



# LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

## FEATURES

- Barefoot Bowls — a very LCQ Christmas
- Club Member Profile: Damian Hartin, LCV President
- 2015 Interclub Challenge Awards
- Team Lotus Formula 1 Drivers: Mario Andretti
- MSCA 2016 Calendar Release

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Damian Hartin's Exige.

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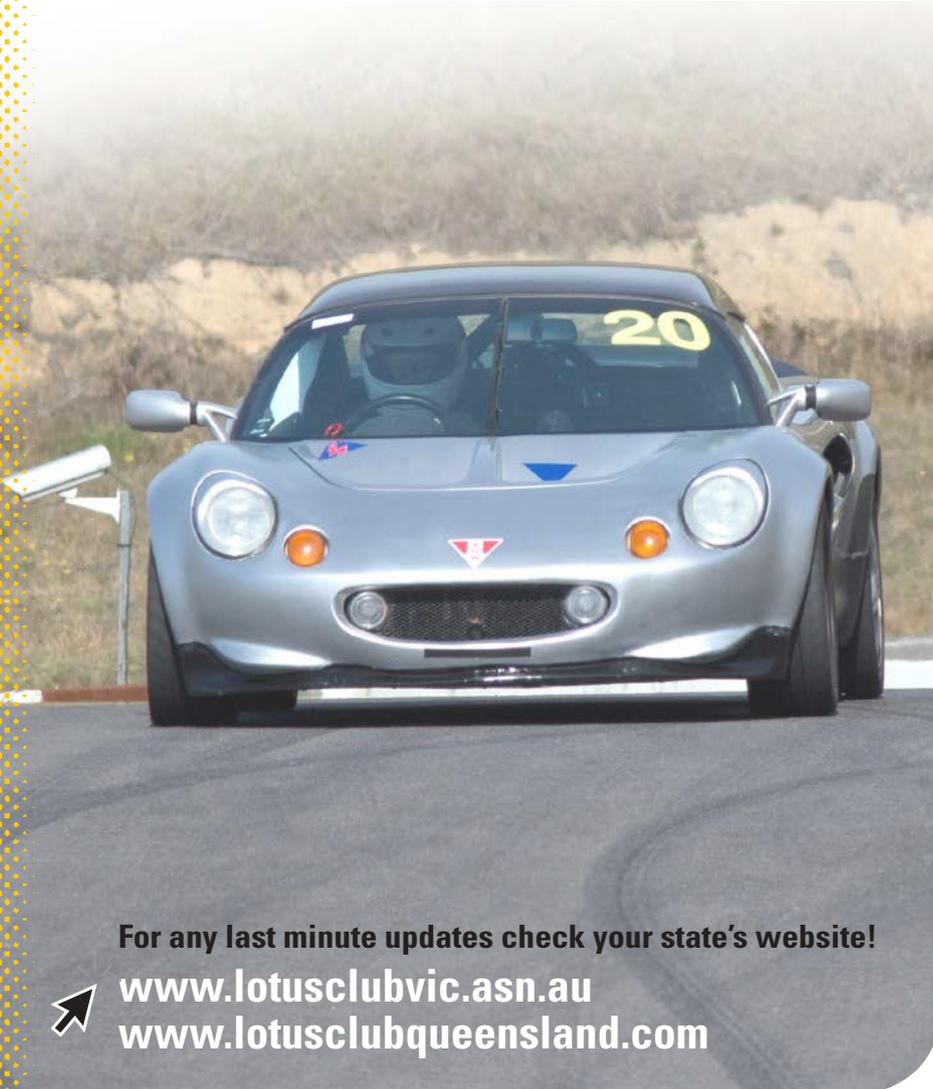
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For any last minute updates check your state's website!



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# President's Message

By DAMIAN HARTIN, President LCV

Welcome to a new and exciting 2016 from a new and excited Lotus Club Victoria President.

For those of you who don't know me, my foray into Lotus ownership started about seven years ago with no real expectations and a limited appreciation for what the Lotus marque and fraternity was. Since then, I have continued to be amazed at just how accomplished these cars are and how fantastic the community of people is that enjoy them.

Having never been on a race track before, it seemed somehow appropriate that my 2007 Exige spend some time there. Boy, did I underestimate that! Over the next three years I drove to race tracks, spent the day doing Super Sprints with the likes of the MSCA and other groups and then drove home, all in the Exige, truly remarkable. In that first year of ownership, I managed a total of sixteen track days, including some that were in NSW, all driven to and driven back from.

During these last seven years, I have managed to make a great number of friends in the Lotus community, all over Australia, all with a common interest and respect for our little cars. From social gatherings, scenic tours and weekends away to Super Sprints and State level racing, the Lotus has never let me down. The number of cars and the number of parts has grown a little over the years, but so has my appreciation and enjoyment.

But enough preaching to the choir. To date, I have partaken in activities that have been organised and run by others, I have appreciated the efforts that they have made and I have decided to throw my hat into the ring to give something back. So here I am. When I have a look at the size of our membership in Victoria, I am mindful of the numbers of people I see at various activities and more so the number I don't. As such, my first item for attention is getting to know you all. I will be looking to initiate some new communication channels with you and invite everyone to share their opinion with me on what it is you enjoy about our car club and what it is you would like to see us do better.

Keep an eye out for a new member survey, some new social media channels and some new ways in which we can get you all out enjoying your Lotus as a part of the LCV community.

So, what events do we have to look forward to in January and February? By the time you read this we will have had our first restaurant evening for the year at Bouzy Rouge and will be preparing for our first club night at Richard Mann's shed (9th of February) and our first EMR to Mornington Peninsula (14th of February). There's possibly no better time of year to get your top off (Lotus style), so I encourage you all to make a trip out for these events.



On the 7th of February, MSCA are holding their first Super Sprint meeting for 2016 at Sandown. If you haven't been to a track day yet, I encourage you to go and spectate. Sandown is nice and accessible and it's a good opportunity to see a number of Lotus in their natural environment as well as having a chat to the attendees who can answer any questions you may have if you've ever considered partaking one of these days.

So, I look forward to the next 12 months as the LCV President, where I hope to grow the Lotus Club of Victoria both in member participation and member size and more actively engage with each of you.

Quote for the month (guess it without Google): It is amazing how many drivers, even at the Formula One Level, think that the brakes are for slowing the car down.



