lessons. I'd say do it if you can.

EMR to YORK

by Eddie Lankhorst

The reminder call went out a week before the EMR. Long range forecast was showing the possibility of rain, but fortunately as the weekend neared, the forecast improved. On the day, the weather was perfect with blue skies albeit a little cold at the meeting time. As Vicky and I pulled up at the Guildford railway car park we were greeted with quite a few cars, eight in fact and fifteen people.

To begin our tour we tracked over some familiar and much loved roads through Brigadoon towards O'Brien's Road and Peter Brock's memorial. We then covered some new roads onto Bakers Hill for Wayne (Softie) to fill his boot with pies from the well-known Bakers Hill Pie Shop. This pie load should see Wayne well fed for another three months at least.

It was here that Chris and Jane left us to return home for another important engagement.

The rest of us travelled onwards to York, passing fields of Canola and the odd wild flower beside the road. Our stop at the Old Mill cafe in York was well earned after a great drive. It was here we met up with Darryl and his wife from Northam. He was eager to show off his new Yellow Exige V6, you could sense his joy. After a hearty brunch we all checked out each other's cars before saying our goodbyes.

Bring on next month.



Peter Brock's Memorial



Jamie & Kirsty



RUFFY IN SPRING EMR

by Neil Roberts
photos: Jeanne & Peter Murray



Kevin & Courtney

In Victoria, information about this sort of weather is strictly classified. We don't want Queensland or other states' refugees rushing across the border to enjoy a fabulous spring day such as this one. Blue sky, dead calm and 22 degrees – perfect sports car weather.

We should sub-title this run the Elan run – well sort of. Fifteen cars, but six of them were sort of Elan-ish. My old +2 in the care of Ben and Nicola, four M100's (John Harrison, Ian and Sonia, Dave and Courtney plus Peter and Sandra), and one very new one (the new series MX5 actually) with your reporter in charge.

The two Peters, Murray and McConnell, sent us to one of our favourite lunch spots, Ruffy in the Strathbogie Ranges, but this time on a quite different route for much of the trip. Assembling at Maccas in Lower Templestowe we set off dead on schedule at 8.30, with the candy-apple red MX5 loaned for the day by Ringwood Mazda leading the way. Over the river and through Eltham, the new route then took us through unexplored back roads of Diamond Creek, Nutfield and Doreen, before joining Plenty Road adjacent to the Yan Yean Reservoir. Progress through these narrow back roads was quietly constrained by a couple of Toyota utes. >>

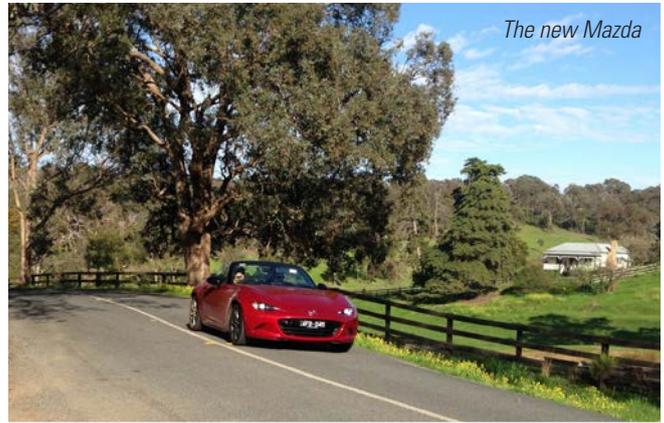
It all proved too much for the Elise drivers, Jamie and Richard, who quickly nipped past the demo MX5 and headed for the hills!

Over the Kinglake range, through Flowerdale and then the windy back road to Strath Creek before the sweeping curves of the Seymour Road alongside the Goulbourn River. All great Lotus roads. Craig Chalmers' orange Europa, that wasn't sighted at the start, had joined the convoy somewhere along the route, while the Murray's parked their pretty Elite safely off the road while they took photos of the passing parade. The Neville's were well represented, the "oldies" in the yellow Evora and the younger generation in the recently mechanically refreshed M100.

The final stretch of the run, through the Strathbogie Ranges, had us on the Highlands road as usual, but this time we saw its entire length from the outskirts of Seymour. A few of us paused momentarily about ten kilometres from Ruffy (lost?) but we were saved by Tony McConnell's fast and raucous Eln Clubman passing at speed with fingers pointing! Sadly the MX5 couldn't match the acceleration of the Clubbie despite my best endeavours.

It was 11.00 and as arranged, brunch rather than lunch was at the Ruffy Produce Store. This is one of the club's favourite venues, especially in spring. Yellow cars seem to be popular these days, Ray Sury's yellow Elise adding a fourth version of yellow amongst the Lotus parked outside the brunch stop. Richard Williams and Jamie and Kirsty Smith made up the smaller than usual Elise contingent. Everyone enjoyed the sunshine, the food and the good company.

The MX5 was kindly loaned to us for the run. Many thanks to Simon Lew, the Sales Manager at Ringwood Mazda. The new series car, this was the 1500cc version (there will be a 2000cc engine available from November). Mazda have put some real money into re-engineering this car, they have taken 150kg of fat off and put some dynamics back. It still has all of the gadgets and gizmos the international market expects (demands?) these days but it has more driver appeal than before with good chassis dynamics, slick gearshift and good brakes. This is not a "boy racer's" sports car and is quite genteel in feel, with very docile acceleration at lower engine revs. The engine management systems in these modern cars allow them to be driven at very low engine revs – the dashboard gear readout keeps prompting you for a higher gear – but this is where fuel economy comes from. It will get up and boogie, but only if you get it into the correct gear. Don't look for Elise-type acceleration though. Mazda have moved in the right direction here and Lotus types might be tempted as they get too decrepit to climb into and out of their Lotus model. Doubtless the two litre version will have more grunt and the chassis dynamics will cope easily with the extra power. There will be a Fiat badged (and powered?) version for Europe.



The new Mazda



Just look at those nails!



Brunching

ruffy

produce store

a delicious surprise in the middle of nowhere!



