



# LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

## FEATURES

- EMR to Noojee — The loaded Q?
- Targa Tasmania 2016
- Planes, Art, Cars and Fish in New Zealand
- Simply Sports Cars Lotus Only Track Day
- Pete's Clubbies



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Peter Nowlan's Clubman (see story page 24)  
Photo by Cris Johansen

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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 this month's edition of Lotus Notes.

How is everyone going? It's been a couple of months since I last wrote and things have been afoot! Your committee has been working extremely hard behind the scenes on a few different initiatives, some I can tell you about now, others soon. But first up, lets recap on April and May.

Unfortunately, April conspired against us and we were unable to lock in a Club Night for you all. Whether this is a reflection on the declining auto industry in general, or that some of our previous hosts are getting closer to calling it a day, or we just flat out flew straight past pit lane... I'm once again asking the membership to please let us know if they have any suggestions and/or contacts for where we could host a club night for the enjoyment of all. Drop us an email at: [LCVCommittee@lotusclubvic.com.au](mailto:LCVCommittee@lotusclubvic.com.au) or grab one of us by the ear next time you see us and holler away :)

Apart from that, we did have any excellent talk from Tom Myers at the Tower Hotel for our May Club Night plus two great EMRs to Macedon and Noojee. I hope you had an opportunity to get out there and enjoy the roads and the company. On the motorsport front, we've had Round 3 of the MSCA Super Sprint Series which was combined with the Australian Supersprint Championships at Winton, making a great double header – and even triple header for those keen enough to take in the Friday Test and Tune (I know who you die-hards are). We'll have also snuck in a Rob Roy Hill Climb round by the time you read this, and a great interstate Lotus Only Track Day held at Wakefield Park by the Simply Sports Cars crew and our own Mark O'Connor. If you love your motorsport and you haven't had a chance to get on down to one of these yet (in the five odd years they've been running now) do yourself a favour, but be quick, the sixty odd places available for Lotus cars only, are usually snapped up in the first week! Another Wakefield date is set for late May and

Winton in October. If all of that wasn't enough, a few of us even snuck in an 'off campus' go-cart evening that surprisingly left few bruises but not surprisingly, heaps of grins.

Right, so what do we have coming up? I hear you ask. For those of you who don't have a keen eye on the website, or either of our very cool social media pages yet, we've got a fair bit. First and foremost, we're just about to lock in our June Club Night at Harrop Engineering – which should all be confirmed by the time you read this. So please keep an eye out in your email and check the Lotus Club Victoria website/Facebook page/Instagram page for an update as soon as it's available. For those who made it to last year's club night at Harrop (unfortunately not me) it was extremely successful and is not to be missed.

Then we have our regular July restaurant night at the Elgin Inn in Hawthorn and a visit to The Healey Factory lined up for August. Add to that a couple of monthly EMRs that are being penned as we speak and we should just about have the colder months covered. Motorsport you ask? Well, we also have MSCA Super Sprint events in June and July, so grab your jumper and some gloves and get cracking!

Oh, and before I forget, we're also putting the finishing touches to a great weekend away in October, so pencil in the weekend of the 15th and 16th and we'll provide you with more details soon.

And double Oh, I had previously told you all that I was planning to peppering you with communications and requests for surveys etc... etc... and I hope by the time you've read this I've started. Please keep an eye out in your email for a link to our first member survey of the year. The committee would really appreciate it if you could all take the time to complete this on-line survey to help us get a better understanding of what the current membership wants from the Club. For those



of you that have been kind enough to take out a family membership, congratulations, you've just dobbed the family in as well :) We have very few family member email addresses, so first port of call is for you all to send those to us so we can update our membership database and send them a personal invite to complete the survey as well. Please send an email to: [secretary@lotusclubvic.com.au](mailto:secretary@lotusclubvic.com.au) and we'll take care of the rest.

...and I'm done

Almost...

Quote for the month: April's quote: "It is not always possible to be the best, but it is always possible to improve your own performance." Could have been just about any teacher from my high school, but no, it was slightly less obscure than that, coming to us from Sir Jackie Stewart.

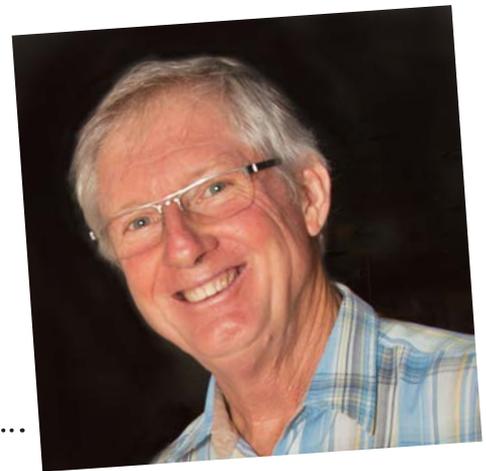
This month's quote: "Any car which holds together for a whole race is too heavy."

Catch me at an event this month and let me know who you think it is. See you all on the road.



# President's Waffle

By CLIVE WADE, President, LCQ



I sit and read the current club planner, and I can only say we are a busy bunch of happy chappies.

May has seen us avail ourselves of the most hectic of schedules. And June is going to be equally as busy.