## WELCOME NEW LCV MEMBERS:

Steven Harrison [1969 Europa]  
Digby Smith [1976 TVR 3000M]  
Mandy Smith  
Kathleen Upfold  
Bridget O'Connor  
Liam O'Connor

# President's Waffle

By CLIVE WADE, President, LCQ

Well, here we are again, another year, lots more to do, and, no time to do it, welcome to 2016.

Happy New Year.

May it be happy, rewarding and prosperous.

YEA!! Lotus & Clubman Notes has returned to print on 'real' paper. A big thank you to Peter Murray and Peter Hill of LCV for bringing it back.

2016 is going to be a bumper year for LCQ.

Our committee has been feverishly putting together a schedule to ensure all members will have something to do. We have been collating a library of day runs, booking DTC's, discussing the timing for the skid pan day, and making sure we have minimal clashes with the myriad of external events, especially the B Series Morgan Park Sprints and MG Mt Cotton Hill Climbs, ensuring that our competitive members can also attend our social side.

Our aim is for a formal day run once a month, probably the second last weekend, which will require an RSVP. As in previous years, the organiser will be asking one 'unfortunate' attendee for a short article for the magazine. Experience tells us that most scribes enjoy themselves so much they usually have trouble keeping the article short, their enthusiasm ever growing whilst describing the various antics of the day amongst good friends.

Into that mix we are aiming to have an informal, short, EMR in the early part of the month, on either the 1st or 2nd Sunday. There won't be any expectation for a magazine article nor an RSVP as we will choose a destination which is capable of handling 25 people on 'no notice'. As 'short runs' will be the order of the day they will either be to Mt Glorious or over Mt Mee to Woodford. ....short yet interesting. The first of these EMR's was held on Sunday 17 January, I wasn't able to attend, so I relied on the LCQ Face Book page to see how the morning went. Well it was full of photos of quite a sizable group all enjoying breakfast at Mt Glorious. It was obviously a great success. Shane Murphy

is writing an article (he volunteered) for this month's magazine, so I won't take the wind out of his sails.

Face Book is proving to be quite a success in disseminating late reminders to members. We've had quite a few positive comments thanking FB for the late notice. So if you haven't joined our FB group, please do so. Send (Past President) Dick Reynolds an email (david@reynoldsdesign.com.au) requesting to join. Our FB page is a closed group so you can be ensured it's private. And if you haven't got a FB account it's not too difficult to set one up, even I managed. If you don't like giving details like your birthday, give a false one, its great getting so many birthday wishes for 1 Jan 1905 (which was my experience this year, loved it, and thank you to all those wonderful well-wishers).

On the subject of social runs we endeavour to post details in the following order;

3 week notice by email, web site calendar and Face Book. This ensures we can have RSVP's in 1 week prior to the event which gives the restaurant/café reasonable time to arrange staff and food. It also allows members time to plan their own time.

1 week notice by email as a reminder of RSVP due.

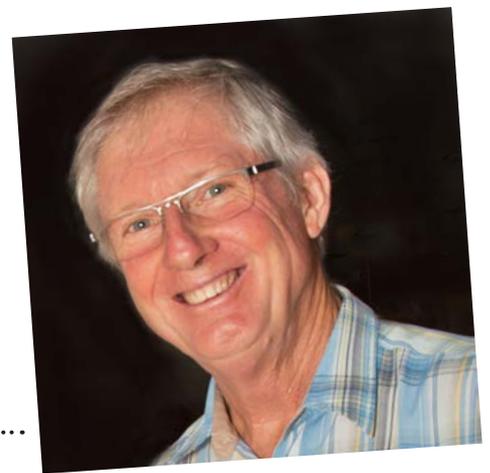
1 day reminder on Face Book

If the EMR this week is anything to go by, the late reminder on Face Book really pays off.

Daryl Wilson has now arranged the dates for the DTCs, so pencil them in early. We've had great attendance for these events, especially since one was the LCQ organised round of the Inter Club Challenge 2015.

The dates are;  
12-03-2016  
29-05-2016  
02-07-2016  
13-08-2016

Daryl has worked tirelessly arranging the DTCs, we can't thank him enough. Nor can we thank enough the numerous volunteers who help out



at every event. . . THANK YOU ALL!

Of course our more competitive members don't only do the DTC's, no, they are already polishing their wheels for either the Hill Climbs at Mt Cotton, the Inter Club Challenge, or the Morgan Park Sprints. As always, spectators are welcome to come along, say hello, have a tea or coffee, and join the comradery that these events foster.

So all up, the club year is certainly shaping up to have a bonza year.

And on a final note, we already have 4 members who have volunteered to arrange and run a formal day run. Considering there are only 9 or 10 runs in a year, we are covered for at least 40% of the events already. What we don't have is a social coordinator, so please, with the AGM approaching (1 March) please consider taking on the role of either social coordinator or coordinator's assistant, they are very rewarding committee positions. The club now has a library of runs which can be drawn on, plus our 4 kind members who have already volunteered to organise a run. The Social Coordinator role is to arrange further volunteers to organise some more outings, either using one of our runs or planning a route to a favourite destination.

And on that deep and thought provoking note, I'll bid you a wonderful New Year for 2016.

Cheerio for now,  
Clive



## Next LCQ Meeting

**TUESDAY 2ND FEBRUARY**

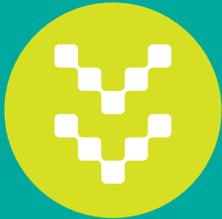
**7.00 FOR 7:30 PM**

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305-313 Montague Rd  
West End



*Roger showing his technique*

by Shane Murphy  
photos: Gloria Wade



## Barefoot Bowls — a very LCQ Christmas

Barefoot bowling, a quintessential activity on a balmy Queensland afternoon. That was the plan anyway.

Last Christmas the club sponsored barefoot bowls at Toowong as part of our broader social program, it was such a success particularly engaging a broad group of families.

The band playing, platters of food and drinks in the afternoon shade, Dick getting knocked down by Colin, the spin and drift and of course the strategy.

Alas Dicks shoes.

The Sound of Jack on ball and Kids squealing, the sky blackening from the West.

The weather bureau knew better than us and the sky's opened, down came the torrential rain, run for cover, lightening belted across the horizon; it was very spectacular but no bowling of course.

The pool table filled up, the greens became pools testing the storm water management system.