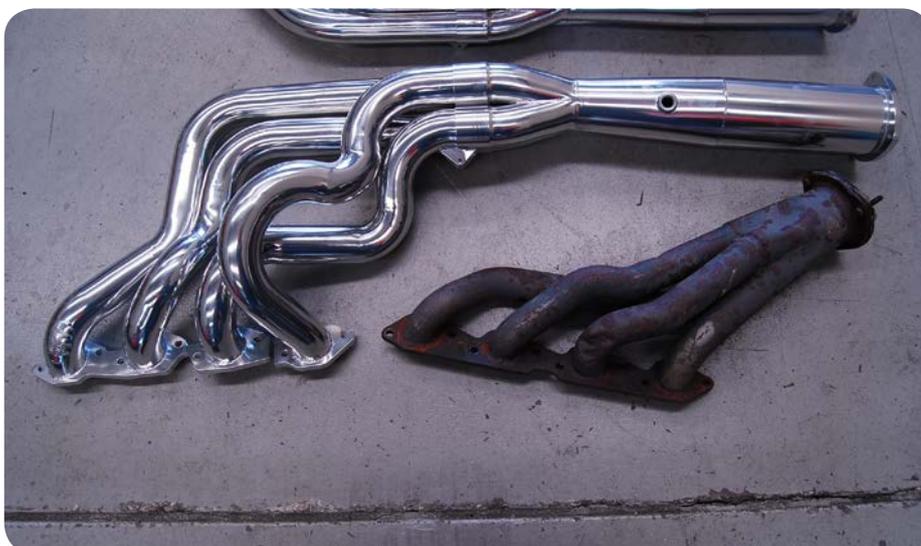

coffee breakfast cake lunch shady garden art wine dinner open fire



PERFORMANCE EXHAUSTS



Trevor Campbell –
Custom Exhaust Specialists



Headers old and new

Hi to Lotus Club members.

In May this year, we hosted a club meeting at our Meadowbrook workshop. I have been asked to write a follow up technical page, so here it goes.

All production cars built through the ages are built to a price, and also to meet emission laws. Today for performance upgrades I would always start at the air intake and exhaust system before tuning. Intake and exhaust go hand in hand.

For the intake on late model fuel injected cars we have to look at a good cold air supply + placement and air speed past the airflow meter. An excellent design will give 8 to 12 kilowatt pick up on a normally aspirated car and up to 20 kilowatt's on a turbo car. A bad system will give a – 5 to 0 kilowatt gain. If you are going to do this make sure to talk to the right people. >>

On carby model cars, make sure you have trumpets on Webbers + heat shield between the carbs/air cleaner to keep the radiant heat away. All intakes can be made from aluminium, stainless steel or mild steel with coating.

As for the exhaust system, we have to look at all aspects of the engine and also the use of the vehicle.

To start with there are 2 basic choices or options:

Catalytic converter back system (part system), or headers and full system.

**OPTION 1
Catalytic back**

4 Cylinder. In most cars will give a 5–7 kilowatt power gain in the upper rev range.

6 cylinders – 6 to 10 kilowatt.

V8 models – 12 to 15 kilowatt. In the lower rev range you may not even notice these gains.

**OPTION 2
Headers plus catalytic converter + catalytic back exhaust system**

This will show a noticeable improvement everywhere. Now I have to say most people, engine builders and engineers tend to make everything BIG. Big is not always better.

Sometimes a big header and exhaust may show a better number on a dyno however dyno's measure torque only. They do not measure acceleration. Through my years of R&D for race teams, big and small, you have to analyse every part of the performance chain to calculate the correct design. We always aim for the smallest header + system to do the job.

Now the things we look at are:

- Engine capacity
- Bore and stroke
- Rod length
- Cylinder head
- Camshafts
- RPM min-max
- Comp – Ratio
- What (vehicle) is used for

After we do the calculations, we fabricate the headers. It is very important to be as close to the specification as possible. A good

fabricator who can work to my specs will see the engine make the most power and torque. The customer will see faster track times. If you have a street registered car you will have to have a quieter option for mufflers which will normally be heavier than your racing counterpart. Racing vehicles can (also) have an option of re-packable performance mufflers.

Give me a call if I can be of further assistance.

Regards Trevor



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2015 CSCA

September Report

by Mike Basquil



Andrew Challenor & Leigh Fuller

Round 5 of the Series was hosted by the MOCA club at SMP Brabham circuit – most of us can't decide whether to love or dislike it, busy in places that require lots of concentration to get that ultimate time. Its big advantage is that it is close to home. Couple that with the Morgan organisation and you can't go far wrong in assuring that you have a good fun day, they even managed to get the weather gods to come to the party with a sunny day. Morgan didn't let themselves down this year, pre-event paperwork and scrutineering went without too many hitches and the driver's briefing was called early and didn't drag on but gave all the necessary information to let all runners know what was expected.

CLA turned up in numbers with 23 runners in a field of 98 Entrants with 89 runners assaulting the time keepers during the day even with a couple of runners absent we still are the biggest supporters of the series. This event is run in conjunction with the Council of Motor Clubs Shannon's Display day that follows the event, and we have to forgo using the garages so displays can be set up. This makes the pit area a bit cramped, but everyone gets to see and catch up with folks you might not see because you don't know where they have set up their garage. As usual the CLA runners were all pitted close together and the banter between drivers was as good natured as we have come to enjoy, there never appears to be a shortage of advice or help despite lots of it being tongue in cheek. On track the competition was hot with the top half of the time sheets dominated by Lotus entrants, providing quite a spectacle. Morgan did the entrants proud in providing six runs for those that could keep pace with all flag points manned with, in some cases, three flaggies. Love to know where to find such dedicated officials. >>

Alan Pate – running repairs



Mark Alexander



Club Lotus opened the point scoring account with Len Goodwin in the 26R replica in C2, the other runners in this class are considering buying Len a holiday to get on the top step in Class.

Class D2 had Andrew Challenor in his Exige leading the class, very closely followed by Ashton Roskill, Phil Easterbrook 3rd with Phil Abraham campaigning his ex MoPro Elise 4th. Jake Hobbs in Dad's Elise was home 5th followed by Dennis Brady 6th and Richard Wodhams 8th with Graham Hobbs home 9th – one Exige followed by a gaggle of Elises, not one a similar colour, made a good look from the stands.

Class D4 was again Mark Alexander and Duncan Andrews going at it on the time sheets taking 1st and 2nd in class in their Exige, with Leigh Fuller, pushed into 4th by a hard driven TR8, in his supercharged Elise. This class has been populated by the unregistered Jaguars and V8 Triumphs so while the top of the class is an ongoing battle between Lotus, the Jags and Triumphs aren't taking any prisoners.

Class R1 saw the battle of the Honda-powered boys, Craig Drury joined in for this round and took the class win from Dave Mackie, both in S1 Exige, with Tim Mackie following half a second back in his newly completed Elise. Ross Klumper in his PRB was 6th in class flying solo for this round, Peter Dell entered for this round in his PRD Special but had ignition issues all day that couldn't be solved and missed any track time. Rob Bryden in the Carbon Exige was our representative in the R3 the Slicks class taking second in class behind the very fast Jedi hill climb special.