An impressive BBQ, the Recliners (without Vyvyan) moved inside and ploughed on as Pete and Mandy contemplated the rain.

Cold beer and champagne for the girls, rain or shine it was still fun, it was nice to see a few of the old timers put an appearance, good to see them.

Next year the competition will resume.

>>



*Carol, Moira, Ros, Robyn, Carolyn and Sue*



*Catching up with one and all*



Secret women's business?



Clive, Maria & Nick



Clive, Shane & Jenny



Mike & Roger



Wybe & Greg



Allan, Craig & Colleen



Where's that ball going?

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## SOUTH AUSTRALIAN LOTUS TALK

# SA Lotus Christmas Lunch

story & photos by Andrew Stevens

Sunday 6th December dawned in Adelaide with a weather forecast of 41 deg C, a total fire ban, and no sign of relief. Just the sort of weather to be inside with the cooler blowing, a cold beer, and an advance copy of the F1 season review DVD.

Or, if you're a Lotus owner, it's the ideal day for a drive in the hills, and the annual SA Lotus Owners Christmas Lunch. This year saw us kick off from our usual monthly run venue, travelling in law-abiding convoy on a picturesque drive through Mt Lofty, Ashton, and Marble Hills, then taking in the twists and turns of Corkscrew Rd and Gorge Road. We were headed to Birdwood for morning tea, and then on to Golding Wines outside Lobethal for lunch.

Given the weather forecast, it was an all "Elige" run, with none of the classic Lotus owners risking their cooling systems in the heat. Lee brought her tame Frenchman >>



*Yellow is the New Black. The field of yellow Elises and Exiges assemble for the run to Birdwood*

“Phillippe”, and on arrival in Birdwood, whipped across to the museum to show him the wonderful display at the National Motor Museum, while the rest of us got stuck into iced coffees in the café courtyard.

After topping up on caffeine, and with rubber duck in the lead, our conga line of red and yellow Elises and Exiges, interrupted only by Andrew and Sheana’s titanium Europa S, and Chris’s black Exige, snaked its way through the hills to Goldings.

We were greeted by the lush greenery of the vines and roses in full bloom. The 44 starters were treated to a refreshment upon arrival, and the place was soon humming. Goldings had wisely placed us in our own area of their recently refurbished stone tasting room, where large fans provided plenty of cooling air. With a continuous supply of delicious pizzas, glasses of wine, coffee and cakes, all dispensed with cheerful flair by the staff at Goldings, there was plenty to go around. The conversation flowed and promises of participation in 2016 were extracted.

It was good to see a couple of the newest CLA members turn up. A couple of people who hadn’t been to a Lotus run in years returned, to be reminded just how friendly everyone is at the end of another busy year. And Darren’s Elise seems to have been cured of its reluctance to start, so he should have no excuses from here on in.



*Golding Wines newly refurbished cellar door was host to the 2015 SA Lotus Christmas Lunch*



*Inside Golding Wines for the SA Lotus Lunch*



*The Lotus contingent glittered against the greenery of the vines*



# LCV AGM Awards



*Concours Award – Carl Lakkis*

*Clubman Award – Peter Hill*



*Notable Notes Award  
– Ray Suryn*



*Kyran Meldrum Award – John King*



*Margaret Ricci Cup – Keith Marriner*



*Butterworth Piston – Dennis Hogan*



# CLUB MEMBER PROFILE

## Damian Hartin, LCV President



Peter Hill had a chat with Damian Hartin at the start of his new role as LCV President.

Before Damian bought his first Lotus his cars were simply a means of transport – a 1973 Toyota Celica that he kept for years and years and a Hyundai Excel that also had a long life. The time came when he got the urge to own a sports car. He cast about, looking at two or three marques. A visit to Zagame’s and a test drive of a standard Elise settled the matter – it had to be a Lotus.

On Valentine’s Day in 2009 Damian purchased his 2007 Exige. This was a car he bought for road use, but as he said, “It seems a natural evolution, once you own a Lotus you have to go to the track.” So the “road car” was soon doing sprint meetings which was his

introduction to motor sport competition. He joined LCV when he bought this car.

In 2011 Damian was tossing up whether to start racing the Exige, but instead he decided to buy a pure track car and a 2005 Exige race car joined his stable. He rebuilt it and was ready to race. So now he has the best of both worlds – an Exige for the road and an Exige for the track. The track car gets plenty of use being raced in the State Series, Lotus Only Track Days and some MSCA sprint meetings.

Damian and Georgia recently had their first child with the arrival of Edward. Despite being only a few weeks old he already has a Lotus racing suit waiting for him to grow into.

“Where will the baby seat go?” I asked. “Well if I can have a good year with the business an Evora would solve that problem.” I should have thought of that.

When it comes to his favourite Lotus models Damian has a real soft spot for a Series 1 Esprit, and he loves the JPS Lotus 79 F1 car that he saw when he visited Classic Team Lotus as part of the SSC Monaco Tour a couple of years ago.

What plans does he have while he is President of the club? Damian is keen to increase communication with LCV members to ensure that the committee knows what the members want and takes steps to ensure that members expectations are met.





# QUOKKA TALK

## WA'S LOTUS SCENE

by Eddie Lankhorst

Wow, last year just seemed like a flash and now it's a new year, Welcome 2016. This year Club Lotus WA will be holding our usual array of events and I will try and get a club sprint championship happening.

So to start with we have on the second Monday of each month our regular Boab Tree Meet n Eat in Kings Park at 6pm and then leaving around 6.45 for a brief drive and a bit to eat. On the following Sunday we hold our regular Early Morning Run (EMR) meeting at Guildford railway carpark James Street and driving to a different location via some "Lotus friendly" roads.

Now 2016 I am introducing 5 rounds for our Club Sprint championship to be held at the RAC Driving Centre. Dates are 7th February,

10th April, 29th May, 31st July and 11th September. There will be two simple categories, Natural Aspirated Cars and Forced Induction Cars and points allocated for first, second, third and for participating. Its only five rounds so don't miss out on the excitement of competing with other Loti at each event.

Hoping to also arrange some more Go Karting and simulator racing fun. Unfortunately, last year there was little interest in Go Karting but this year will be different as I am sure you will all be interested in honing your skills on the track.

Look forward to seeing you all out there enjoying your car and being an active part of your club. >>



Daryl & Tarlee,  
Robyn & John Dickenson

# CHRISTMAS BBQ FUN

by Eddie Lankhorst

On a beautiful Perth morning we held a small drive through the hills giving our hosts Chris and Jane time to prepare their country retreat for our arrival. We had 26 attendees to our little BBQ with lots of space on the Mason's balcony.

However, prior to the day we had lots of organising to do, Chris was busy gathering tables and chairs from his work through the week and contributed a couple of surprise prizes, Wayne arranged his butcher for meat parcels for everyone and Vicky and I were busy preparing a selection of healthy and yummy salads.

The day was great way to catch up with some new faces and make new friends. As an ice breaker, Vicky arranged some fun games as a means to hand out the prizes Chris donated. We hope that everyone enjoyed the day and will be enthused to join in on more events through the year.



*Our gracious hosts Chris & Jane Mason*



*Rose & Graeme Martin, Mark Thrift*



*Wayne Proud & Emina, Mark Dickenson & fiancé Jen*



*Alan & Karen Forward, Paul Bui & Shirlyn*



*Paul and Sue Bousfield*



*Steve Metlitzky, Marilyn & Les Proctor and Vicky Rowe*



*John and Wayne trying to be the first to get that Oreo in their mouth*



*Steve & Les playing the Oreo game*

LCO ICC competitors



# 2015 INTERCLUB CHALLENGE AWARDS

by Shane Murphy



Dick and presenter Ken



Inter Club Challenge trophies



Overall Championship trophy to LCO



Shane & Ken

In December the awards presentation was held in conjunction with "Cars and Coffee".

Cars and Coffee is held on the first Saturday of each month at 7.30 am. For those who have not participated, check it out there are literally hundreds of cars and car enthusiasts, milling about.

The good news is that Lotus Club Queensland finished strongly in the final Interclub Challenge event finishing outright points leader in the "Outright" and "Road Registered" class, Porsche Club and Alfa Romeo clubs finishing second and third respectively.

In the individual classes, I finished 2nd outright in the "Road Registered" class, with Dick (3rd), Tony (4th) and Ken (5th). A close finish saw Dick finish 2nd in the "Outright Individual" points followed by myself (3rd), Tony (4th) and Ken (5th).

The presentation ceremony was great fun for the club, with Ken handing out the prizes to the club, Dick and myself.

Looking forward to the Challenge later this year.

# LOTUS2015

Supports the work of the  
Country Fire Service Foundation

LOTUS  
BAROSSA  
VALLEY  
20 YEARS OF

by Andrew Stevens



Photo Courtesy of CFS Foundation

CFS FNDN Lotus2015 Presentation. Left to Right: Greg Nettleton (Chief Officer SA CFS), Rebecca Peters (Club Lotus), Lee Rolph (Club Lotus), Robert Styling AFSM OAM (CFS Foundation Board), Peter Venning (CFS Foundation).

Following the success of Lotus 2015 and the generosity of the Charity Auction donors and participants, the Lotus 2015 organising committee were pleased to be able to present a cheque for \$10,000 to the event charity, the CFS Foundation.

The CFS Foundation provides vital financial support for the brave volunteer fire fighters of the CFS and their families, should they come to harm in the line of duty. The 2014/15 bushfire season saw the funds and resources of the CFS Foundation being utilised to support a number of volunteers and their families as a result of bushfires, including for two SA CFS volunteers who were killed undertaking their community emergency service.

Rebecca Peters and Lee Rolph from Lotus 2015 presented the \$10,000 cheque to an appreciative Greg Nettleton, Chief Officer SA CFS and CFS Foundation board members Rob Styling AFSM OAM, and Peter Venning.

The Lotus 2015 presentation was particularly timely as the SA 2015/16 bushfire season opened up with the catastrophic Pinery Fire. Fanned by

100kmh winds across the farmlands north of Adelaide, including Mallala, the fire reached the western edge of the Barossa Valley before being brought under control. 91 homes were destroyed and 2 lives were lost in the blaze that burnt out more than 85,000 hectares.

Additional funds are always required to ensure the CFS Foundation can continue to support volunteers and their families. Further details of the CFS Foundation activities and how to support them can be found at:



[www.cfsfoundation.org.au](http://www.cfsfoundation.org.au)

CFS Foundation  
For our local heroes



# TEAM LOTUS

## FORMULA 1 DRIVERS

## Mario Andretti

by Peter R Hill

Photo: espn1.com



*The Gaffer and Andretti*

*"Mario remains one of the sport's more modest heroes, a gentleman, one of the great drivers and, quite correctly, a legend."* Peter Warr – Manager, Team Lotus.

The first time Mario Andretti raced an F1 car was at Watkins Glen in 1968. The car was a Lotus 49 that Colin Chapman had brought to the USA for Andretti to drive alongside Graham Hill and Jackie Oliver. The twenty-eight year old astounded everyone by taking pole. He led the race from the start before conceding the lead to Jackie Stewart.

*"I thought I would follow him and see what he was doing."*

After suffering a number of problems Andretti retired the car due to clutch failure.

*"With me coming in as a third driver at the Glen, I am certain there weren't enough fresh parts to go around. I'm sure my clutch was worn out to begin with, and I guarantee you I didn't have a fresh engine."*

But he loved the Lotus 49.

*"It was light and forgiving with a beautiful little gearbox. You could drift it. It was like a dream. Right away I was at the limit. That's when I truly fell in love with a Formula One car. I felt, 'This is where I belong.'"*

Andretti's first F1 race should have been a month earlier at Monza. He had met Chapman and Jim Clark at Indianapolis in 1965 and Chapman asked

Photo: William Taylor, Corbis Press



*This is an interesting shot as it is the very first photo of Andretti testing a Lotus.*

him to get in touch when he wanted to try F1. When he made the call Chapman offered to let him drive at Monza and Watkins Glen. A fortnight before the Italian GP Andretti tested a 49B at Monza.

*"It felt so good. I felt like I was born in that car."*

Andretti set the fastest time in Friday qualifying but then had to fly back to the USA to race in the Hoosier 100 dirt race. He was bumped back to seventh during his absence from Monza on Saturday. He arrived back in Italy on Sunday morning and rushed to the track, but Ferrari had lodged a protest based on the rule that drivers could not take part in two races in 24 hours, so he was not allowed to start the race.