Class 2AM, John Ribeiro was our representative, and took the class win by 5 seconds in the Toyota 86, with Wade Lillington in the Clio second. Phil Tout in the Focus was our representative in Class 2BM taking 2nd in class despite a badly slipping clutch. Class 3BM had Greg Baker in the Pulsar GTi 9th with Adrian Weir competing in a Renault Scenic people mover, showing that we are a diverse bunch and any vehicle can compete and still have fun.

I was pleased with the event. We had cars on circuit for the maximum amount of time available and the general reaction has been positive. Morgan have canvassed the competitors for next years event, as to what circuit they will run in 2016, Brabham or Gardiner. They intend to run the Gardiner Circuit. Considering that we haven't run the "old" Circuit for a few years it will be a fun exercise. The plan after next year is to alternate between the circuits to give everybody the chance to run both venues.

Round 6 hosted by Triumph at Wakefield Park will be run on Sunday 25th October, with the CSCA sponsored Driver Training & Practice Day to be held on the Saturday. I recommend the Driver Training Day to those that would like to try a track day to find out what it is all about. We have tailored the day to cater for all needs from P-Plate drivers to the more experienced competitors that wish to get some practice and vehicle testing completed. Prices for both days have been kept to a minimum to encourage as many as possible to have a go.

Entries are open for both events through:



https://motorevententry.org/index.php?option=com_content&view=article&id=11&Itemid=478

I have also distributed entry information for the Australian Supersprint Championships to be held over the weekend of the 14 & 15th November at Wakefield Park, this event also doubles as the final round of the NSW Supersprint Championship. All information is via the CAMS Motor Event website, if you need any advice as to what class you might qualify for feel free to drop me a line. Despite only having three consistent representatives in this Championship in Mark Alexander, Duncan Andrews and Andrew Challenor, CLA is running 5th in the Club Championship. I'm assisting in the organisation of the event and we are going to run a bonnets-up display on the Sunday of the event in an effort to create that added atmosphere and get more club members involved in what is shaping up to be a great event – you are all most welcome.

See you at the track.



Dave Mackie



Len Goodwin



In the pits



Craig Drury 7 Duncan Andrews



Pat Townsend breather



Gathering of Lotus



Sunday morning country drive

The Barn & Scotty's Garage - Social Run



by Peter Upham
photos: Gloria Wade



Vyvyan, Penny, Norma & Chris



Norma & Clive

It was a perfect late winter/early spring day for a topless run. Last night's rain had cleared the air then cleared off, and we had 15 degrees and clear skies (the maximum for the day was about 22 degrees – perfect Lotus weather).

Norma and I were a bit late leaving New Farm, which got worse when we got as far as Newstead and found that access to the ICB was blocked by the Bridge to Brisbane fun run, so we had no way of getting to the Legacy Tunnel to get out of Brisbane the easy way. Nothing for it then but to backtrack and go via Ipswich Road, should have checked.

But we made it to the nominated meeting place at BP Yamanto with a couple of minutes to spare. Trouble was, there was no one there! A call to President Clive went to his message bank, but fortunately he called back.

It seems that everyone else understood that BP Yamanto actually meant BP Amberley. Everyone, that is, except two couples whom I prefer not to name, who both went to BP Blacksoil! At least at BP Yamanto we were only five minutes away.

At BP Amberley there was a good rollup. Cameron "U-Turns R Us" Campbell-Brown, who had organised the run, had brought his mate Chris Jordan, and Cameron's beautiful (because it's yellow) Series 1 Elise joined those of Clive and Gloria Wade, John and Penny Barram, and Mal and Chris Kelson. Vyvyan Black had his lovely red 1968 Elan Coupe, and Tim Moore his modern Europa. The remainder were in Series 2 Elises: Barry, Mark and his son Matt, and us. Mark's Elise S was particularly impressive, being the Club Racer version in a very unusual shade of blue – we all salivated.

>>

We left BP Amberley (did I mention that it was not BP Yamanto?) and headed through Rosewood and Grandchester, then off in the general direction of our morning tea stop at Gatton, via various back roads (some of which I had never driven before) and several U-turns. I laughed at a cactus growing out of the guttering of a building in Mulgowie, until I realized that it was probably because the 2013 flood had covered the building.

From Mulgowie we went through Blenheim and Woodlands, then the back way into Gatton, we even drove via some Gatton back streets to avoid yet another U-turn.

Morning tea was at the excellent Staging Post Café in the Lockyer Valley Cultural Centre, followed by an inspection of the adjoining Queensland Transport Museum, which was very interesting from a truck point of view.

Cameron pointed out to me the Commer with the "Knocker" (TS3) engine, a "very interesting" implementation of a horizontally-opposed configuration of which I had not before heard (look it up in Wikipedia – only the Poms!).

Onward from Gatton, via Grantham, Iredale, Blanchview, and one last U-turn for good luck, then to our lunch stop at The Barn and Scotty's Garage. Lunch was well catered, and the company was excellent.

Tim told us that his and Carol's son, Jeromy, who for years was with Triple Eight Racing as Craig Lowndes' engineer, has now landed the dream job with Porsche, as Mark Webber's performance engineer. He is based in Stuttgart, but travels the world with the Porsche 919 LMP1 Team for the FIA World Endurance Championship. They were competing in the Nurburgring 6 Hours (round four of the WEC) that night, and I'm happy to report that the Webber/Bernhard/Brendon #17 car led a 1-2 result for the team. Tim, please pass our congratulations from all of us to Jeromy.

We obviously dallied too long at the lunch table, because there weren't many left when it came time to allocate responsibility for reporting on the day. But it is a pleasure to write this, because it was a very enjoyable day – great roads, great cars and great company. Thank you Cameron for all the effort you put into organising it – as my old boss used to say, the price of efficiency is more work. I'd just like to mention that it was actually BP Amberley, not BP Yamanto.



Peter



1958 Berkerley SE 492 Sport Racer



Scotty's Garage Museum



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The Cootha Classic

by Shane Murphy

photos: Karen Black, Jon Young, Gavin Batstone & Shane Murphy



Mike-Driscoll's D-Type

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Touted as a revival of a Brisbane motoring festival (last run in 2010), the scenic Mt Coot-tha access road was lined with Armco and the Cootha Classic was on.

The 1440 metre, correction 1240 metre (sorry you had to be there), course was laid out ascending Sir Samuel Griffith Drive, cutting through a short cut and racing downhill, finishing adjacent to Slaughter Falls.