Despite being Chapman's first choice to take the place of Jimmy Clark, it was to be another eight years before Andretti joined Team Lotus full-time as its number one driver. There were numerous discussions, but Andretti was committed to his USA based racing where he was extremely successful both on the track and in the bank.

There had been another one off drive in 1976 in a Lotus 77 at the Brazilian GP.

*"Man that car was terrible! I mean, the Parnelli was no trip to Paris, but that Lotus was just frightening. I don't think I scare easily, but I sure as hell scared myself that weekend."*

But it was a different one-off drive that reignited his interest in Lotus. Andretti drove an ex-Hesketh 308E for Frank Williams in the Silverstone non-championship race. Gunnar Nilsson passed him in the Lotus 77.

*"...I could see they'd made a lot of progress with the Lotus. Colin and I had a talk...I'd always had faith in Colin, and I think he felt the same way about me...Let's see if we could help each other we decided. And I guess it worked out."*

Both Lotus and Andretti had endured bad years in 1975. Chapman was delighted to secure the American.

*"It was just what we needed...He has this ability to get people's enthusiasm going. I know he had that effect on me, and it extended to the designers, mechanics, everybody...Everyone in the team simply worships him."*

And so the Andretti/Chapman relationship started in earnest in 1976. In his book, *Team Lotus – My View From the Pit Wall*, Peter Warr said this about the negotiations:

*"Mario's contract broke new ground in many respects for the Team. Amongst these were the inclusion for the first time in any Team Lotus driver contract of first class air tickets to each race...And excluded for the first time was the usual requirement for the driver to be at the circuit the day before practice started...with a natty piece of lateral thinking, we came up with a solution for the continuing problem of parity of pay in Formula 1 compared to the value of his contracts in America. By paying a smaller retainer than he would have expected in the States but adding a bonus of \$5,000<sup>1</sup> per championship point, we were able to promise a scale of pay that, if he were to become World Champion, would reward him with a World Champion's money."*

<sup>1</sup> Gordon Kirby and Nigel Roebuck's Andretti books state that Andretti was paid \$10,000 for each championship point.

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Andretti in the Lotus 77

The 1976 season was work in progress on the Lotus 77 ("fully adjustable car") while the Lotus 78 ground effects car was being developed. Andretti told Chapman:

*"We are going to test and test and we are going to win a race before the season is out."*

By the Swedish GP in June Andretti qualified on the front row. He led for half the race before his engine blew up. He finished fifth in France then qualified third at Brands Hatch but another engine blew up in the race. He finished fifth again in Austria, then third at Zandvoort and third again at Mosport in Canada. The final race was the Japanese GP where the eyes of the world were on Hunt and Lauda who were battling for the Championship. Andretti took pole position. The conditions for the race were atrocious. Andretti lead, lost the lead briefly then led again with Hunt in second place. Lauda had pulled out of the race. Just after half distance the rain stopped and the track started to dry. Andretti was on wet weather tyres but was looking after them using every puddle he could find in an attempt to keep them cool. He won the race with both left hand side tyres down to the canvas.

Andretti told Pete Lyons of Autosport:

*"I was determined not to do anything stupid today. I've lost races in the past just the way James did today. . . I could see the weather was going to clear up, and the way I figured it the race wasn't going to start until the halfway mark."*

So he had delivered on his promise of winning a race in the '76 season.

Andretti had some input into the design of the Ralph Bellamy Lotus 78 that would become the first ground effects car. His experience in a March 701 with side pods years earlier proved to be useful. With some lucky breaks Peter Wright came to realise that there was more going on than a wing creating downforce, it was actually creating suction once the side pods were sealed with skirts.

1977 was a better year than '76 but failed to deliver the World Championship to Andretti despite the fact that he won more races than any one else. He finished third. The Lotus 77 had been used as something of a test car for the new Type 78. The 78 was a great cornering vehicle but was slow on the straights. Andretti won at Long Beach, Jarama, Dijon and won in Italy but on five occasions the development engines from Cosworth blew up. His win in Italy probably saved Lotus from losing Andretti to Ferrari. To replace Niki Lauda, Enzo Ferrari had told Andretti to name his price, Andretti did just that and the Commendatore accepted. The reliability of the flat-12 engine was very attractive, and the money was twice what he was earning at Lotus.

"Basically I wanted to stay with Lotus, but there were two things nagging me: Ferrari reliability and Lotus money! . . . I'd just lost the damn World

Championship because of reliability."

In the end Chapman matched Ferrari's offer with money from Courage Beer and Andretti did stay with Team Lotus.

1978 didn't get off to a good start for Andretti, Lotus signed Ronnie Peterson as his team mate. He grumbled:

*"Tell me where it's written we need two stars in the team."*

He'd had a good relationship with Gunnar Nilsson, but now Nilsson was battling cancer and sadly it was a battle he would lose. But Andretti did have a clear agreement with Lotus.

"When I signed my Lotus contract for 1978 it was as number one driver. I mean, that was unequivocal. I felt it was my due. And Ronnie signed as number two, which he well understood and accepted. I had known him for a long time, and I knew he was an honourable guy. It's quite true I was less than delighted when Colin suggested that Ronnie should come back to Lotus. I felt that I'd played my part bring the team back to the front, and I also felt that 1978 would give me my best shot at the title. I didn't want anything to screw that up. When Peterson and Fittipaldi ran together for Lotus in 1973, they won a whole bunch of races—and neither won the Championship! I didn't want that to happen again."

As things turned out, there was never a need for team orders and Mario generally outqualified and outperformed the Swede. Over the course of the year they became good friends.

The Team started the '78 season with the "old" Lotus 78. It was a considered decision as the new 79 was not race-ready and the 78 was still competitive. Andretti got off to the best possible start with a win in Argentina. After running a strong second to Reutemann's new Ferrari 312 T3, Andretti suffered a gearbox problem towards the end of the race in Brazil but still finished in the points with fourth place, using only fourth gear.

In the lead up to the South African GP Andretti ran the 78 with flight recorder instrument packs on the chassis collecting data that would be used in the development of the 79. The South African GP was frustrating for Andretti as he ran out of fuel and had angry words with Chapman who had assured him that the fuel load was sufficient; Peterson won but Andretti had led from the start, eased off to preserve his front tyres then moved back into second place and was reeling in Depailler's Tyrrell when, in the final laps, he ran out of fuel.