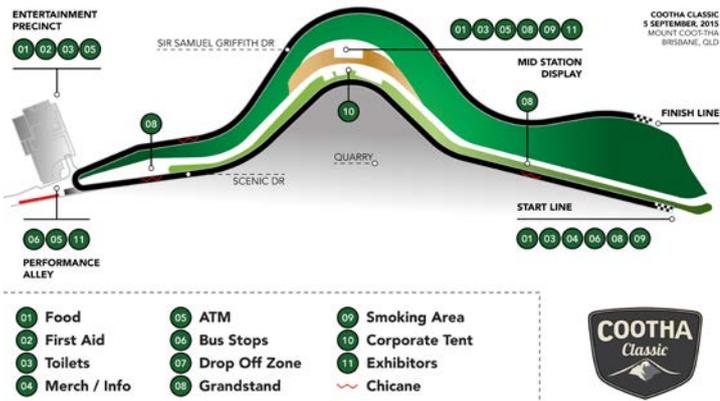
Interestingly, the pits were located in the Slaughter Falls Car Park (a kilometre run to the start line), trailer and support cars were located about a ten minute bus ride from the pits, which as it turned out was logistically challenging for drivers, pit crew and the general public.

To quote the organisers "On top of the street sprint spectacle the event promises to reveal a side to Queensland's rich motorsport history never before seen in front of mainstream audiences through performance alley, interactive displays and the chance to get up close and personal to the cars in pit lane", the pits were virtually inaccessible to the general public without a one kilometre trek!

Entry for the event was selected by the organising committee (after applying), but limited to 100 cars in 5 classes, Modified, Open Wheelers, Street, Historic and Unlimited (whatever that means).

Lotus Club Queensland fielded 5 entries: James Driscoll – D-Type Jaguar (Historic), Shane Murphy – Lotus 7 (Historic), Vyvyan Black – Lotus Elan (Historic), Alex Molocznyk – Lotus Elise Sport 111 (Street), Paul Tredenick – PRB Composite (Modified). >>>

OFFICIAL MAP 2015



Vyvan-on-the-straight



Shane-on-the-straight.



Paul



Alex chewing the cud



Historic dummy grid

Notable pit crews included Mike Driscol and Karen Black. Karen sportingly wearing high-vis sneakers, as per the supplementary regulations. My ever reliable pit crew was unavailable on the day as she decided to watch the Lions flog Footscray at the Gabba (sorry Doggy fans, could not resist that one).

Five runs were scheduled, including a sighting run, with the possibility of a sixth run being a top five shoot-out in each class.

Scrutineering was run on Friday afternoon, the only real hiccup was Paul's out-of-date fire extinguisher, a quick trip to the nearest Supercheap to grab a new extinguisher and we were ready for action.

Organisational issues delayed the start of the Saturday competition, which gave Vyvan additional time to test his newly acquired helmet and to test fit the headroom within the Elan, luckily there was ten millimetres to spare, so Vyvan was ready to attack Mt Coot-tha on his inaugural competition outing.

The pits were abuzz with trepidation as three cars (luckily no Lotus) were trucked back to the pits after the observation runs, having clouded the kerb whilst navigating the overly tight chicanes, nevertheless the organisers pressed on, modified the chicanes and we were away.

Despite the shaky start the day ran well, with the Marshals doing a great job and keeping everyone in line.

Vyvan ran with a slightly off-tune engine, James was losing oil (source not easily detectible), I had a couple of runs with a misfiring engine (cause unknown), Alex was garaged so far from us we only passed him when gridding up. The only casualty of the day was Paul collecting a cone which broke his rear guard and sent him ever so slightly into a solid obstacle. A pretty impressive outcome given the nature of the impromptu course.

In the final wash-up, Club results were as follows:

Driver	Class	Class Place	Outright Place
Paul Tredenick	Modified	3	9
Alex Molocznyk	Street	26	76
Shane Murphy	Historic	3	22
James Driscol	Historic	6	56
Vyvan Black	Historic	18	82

Dick, did I mention that I came third in the historic class top five shoot-out? I think I may have mentioned it!

Hope it runs again next year, maybe with a little more organisational oil in the works and a few more Lotus entrants.

Keith Marriner's gorgeous and quick Caterham with Tromp Hofmeyer, Paul McMahon, Chris O'Connor, David Buntin, and Alec Spryou in the background. Photo by Tony Peter



by Chris O'Connor

MSCA ROUND SEVEN



Paul McMahon.
Photo by Tony Peter.



Chris O'Connor. Photo by Tony Peter

Phillip Island, 25/7/2015

Round seven of the MSCA championship took place at Phillip Island on September 12th. No rain was forecast but, once again, Phillip Island proved to have its own weather system as light showers fell during the early morning. The rain had no lasting effect and conditions were soon ideal for thrashing around the track.

Many of the sixteen LCV members present either registered their fastest ever time or were close to it. We as a club also came away with two class wins and five other class placings. Keith Marriner continues to take big chunks off his PB at each outing. This time he knocked off two seconds to win his class (Clubman over 1600cc) with 1:51.3. Les Bone was close to his best ever performance with a class winning performance of 1:50.3 (Clubman up to 1600cc).

Alec Spryou had an interesting day. After the first run he was feeling a bit uninspired with his car, he checked his tyre pressures with a borrowed gauge and found that the gauge that he had been using for the last two years was wildly inaccurate. He spent the whole day letting air out of his tyres. Each time he did he went faster. Paul McMahon went through the whole exercise with Alec and found that his gauge was out, but only by a smaller amount. He was revelling in the new found power released by Anthony at Track Performance Solutions and reckoned that he now had one hundred more horsepower at the wheels. He spent the day relearning the car in its new guise.

The battle of the Astburys continued. Peter posted a very quick time in his Westie and Petrina carved a huge amount off her previous best. Her husband Bruce also knocked a second and a half off his previous best. Petrina has been going quicker and quicker ever since Bruce got his car on track. Petrina's father Nick has regained full form and reduced his previous best by two seconds. New member Phil Nicholson experienced some engine maladies with his recently purchased supercharged Elise. He had the problem diagnosed and was confident that he could soon put it right. We welcomed new member Nirangjan Nagarajah in his Cayman. >>>

Seen in the paddock was another new member, Brendan Kelly and his wife Pat. Brendan has an Elfin Clubman and is hoping to have it ready in the near future. Tony Peter and wife Jen were there in their supercharged Exige. Tony made a few suggestions about my car and when I implemented them I went eight seconds quicker than my previous outing, although I was still one second behind my best ever time. Tromp Hofmeyer attended in his recently purchased Elise Club Racer. I am sure it will only be a matter of time before it is presented in a similar standard to his recently sold Clubman.