*"What made me so mad was that Colin had had three gallons of gas taken out of my car on the grid. 'Colin,' I said to him, 'if I run out of fuel, I'll take it out on your hide.' 'Trust me,' he said. I could have died! That's the last reason you ever want to lose a race."*

Andretti was back in his homeland for the Long Beach GP where he had won in 1977. He couldn't repeat his victory but after a troubled time in practice and qualifying he finished second behind Reutemann's Michelin shod Ferrari. Reutemann and Andretti were joint leaders of the Championship.

The new Type 79 was wheeled out for the non-Championship race at Silverstone.

*"...I just loved that car, I could really talk to it."*

Chapman cleverly used the official press launch of the 79 as a chance for Andretti to do a lot of "demonstration laps" on the Friday before race weekend, he took a second and a half of Hunt's lap record but then crashed in the torrential conditions of race day while leading.

For Monaco the Type 79 had been modified to take a Hewland gearbox and had an exhaust system that curled up and over the gearbox. Andretti liked the car but still chose the 78 for the race. The fuel gauge broke spraying fuel over his visor. Three pit stops put him out of the points.

At Zolder Andretti took pole in the 79, three quarters of a second quicker than Reutemann's Ferrari. He won and took the lead in the

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World Championship. At Jarama in Spain he took pole again, this time three tenths of a second quicker than his teammate, Peterson. He won again and set a new lap record and none of his closest Championship rivals took any points. In Sweden Ecclestone's fan car Brabham turned up, Andretti claimed pole once again and led the race then retired with engine failure while in second place. By the French GP at Paul Ricard, the fan car had been banned and Andretti returned to his winning ways. In Germany and Holland Andretti started from pole and won the races. In Italy he clinched the Championship; he finished first but he and Villeneuve were penalised for jump starts. But it was at Monza that Peterson crashed. Complications during surgery cost him his life. Andretti was shattered by the loss of his team mate and friend. The last two races of the season were in the USA and Canada. Despite pole position in Watkins Glen there were no more wins for Andretti, but he was World Champion.

There was to be no double world championship. In 1979 the Lotus Type 80 ground-effects car was a disaster and Andretti reverted to the type 79. He finished only two of the last ten races and finished tenth in the championship. For 1980 the Type 81 proved to be unreliable resulting in Andretti only finishing five races and gaining only a single championship point. He left Lotus at the end of the 1980 season.

Peter Warr, Manager – Team Lotus, provided this summary of Andretti:

*"Having signed Mario Andretti at 36 years of age and eight years after our initial interest, what sort of driver had we finally got? We had got the very*

*best: the ultimate professional who never had an 'off' day and whose vast experience meant that there was rarely a situation with the car, the tyres, the track or the race that he had not encountered before. Add to this that he was quick, very quick, and surprised us most when we least expected it – for example in the rain. ... When his inherent talent, courage and race-driving ability was added to his unfailing charm, politeness and sensational sense of humour, as well as his capacity for hard work, it is easy to see why all who came in contact with this great driver were immediately captivated and became fans for life."*

And Colin Chapman:

*"My relationship with him, both professionally and personally is far and away the best I've had with a driver since the days of Jimmy Clark."*

### READING CHECKLIST

**Team Lotus – My View from the Pitt Wall** by Peter Warr, Haynes

**Mario Andretti – World Champion** by Nigel Roebuck and Mario Andretti, Hamlyn

**Mario Andretti – A Driving Passion** by Gordon Kirby, David Bull Publishing

# MSCA 2016 CALENDAR RELEASE

The MSCA prides itself on running efficient competitor-focused events that are safe, inclusive and fun, all for a competitive price. If you have been thinking about giving sprinting a go the MSCA is the ideal place to start.

The 2016 MSCA calendar has been released and it promises to be the most exciting year ever. MSCA competitors have experienced a renewed enthusiasm for sprinting with near capacity fields at sprint events and Come and Try Track days. As well as running two All Come and Try Track days, the highlight for 2016 will be hosting the Australian Super sprint Championships, a two day event held at Winton over the Anzac Day weekend.

Further details:



[www.msca.net.au](http://www.msca.net.au)



[www.meecamsau.com](http://www.meecamsau.com)

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- MAY 1 SUN: SANDOWN (COME AND TRY & PASSENGER SESSION)
- MAY 15 SUN: ROB ROY HILL CLIMB WITH MG CAR CLUB (\$80)
- JUNE 19 SUN: SANDOWN
- JULY 10 SUN: WINTON
- SEPTEMBER 17 SAT: PHILLIP ISLAND
- OCTOBER 2 SUN: SANDOWN
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- DECEMBER 10 SAT: PHILLIP ISLAND ALL COME AND TRY DAY

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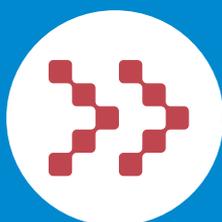
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Ashton's goal – an Eleven on the track



# RESTORATION OF THE TUFT'S LOTUS ELEVEN



CLA President, Ashton Roskill, is the owner (he would prefer to say "current custodian") of an S1 club spec Lotus Eleven. Ashton bought the car in bits and boxes and is in the process of restoring it. It will be special to see it up and running. The Eleven is a significant part of Lotus history, sports car history and racing history.

The registrar for Lotus Elevens, Victor Thomas, provided its history. This one was brought into Australia in late 2011. Its first owner was a Mr Tuft who was a scrap metal dealer with a business close to the original Lotus workshop. Mr Tuft was a friend of Colin Chapman and ended up with a number of Lotus including this Eleven. It was sold to a John Davis in the UK who later sold it to Stan Swanson of Denver, Colorado in October 2003. It was from there that it was imported into Australia finding a new home with Bruce Mansell. Bruce sold the car to Ashton after the accident that cost him his sight.

Ashton has been reporting on progress for eighteen months now—it's an interesting story, which you can read in detail on the CLA web site at:



<http://www.clublotus.com.au/2016/01/tufts-lotus-eleven-rebuild-march-2015/>



Cockpit of the Tuft Eleven

Great progress has been made with Ashton currently rebuilding the engine with help from two Lotus authorities: Ed Holly and Bruce Mansell. So the engine is close to completion, the chassis is close to completion, the body is well on the way and Ashton has all the important bits for the gearbox and clutch. He has had to source components from here, there and everywhere but is now able to see the project coming together.