Name	Car	Time	Class place
Les Bone	Haynes Clubman	01:50.2	1st
Keith Marriner	Caterham	01:51.3	1st
Alec Spryou	Elise S1 Honda	01:51.7	2nd
Peter Astbury	Westfield	01:52.5	2nd
Michael Bouts	Camaro/ GT3	01:53.1	2nd
Chris O'Connor	Elise S1 Honda	01:53.8	3rd
Lee Gardner	Elise S1 Honda	01:54.1	4th
Paul McMahon	Exige S	01:54.8	7th
Petrina Astbury	PRB	01:56.2	3rd
Nick Ng	PRB	01:57.0	4th
Phil Nicholson	Elise S	01:57.3	12th
Bruce Astbury	Clubman	02:00.3	4th
Nirangjan Nagarajah	Cayman	02:05.6	21st
Ross Black	Elfin Clubman	02:05.8	5th
Robert Lancaster	Toyota MR2	02:12.5	18th
Peter Buzak	Locost Clubman	Regularity	



Chris O'Connor and Alec Spryou set to go out.
Photo by Tony Peter

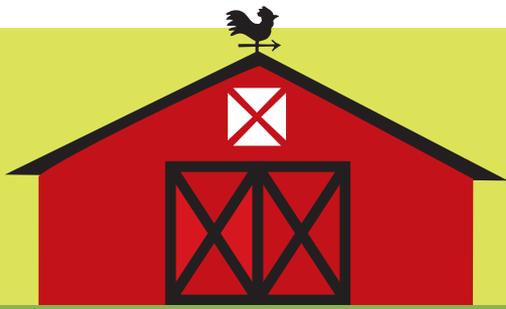


Lee Gardiner

The next MSCA round is at Sandown on October 4th. I hope to see some of you there, either as competitors or spectators

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Shed Shenanigans

PART TWO

by Mike Moore

Ford GT



In the first instalment of my Shed Shenanigans, I left you all dumbfounded with the revelation that I have decided to replace the Rover engine in my S1 Elise, with a Ford Duratec. The standard reaction to that news is to ask “Why didn’t you go with the Honda?”. Answering that question directly is something that I plan to steer clear of, as such discussions often degenerate in to a masterclass in “How to lose friends and alienate people”. Of course I considered the Honda as an option, but I homed in on the Duratec for the following reasons. Firstly it is cheap: low km late model engines can be bought for less than \$500. It is also relatively cheap to tune, with even Cosworth-branded items relatively sensibly priced. It’s dimensionally almost identical to the Rover it will replace, it’s relatively light and installation in the Elise retains the Rover PG1 gearbox, which is both a blessing and a curse, but on balance the combination seemed to minimise variation from the original formula. Lotus powered by Ford has a certain historical ring to it too, don’t you think?

Finally, and perhaps most importantly of all, I am a bit of a Ford man: the Company sponsored me through uni and I worked in their Powertrain Research department in Dunton for three years before making the move to Australia. It was the best career background I could have hoped for (I don’t think you know what you have done Joe and Tony) and to this day, I think my spine is oval in cross-section and blue in colour.

Over time the engine has been used by Ford in everything from the Fiesta to the Transit in capacities from 1.8 to 2.5l. It has also been used by Mazda across their entire range and it pops up in the odd Volvo and Jaguar too. Many of the most recent Duratec family are direct injected and the 2.0 EcoBoost is more or less the same engine with DI and a turbo. Ford will happily sell you a new port-injected “tuner engine” in either 2.0 or 2.5l capacities but I will be using a 2.0 27000km engine from a 2010 Focus for my project.

In base form the 2.0 is over square in nature, the 87.5mm bore and 83.1 making it relatively rev happy. Valve sizes are large (35mm inlet: 30mm exhaust) and the ports are huge, allowing standard heads to deliver power values of up to 260hp without any modification.

For those who are more technically minded and/or have a bit too much time on your hands, here are a couple of threads from Scottish Elises that give an excellent run down of the engine and it’s potential.



<http://www.scottishelises.com/phpbb/viewtopic.php?f=5&t=23877>
<http://www.scottishelises.com/phpbb/viewtopic.php?f=5&t=37481>

>>

Phase 1 of my project will see me fitting direct-to-head throttle bodies to the engine, along with a decent 4-2-1 exhaust system. With completely standard internals, this should see around 180hp with very decent torque levels and it will allow me to sort any cooling system, electrical and other installation niggles with an engine that was cheap enough (relative to everything else) to be considered a throw-away item.

Once all is running nicely, there is a vast choice of tuning parts out there, as the engine is used extensively in everything from Morgans and Caterhams to just about every Group 4 Mk2 Escort to be rebuilt in the last 5 years. The bill of materials for tuning is typically rods, pistons, cams and upgraded bearings and bolts. The final power levels are determined by how many revs you want to chase. Standard cranks are good for around 9000rpm without concern and many local builders are claiming over 300hp (running E85) at those revs but somewhere around 250hp at 8000-ish seems to be a much more sensible target. Just as long as it's quicker than the Hondas...



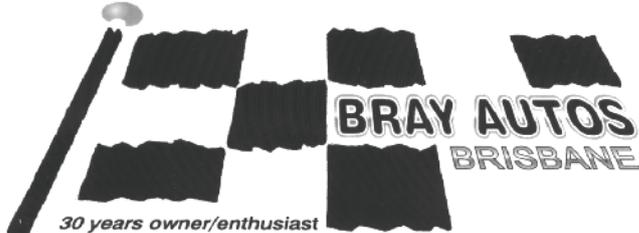
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The Royal Concours at the Palace of Holyrood House, Edinburgh, Scotland

article & photos by Michael Hipperson

A simple premise... gather together the sixty best cars in the world, find yourself a palace and hey presto you have an event not to be missed. The first gathering was held at Windsor Castle in 2012 followed by St. James Palace and then, last year, Hampton Court.

I have been fortunate to be a guest at all of these on Owners Day. This is followed by two days where Joe Public can join in at £35 per person. This year Holyrood in Edinburgh played host. Holyrood is a daunting building that dates back to 1128. Most well known for the tenure of Mary, Queen of Scots, here she married Lord Darnley and all hell let loose when her Italian Secretary, David Rizzio was murdered.

Here are a few photos of some of the cars.

1956 Jaguar works & Ecurie Ecosse long nose D-Type

A stunning ex-racer that owner, Clive Beecham (fortune from Kinnerton Confectionary), recently bought for £7 million. Clive has a collection of cars that includes the Stirling Moss Ferrari short wheelbase that was race entered in the period by Rob Walker.

Lotus Type 25 & 38

Ex-London Deutsche Bank boss, Nick Fennell, owns a growing collection of Lotus cars. On display here were the Jim Clark Type 25/R5 and Indy car Type 38/7 that he recently imported from Japan. It will soon be painted in the correct livery of Dayglo Orange and re-fettled with the Indy offset suspension.

>>



The Palace of Holyrood House



1967 Ferrari 275 GTS/4 NART Spyder

This model achieved fame in the Steve McQueen 1968 epic 'The Thomas Crown Affair' with Faye Dunaway. The USA Ferrari importer, Luigi Chinetti, head of the North American Racing Team (NART) converted ten only 275GTB/4s to spyder configuration. This particular car is one of only two fabricated in aluminium and is owned by Microsoft co-founder Jon Shirley

Clive Beecham sold his 'steel' NART for £15 million so one can only guess the value of this car.



1979 BMW M1

Another prolific collector, New York lawyer Bernie Carl, owns this beautiful Guigiaro designed M1... one of only 456 built. This car has travelled only 7000kms from new. Bernie also owns a Ferrari GTO amongst his forty cars.



1962 Ferrari 250GTO

Surely the pinnacle of car ownership, this GTO is still in its period racing colours as famously driven with gay abandon by Innes Ireland. One of only thirty-six in this configuration, the car was insured for its UK visit for \$45 million. Owned by US Telecommunications magnate Craig McCaw.



1963 ATS 2500 Allemano Coupe

Billed as the 'star' of the show this car is one of five remaining of the eight cars built. In 1961 there was a Ferrari factory uprising and many senior engineers left to form ATS. Owned by David Gomes da Costa.



1961 Aston Martin DB4 Zagato

How beautiful is this car? It's one of nineteen and this is probably the most famous. Ex-Jim Clark, the car had a big shunt with Surtees's GTO at Goodwood in 1963. Rebuilt, it was bought by the current owner in 1971 for £3,500. It suffered a road crash in 1993, was rebuilt again and then retired in 1995 to compete in concours and charity events. Owned by the Eyles family and reputed to be worth £16 million.



1908 Rolls Royce Silver Ghost

Amazingly 6,137 Ghosts have been produced. This car went first to Australia where it remained for 50 years. The beautifully restored car is looked after by P & A Wood, working out of probably the finest workshops in the world, employing fifty persons here in Essex. Driven on events like this by the Wood heiress Georgina. It covered 260 miles on a tour prior to this event. Owned by Seychelles based business man Robert Gaines Cooper (fortune made hiring out old Jukeboxes). Google him and learn about his tax affairs.



Ecurie Ecosse racing car transporter

As this event was a celebration of Scottish motorsport it seemed appropriate to include the Ecurie Ecosse car transporter. Owned for donkey's years by enthusiast Dick Shipworth to move his three Ecosse Jaguars around the country, it was recently sold for £1.8 million! The same US buyer paid a further £7 million for the seven racing team cars.



1968 Hillman Hunter rally car

The inaugural London to Sydney Marathon in 1968 was won by a works prepared Hillman Hunter. Fifty-six cars finished out of one hundred starters. The Scottish connection was that the lead driver (of three) was Andrew Cowan who was born in Duns, Jim Clark's home town.



Jackie Stewart & Dario Franchitti

JYS was a Patron of the event. Here he meets up with three time Indy 500 winner Dario Franchitti of Scottish and Italian heritage. Dario was being interviewed all day by *Motor Sport* magazine editor Damien Smith who always makes some sort of fashion statement which can only be described as charity shop chic. Jackie may not be to everyone's taste but whenever I meet him he is politeness personified. A fine ambassador for motorsport.



1956 Jaguar XKSS

The ultimate Jaguar. This XKSS-8 TXK is Jaguar factory owned and worth £15 million. Sixteen were made and fourteen survive as the ultimate road car based on the Le Mans winning D-type. I wonder how long it will be before the two missing cars miraculously appear.



Sandown photos from the 1960s

article & photos by Daryl Wilson

My wife Moira was recently searching through some old family photo albums for a special celebration and found a group of old black and white photos that I took at a Sandown Tasman series event sometime in the early 1960s.

At the time I was living in Noble Park, a Melbourne suburb about two kms down Corrigan Road from the Sandown circuit. It was easy in those days, I used to just rock up to the Pit Gate in Corrigan Road and talk my way into the Pits.

Needless to say I have long since forgotten many of the cars and drivers, so I thought I would set a challenge for the more knowledgeable types in the Lotus community to help find out how many cars and drivers we can identify!

I was fairly confident that LCQ Elan guru Craig Wilson would know who the 2 Lotus Elans belonged too, so I shot off a quick email to Craig. Not long after, Craig responded to advise that the No 5 Lotus Elan was an ex-Geoghegan car, then owned by Neil Alan. Craig also advised the No 44 Lotus Elan was Fred Gibson's car.

Lotus Elan's



Neptune Racing Team Cars

Some of you may remember the old very successful Neptune Racing team cars, two of which are shown here.

I cannot remember who drove the Hillman Imp, although it may have been Peter Manton's second car. If I remember correctly it was fairly unreliable, but when it was going it was a rocket.

Peter Manton drove an awesomely quick Mini Cooper "S" that often monstered the Mustangs and other more powerful cars in the races. There are many pictures out there of Peter Manton cornering outrageously quickly, with one of his rear wheels several inches off the ground.

The Neptune team Ford Mustang, I believe, was driven by Norn Beechey, as well as his S4 Holden EH and there was also a very quick Neptune team Lotus Cortina very ably driven by Jim McKeown.



Ford Classics

The Ford Mustang, I believe, was Pete Geoghegan's car. This car was extremely successful. It seldom failed to finish and on the odd occasion it did not win it was usually up the pointy end of the field.

Pete Geoghegan was one of the first drivers to have flashing head lights, which I guess was either to warn other drivers he was coming or just to intimidate them!

I assume the bottom car is a Lotus Cortina, but I do not know who owned or drove that car.

Anyone have any ideas who owned or drove this Lotus Cortina?



1960s Sports Cars

A couple of the examples of 1960s Sports Cars, one of which I think is a Frank Matich Australian designed and built car. The Matich cars were very successful and dominated Australian sports car racing during the 1960s, if my memory serves me correctly. Having said that I really cannot remember either of these cars, so I would welcome information from anyone who knows these cars and their owners and/or drivers.