If you are interested in Lotus history, the Lotus Eleven in particular, or just in restorations, I recommend that you visit the CLA web site. Enjoy Ashton's story and all the detail photos in colour. The photos with these few words should whet your appetite. The Historic Lotus Register website is a good place to learn about older cars like the Eleven.



<http://www.historiclotusregister.co.uk/>



# December Club Meeting & Presentation Night

by Clive Wade

photos: Gavin Goeldner & Dick Reynolds

What a successful meeting! A huge turnout of members, a huge turnout of Lotuses, and exemplary facilities at Derek Dean's Motorman Imports.

A BIG thank you to Derek and Anita for hosting the December Meeting and 2015 Presentations Night. Derek and Anita put a huge effort into this event, they have to relocate all their covered display to make room for 60 plus Lotuses, seating, and trophy table.

Of course the meeting is always a little less formal with the usual subjects pushed aside for far more important things... Things like the absolutely delicious Thai Orchid Red Chicken Curry washed down with ales, wines or soft drinks. But most importantly, the presentations, the bragging (a recent phenomenon since LCQ won the Inter Club Challenge), and the comradery.

Awards were given, short speeches made (well most were short), photos taken, and hands shaken. For me as president, a most rewarding evening.

And the award winners were:

## LOTUS CLUB QLD ENCOURAGEMENT AWARD

In recognition of an expensive or difficult re-build or restoration

### John Barram

Development of the Cheetah  
Development of the Mini 7

## TERRENCE MELLOR MEMORIAL TROPHY

In recognition outstanding services to Lotus Club Qld

### Ken Philp

Effort put into the Inter Club Challenge

## COMPETITION POINT SCORE WINNER

In recognition for competing in club competitions

### Shane Murphy

A truly valiant effort in attending almost everything (and getting his car into so many magazines)

## SPECIAL AWARDS

### Cameron Campbell-Brown:

Assisting with Social runs

### Dick Reynolds:

DTC & ICC. & because we felt sorry for him!!

### Matt Plowman:

Competition in Morgan Park Sprints & DTCs

### Darryl Ringuit:

Competition in Morgan Park Sprints

### Martin O'Brien:

Assisting with DTCs & Competition in Morgan Park Sprints & DTCs

### Vyvyan Black:

Brilliant Web Master services

After these awards were handed out, Ken Philp then regaled us with tall, and not necessarily true tales of the various adventures in ensuring LCQ was the inaugural winner of the Inter Club Challenge. Now Ken had insisted, at the ICC Presentation Day, that I, as LCQ President, should be humble and respectful in receiving the 'Outright Winning Club' trophy. I should not, under any circumstances, brag about LCQ's prowess, for all that could be done much more discreetly at a venue such as the LCQ Presentation Night... Well, suffice it to say, once in the privacy of our own meeting, behind closed doors so to speak, Ken was far from discreet... No, he had us rolling on the floor as he pointed out the finer points between the Porsche or Alfa efforts when the gantlet is thrown down. Thank you Ken for your honesty and only mildly enhanced tales.

>>

Yes, it was a really enjoyable evening. And if we weren't talking Lotus, Derek was proudly showing his recently completed Lotus Artefacts Museum, his proud collection of all sorts of things Lotus accumulated over the years in the UK and Australia. If you didn't get to see the display, do yourself a favour and go, it really is an impressive collection... and I'm sure Derek can help you out with an extra Lotus or Caterham for your garage too.

A truly enjoyable night,  
Thanks Derek and Anita



John Barram



Darryl Ringuet – Special award



Ken Philp with the ICC Trophy



ICC Trophy – 2015 LCQ



Ken Philp – Terrence Mellor Trophy



Cameron Campbell-Brown – Special award



Matt Plowman – Special award



Martin O'Brien – Special award



Dick Reynolds – Special award



# LEO NEW YEARS EARLY MORNING RUN

by Shane Murphy

January is typically a quiet time for club events, so a plan was hatched to kick the year off with an early morning run to Mt Glorious.

With no plans other than get the word out and see who turns up, it's typically pot luck with the numbers.

Obviously a great quench was needed to be slaked, with five 7's, six or seven Elise's and Exige's plus a few rogues (George and Wade).

It was nice to see newcomers Don and Johan participate and enjoy the banter.

After sharing the Christmas and New Years news and cheer of we went, at the speed limit of course, surprisingly those with no lids experienced un-seasonal coolish driving conditions.

A couple of weeks ago a motorcyclist was killed on the Mt Glorious Road, new speed signs have been erected with the limit now set at 70 kph, a trap for those not paying attention.

Wades special racing Smart Car belched it's was up the hill choking up the hapless Seven drivers with glorious waves of catalytic converted fumes.

The usual contingent of slow drivers kept us at very moderate speeds as we navigated the bends and cyclists, Mal in his "86" joined us on route.

No incidents, no Police, no pack drill we all cruised into the café and enjoyed a hearty breakfast with an array of cyclists, motorcyclist's and a few Corvettes to boot.

A few decaf latte's were ordered and surprisingly nobody immediately claimed them, Greg sipped on his English Breakfast Tea and smiled contently.

An hour later we all headed back to town to for domestic duties, a great way to spend a few hours on a Sunday morning.



*The new boys*



*Milling Crowd*



Gregs Elan



The Sevens



Idle chit chat



Johan and Don



On your marks



Breakfast Banter



Dick, Jon and Wade



Serious Business

# THE EUROPA MANN **PART 8**

The Lotus 47 restoration has begun



I'm in sunny Spain when I receive an email:

"Richard – Happy New Year  
But you know if I am emailing you, I am after something.  
Is there any chance of an update story on your Europa?  
We would love to have it in the first edition of the year  
(February). You've got a whole week – heaps of time :-)  
Please let me know. Thanks  
Peter H"

by Richard Mann

I try to avoid doing much car stuff on holidays, but I did drag Tash to Brooklands for a half-day visit. Tash on the other hand lined up a plethora of horse related stuff, which I have no interest in, but enjoyed immensely! By day Tash is a mild mannered chick working in an excruciatingly boring public service job. Come the weekend she's either competing her horse Boo at club events, or judging horse races. While living in NSW Tash had the opportunity to learn the art of race judging and gained qualifications to become Australia's first female horse racing judge. No mean feat in a very male dominated sport.