Elfin Clubman

Finally being the proud owner of a 1998 Caterham Super 7 to prove my love affair with the "7" goes way back here is a picture of an Elfin Clubman I took at this Sandown meeting back in the 1960s.

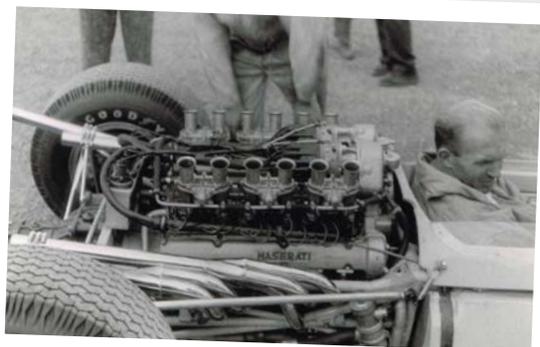
I believe there were only 8 Elfin Clubmans built by Garry Cooper in Adelaide SA.



David McKay & Frank Gardner

I doubt you would find many team owners checking the tyre pressures these days, unlikely David McKay below checking the Scuderia Veloce Ferrari prior to practice or the race.

The bottom picture shows Frank Gardner in a Maserati powered Tasman car. I guess he is warming up or tuning the car, but I cannot remember whether Frank drove the car in the Tasman races or he was working for the team as a mechanic. Frank Gardner was well renowned as a very capable mechanic, car sorter and successful driver.



Open Wheelers

I do not recognise the car in the top photo or the two guys standing behind the car, so I would be interested if anyone knows the car and who these two guys may be.

I am reasonably sure the car in the bottom photo is a BRM Tasman car. I remember seeing the unusual rear bodywork design and also was not impressed by the rough way the body panels were pop-riveted together.

If anyone has any information about these cars please advise the editor.



Summary

Well I hope these photos bring back some memories if you are old enough to remember these cars and the Tasman series.

As mentioned in my opening, I would be happy to hear from anyone who has any information about any of these cars, their owners, history and drivers. I will endeavour to do a follow up article to publish the details.

If I have made any mistakes, they are simply my recollections and I am getting old, so that is my excuse!



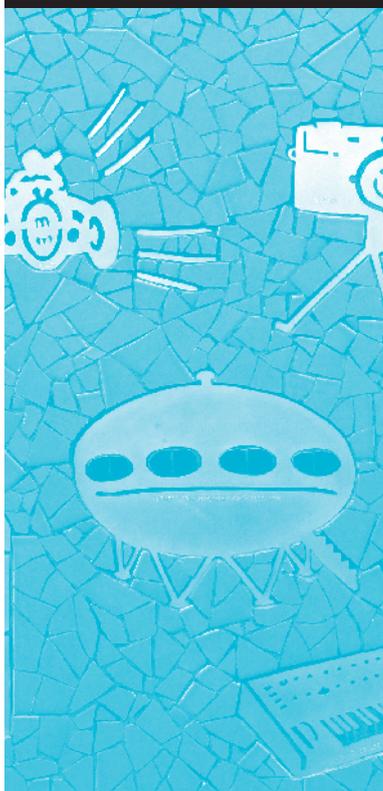
Please send any comments to Daryl Wilson at wilmac@bigpond.com

AN OCCASIONAL SERIES ON

LOTUS ELITES

Number 10

ELITE 1932



by David Bishop & Peter Murray

photos: Matt Carroll, Paul Cross, Norm King, Peter Murray & Chris Reid

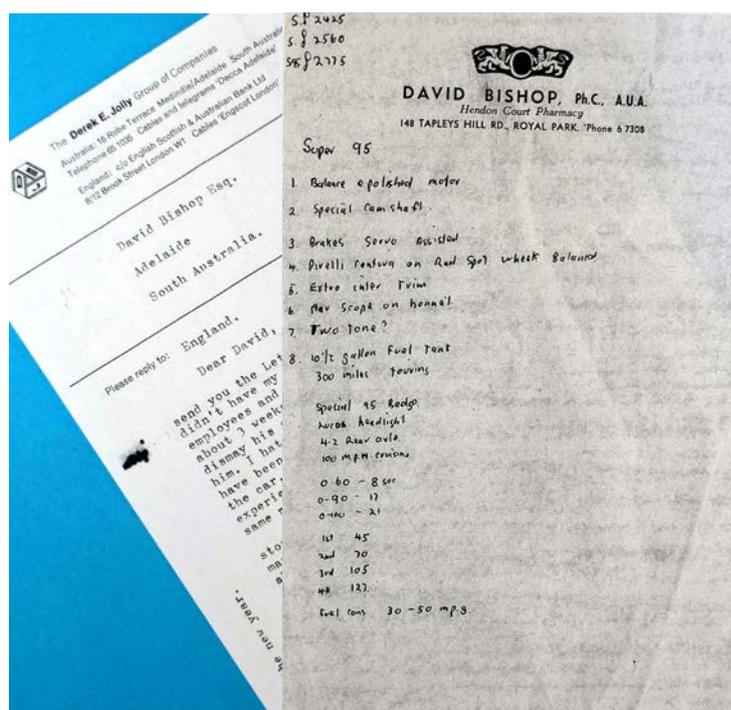
This Elite was invoiced to Derek Jolly on 12 September 1962. White with a silver roof and red trim, it is the only Elite in Australia still owned by the original purchaser.

As a teenager David Bishop used to attend meetings of the Sporting Car Club of South Australia, (SCCSA) and first met Derek Jolly there. Derek would give occasional talks and show slides of his trips to Europe, interspersed discreetly with his photos of scantily clad women he had met.

David's first car was a soft top Morris Minor low light before buying an MGA a few years later. Eventually he decided he needed something different and suspects he was influenced by Derek's talks at the SCCSA about Lotus Elites. At the time there were three Elite models available – the standard Elite, the Super 95 and the race spec Super 100 / Super 105 of which few were built. He decided on a Super 95 in kit form to save some money.

In a letter Derek wrote to David dated 30/11/62 he said that he had been unsuccessful getting photos of this Elite when it left the factory. He didn't have his camera with him so had borrowed one from a Lotus employee, only to find several weeks later that the camera shutter had malfunctioned and he had no photos.

David still has a handwritten note on his pharmacy letterhead of the specification he ordered. >>



A month later Derek wrote to David that he was distressed to hear that the seat belts were not with the car when it arrived in Adelaide. He wrote that the car was fully put together and tested by the Works Foreman who said it was one of the smoothest cars he had struck. The car was then broken down to the kit form and shipped to Australia.

David and his uncle who had a motor repair business reassembled the Elite and David used the car as a daily driver for some years. David says he never raced the car because as a self-employed pharmacist he couldn't afford the risk. He says the ZF gearbox is the best gearbox he has ever experienced. The car was serviced regularly by Derek's mechanic, Arthur Williams. The Elite was retired, but not sold, when he bought a Jaguar E-Type, and the odometer shows only 25,007 miles.

Around that same time David bought, from Arthur Williams, Derek's first car, the Decca Special Mark 1, less the Coventry Climax motor, which Derek had kept for his next Decca Special, so David fitted a Fiat 1500 motor. This car has been raced by various people at Mallala and hillclimbed at Collingrove where it has won the Winter Cup on several occasions.

Fast forward to October 2007 and the Lotus Elite 50th Anniversary event at Wakefield Park, NSW. The Bishop family learned of the event and combined to get the Elite ready for it. The brakes were overhauled, the cobwebs removed and the dust washed off. The car took the prize for travelling the furthest distance to attend and the Bishop family were immaculately turned out in Team 1932 T shirts.

The car has been continuously registered and retains an early four digit SA number – 2091. Seems David knew someone at the Registration Department and got special treatment.



▲ David Bishop and Decca 1



▲ Team 1932

▼ Elite (kit) E Sear



THE BEST CAR



by Dick Reynolds



I thought about the ultimate car. A car to inspire, excite and gratify all my automotive desires.

Firstly, it needs to be buildable in today's world. Not too big, heavy or complex.

Secondly, what to use it for? Obviously it needs to get me around, or I'd just walk, so definitely road registered and complying with all the usual safety issues – decent steering, brakes and good performance. In other words, a great road going car.

Thirdly, it needs to do what it does to the best possible standard, otherwise, I would just buy an existing design.

Lastly, but not least, it needs to be economic on all levels. Not cost a bomb to build, run or repair.

So, let's make it out of modern, efficient materials, "something like" glass reinforced resin and aluminium. Light, cheap and available.

Let's use it proudly every day, and on the race tracks. All the excitement you could ask for, every day, and on the weekends, ramp that up to "bliss" levels. So minimal, but adequate, niceties – wipers, heater, padded seats. Perhaps an even weight distribution for great dynamics, big brakes, stiff chassis with compliant suspension, excellent ergonomics and pretty as hell!

Let's design it to be the best it can be, with the best advice possible. Skilled designers with proven history, and perhaps a bit of race pedigree for that extra zing. Attention to detail foremost, with a smattering of inspired lateral thinking. "Perhaps" we'll make it mid-engine with four wheel independent suspension and coil over shocks. Keep the weight down, pair it with a modern fuel injected 4 valve per cylinder engine and get great performance.

Then after all that, make it out of known proven components, available and cheap, assemble it efficiently and put it together with bits easy to replace and repair.

Sounds great doesn't it! Sounds a bit like a Lotus Elise doesn't it? Yes well it could be, BUT...

It could also be a Seven.

- Steel and aluminium being available and strong, with tizzy bits in GRP;
- No doors or roof, but who needs 'em. Wipers? *Tick*. Heater? *Tick*. Padded seats? *Tick*;
- 50/50 weight distribution instead of the Elise's 38/62;
- The Seven weighs 540kg, so standard road car brakes hugely effective;
- Ergonomics? WTF does that mean? Comfy? Yes. Everything in the right place? Yes;

- Pretty as hell – look at the pictures and you tell me!
- Designed by – Colin Chapman no less!
- Rumoured to have been banned from racing for "being too fast".

Designed on the back of a napkin at a local eatery, it resulted from an inspired second of brilliance – as the most impressive designs often do. No doubt influenced by Chapman's previous race experience.

It proved to be remarkably simple – space frame mild steel chassis, bit of stressed alloy skin *à la* aircraft design, everyday transmission and engine components, bespoke racing-style suspension and as little as possible extra to keep the weight down and the dynamics up.

In the end, both the Elise and the Seven are products of their time. Clever use of the best materials and engineering at the time, creating a car kept in production forever and copied or coveted by all.

Truth is, jiggered if I know which is the best, but I know I wouldn't swap my Seven for anything, short of a 620 R, which of course is a Seven in disguise!

The best car?

Classifieds

FOR SALE



▲ 2006 ELFIN CLUBMAN TYPE 3

Reg. JTW 498, Engine No. 4AK 451722. Build No 40 /60
Light weight tube frame with polished aluminium and painted fibreglass nose cone and guards. Full leather interior and full wet weather gear.

A sought after clubman, running a Toyota 20 valve silver top engine making 101kw at the back wheel weighs 590kg. A recipe for fun.

I have owned since new and have enjoyed every one of the 40,000km and now up for sale.

Asking price **\$30,000**

Contact Tony McConnell 0417 017 420



▲ COVENTRY CLIMAX FIRE PUMP

Bought for display in our car museum but now no longer required. Good for display or maybe as a source for a Climax motor – **\$2,950.**

Phone Richard on 0418 820 209



▲ 1974 LOTUS EUROPA SPECIAL 5 SPEED (location Adelaide)

Has the upgraded Ford based twin cam engine with the factory big valve upgrade giving 126bhp, and also boasts the 5 speed transmission found only in the last year or so of manufacture. The electrics all work, the doors open and shut nicely and the gear change is as it should be. Used on club outings once per month on SA club registration.

If you want a Europa then this is the ultimate specification and a rare chance to acquire one in original, well maintained condition from a known source.

The original green paint is fading a little but looks nice with the factory gold pin-striping and the car sits on the factory alloy wheels.

Price **\$25,000** firm.

Current SA Reg: UBL 128,
Chassis number: 740123472, Engine number R31685,
Odometer shows: 87,238 miles

See <http://petersracing.com/blog/for-sale-lotus/> for more photos.

Contact Europa@petersracing.com and we can email you our contact details for Phone or Skype.
Or come and buy and take to Lotus 2015.

WANTED Lotus Elan 1960s. Series 2 preferred.
Seeking a good road car – not raced.
Contact: Rob Turner 0418 563 552

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Members: FREE Non-members: \$10.00

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Exige S Automatic is available in both the coupe or roadster models and comes with 4 Dynamic Performance Management settings (DPM) that adjust throttle response and exhaust note. The standard Race setting, further exploits the engineering brilliance of the stiff extruded alloy chassis. 400 Nm of torque thrusting you to 100kmh in 3.9 secs has never been both more rewarding, yet easier to tame.

Autocar UK, when asked 'What's it like?' said "in two words, damned fast." and summarised, "If you truly desire exceptional performance-with-roadholding, it probably looks a bit of a steal."

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