>>

The above was received January 11th. One small problem is that I have a week's holiday left and I'm not due to land in Australia until the 16th. I have no desire to pen my next version of the Europa Mann on my iPhone, so I plan to hit the laptop as soon as I get home. Bigger the jet lag! But Fate had its way of getting involved...

Why am I in Spain? Late in 2014 my mate Craig emails and says I can use his house and car in Barcelona over the Christmas break. I had just moved in to my recently purchased terrace house and had grandiose plans to start the major task of de-wog-ifying it, and returning it back to its Edwardian glory.

So I took a rain check on the offer and said, "How about the Christmas break 2015?" A deal was struck and plans hatched for a trip to Barcelona. The idea of holidaying in Europe is quite appealing, especially when the accommodation is free, so I contacted Matthew and Sarah Arnold, and told them we were coming to visit, and stay at their house in Clapham, London. Matthew snapped into action and booked a holiday to Sri Lanka.

December 18th we flew to London for a week, and then headed to Paris for a week, followed by two weeks in Spain, concentrating most of our time in Barcelona.



▲ Lotus Scalextric set – maybe next Christmas.

After pulling a few strings and leaning on a few contacts, Tash gets invited to meet with a couple of horsey gals at New Market (the mega centre of horse racing in England). We get a grand tour of the New Market area, then a very special personally guided tour of the Godolphin stud. This is a whole new world. We meet Dubawi. He looks like any other brown horse to me. As we are leaving we are handed a booklet for the Godolphin horsey holiday camp and there it lists Dubawi with a stud fee of £225,000. According to our guide he services around 140 horses per year. I tried to calculate it on my abacus but it flattened the batteries and I'm not sure my abacus had enough decimal places for a number that big!

We head back to Arnold Palace awestruck by the money in the industry.

I did get to visit the Lotus Shop in Regent Street, where you can buy cars, clothing, nick knacks or a Scalextric boxed set complete with a pair of 1/32 scale Lotus.

Note to self. Check out the prices on eBay when I get home. Feeling obliged to make a purchase I opted for the £10 Lotus key ring.

The next few days we did London stuff like a West End play and a "Jack the Ripper tour".

Christmas day was spent with a work colleague Tanna. She had returned home to the UK and invited us for Christmas lunch. What a kind offer! I had no idea where we were going or who we were having Chrissie with, but that's half the fun! Until the good Old British rail system kicks in.

In a moment of madness the poms cancelled every train service and every bus service on Christmas day!! Can you believe it? Tash whipped into action and booked a driver. Not an Uber drive, just some kid that answered an advert Tash posted on Gumtree. So he picks us up (probably in his dad's car), drives us 45 minutes into the middle of nowhere. While we eat drink and be merry he sits in the car. Four or five hours later we tap on his window and he drives us home again.

Christmas was an absolute hoot, too much food, endless grog and silly party games. Plus of course crass Christmas jumpers. Sample below.

While Boxing Day could have been a day watching the cricket, or a dash to Brands Hatch, we headed to another type of racing track – Kempton Park – the home of the King George VI Steeplechase. There we met with a proper English lad called Felix, and we spend the day in the judge's box and roaming the mounting yard prior to each race to check out the talent. Felix can best be described as cross between Prince Charles and Bear Grylls!

At the conclusion of play we taxied to the airport and flew to Paris. A week of taking in the sights, and a trip to Moulin Rouge. What a show! More tits and arse than King Street or The Cross on a Saturday night, but it was very classy and a complete eye opener. It was burlesque and gob-smacking circus acts all rolled into one. No pictures allowed unfortunately.

Tash had organized another horse related adventure, and this time it was a trip to Chantilly. It is the centre of "France Galop", the organization that runs the French horse racing industry, and there met with the Director for a personally guided tour of the facilities and a run down on the how the French system works.

When in Paris you must walk the Champs Elysees. Ok, it's full of high-end shops for girls but there is also a major showroom for Renault, Citroen, and Peugeot. Here they showcase all sorts of weird and wonderful stuff.



▲ Tanna, Tash and me. Note our fab pommy Christmas jumpers.



▲ Citroen showroom



▲ Tash and Cinquecento

>>

Our French trip finished with a New Year's Eve boat cruise and dancing. No fire works. The French had banned fireworks for New Year's Eve. I don't blame them...

New Year's day we headed to Barcelona. Our first day we hit the Hop-On Hop-Off bus to get a feel for the place. The Gaudi architecture was outstanding, and I soaked up the artwork in the dedicated Picasso and Miro Museums. On day eight we hired a Fiat 500 and blasted off to San Sebastian.

What a great little car! Completely gutless but quite happy to sit on 150kph. Parking in San Sebastian is a nightmare, but it is handy to have a car to get around the local sights and head to Bilbao to visit the Guggenheim.

Our last few days were spent relaxing in Barcelona, then we were on the plane for that tedious flight home. A 2:00am arrival Saturday January 16th at Melbourne should have been a celebration, but it was the exact opposite. Melbourne has replaced its humorless passport checkers with a humorless facial recognition camera. Insert card, remove glasses, don't smile, and it takes your picture. The card is ejected the gates open and I was free to move forward. I went to replace my glasses and managed to poke the ticket into my eye and give my cornea a full on paper cut. Excruciating! After a lifetimes wait for the luggage we headed home. I tried to sleep, but the pain was unbearable. We hit the Alfred Hospital emergency department about 8:00am. Nothing can be done with an eye injury, but at least I got some pain relief. So much of Saturday was spent resting, virtually unable to see out of either eye, and in no state to sit down and write an article for the magazine. By Sunday things were improving and Monday it was better again. Enough to sit and complete my story.

"So what of the cars Mr. Europa Mann?" I hear you ask. Nothing. I've been house renovating.

The immediate task for 2016 is to start building a bathroom inside the house. Our outside bathroom and bog is a bit tedious in winter.

Wish me luck!



▲ Bedroom before renovation



▲ Bedroom after renovation, with site manager

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## NEW EXIGE S. **AUTOMATICALLY** QUICKER.

Lotus is renowned for no-compromise performance. So it's no surprise the first ever Exige S to offer our new 6 speed automatic gearbox, coupled with our 350HP supercharged V6 engine, is actually 0.1 seconds quicker than it's manual brother! It's as fast around the track and even more sophisticated around town.

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."

**THE EXIGE S, 6 SPEED AUTOMATIC. AVAILABLE NOW IN COUPE AND ROADSTER.**



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