To date (the usual 18th day of the month and nag time from various Lotus Club Editors) we have:

- Enjoyed a rather wet drive to Toowoomba Airport for the David Hack Classic. We combined this with our monthly EMR and though wet, still attracted 5 hardy souls.
- The monthly meeting saw a rather noisy bunch enjoying a pizza or two whilst we mulled the club's needs.
- Happy Laps at Qld Raceway saw a traditional breakfast consumed and followed by enthusiastic pottering around the circuit.
- The Inter Club Challenge at Mt Cotton saw the club hold onto the overall points lead, though Ken's getting pretty sweaty as pressure increases from other clubs intent on knocking us off our perch.
- The sprinters will have enjoyed Morgan Park.
- The show & shiners will have kept us in the lead of the Inter Club Challenge, Round 4 being the Macleans Bridge Concours d' Elegance.
- And in the last event before you read the mag we will have sprinted around the DTC at Lakeside numerous times and gone home with huge smiles on our faces.

The DTC entries always give poor Daryl ulcers whilst awaiting the inevitable flood of entries during the week before the DTC, being the week after the entry closure date.

I would ask on Daryl's behalf, members get their entries in early. It may be of little consequence to the entrants, but late entries do leave Daryl/us wondering if the event shouldn't be

cancelled lest it becomes a financial loss to the club. Should we ever have to cancel a booking, the following year's booking will not see us receive the priority we have come to enjoy from Lakeside Management...hence Daryl's ulcers.

And so to June. June is also a month when every weekend will offer our members something to do:

- **06 June:** Informal EMR (Queen's Birthday)
- **07 June:** Monthly Meeting; this time at Automation
- **11 June:** Skid Pan Day at Mt Cotton
- **19 June:** Regularity Sprint at Lakeside (ICC Round 5)
- **26 June:** Gold Coast Day Run

So that's two social events, a club meeting, and two motor sport events. In my book, that's a pretty comfortable mix.

The May Club Meeting was quite interesting. The pizzas went down well, so we'll be doing that at our regular meeting venue of Shannon's Car Insurance. If we get more members attending (being the other reason for pizzas) we'll increase the number of pizzas. The primary reason for pizza is a number of members come directly from work, thus there are a few hungry souls sitting around the table. Whilst the club is financially comfortable we can continue this, should this situation change at some time in the future then we may consider asking for contributions.

The topic of greatest interest was our discussion in regard to charity support. Ideas which received support were to:

- Donate equipment to road trauma services and/or local group projects
- Partially finance driver training for members or member's immediate family.

To fund these proposed commitments a popular idea was to use the proceeds of the LCQ Interclub Challenge DTC. As the relevant DTC is 27 August (entries will be called mid-July),

we need to identify a charity which we want to support ASAP. So please come to the next meeting to help identify a worthy charity.

BMW Club ran their 2015 Lakeside Regularity ICC Round in a similar manner. Beyond Blue being the beneficiary of their efforts. It was a very successful fund raiser, BMW are doing the same this year.

To help things along in this regard, and credit where credit is due, Dick Reynolds and Zaid Latif are both currently following up on the various charities.

So, after you've read this on the 1st of June, you have a full week to consider an appropriate charity which you would like to support. That will give the committee a month to finalise a decision and do whatever is necessary prior to entries being called for the LCQ ICC DTC.

A little bit skin of the teeth...ish.

And on that note,

I bid you cheerio for this month.

Clive



## Next LCQ Club Meeting

**TUESDAY 7TH JUNE**

**7.00 FOR 7:30 PM**

Automation

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Phone: (07) 3855 1644



# QUOKKA TALK

## WA'S LOTUS SCENE



by Eddie Lankhorst

It's been a fun filled month since the last newsletter. We've had Sprints, Boab Tree meets and EMR to the All British Car display in Gingin. So read below for some pics and blurb about each.

More importantly, what is coming up! Next month, instead of Go Karting I have arranged an All Lotus Driver Training Day on Monday 6th June (WA Day public holiday). So if you are interested in honing your driving skills or thinking about doing track events but need an introduction, then this will suit you. So book today by phoning MC Motorsports on 1300 652 829.

### ALL BRITISH CAR DISPLAY AT GINGIN

by Eddie Lankhorst

As per usual on our EMR we all met at Guildford Railway Station carpark at 8am for a brief natter and a brief wait for all to arrive. A beautiful Perth autumn day, a little chilly with clear blue skies. As we were waiting, every now and again some old British car would putter past us. Some of those cars I'm sure would take a couple of hours to get to Gingin. Now Gingin is approx 90 km out of Perth heading north.

Our drive wasn't anyway close to direct but it was via the most fun roads heading north. A quick convenience stop was made at Bindoon Bakery along the way for those who needed a food and beverage top up before our destination.

Upon arrival at Gingin we nestled into the display area with a few more Loti that had made their own way. In fact, we didn't know these cars or owners so Vicky and I quickly made ourselves known plus made these guys aware of our Lotus community in Perth. So here's hoping for more members.



*Bindoon Bakehaus*



This car show has got to be the largest display of British cars in Perth, with many beautiful examples being dusted off just for this day. Some rare and long unseen models were amongst the more later models. A fun day for young and old.

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Jame's Evora and Malcolm's Lotus Cortina



John Edmondson's Exige



Todd's 15k Elise



## WA LOTUS CLUB CHAMPIONSHIP

by Eddie Lankhorst

So far the tally for championship points are looking fairly tight with 10 points for attendance, plus 10 points for 1st, 8 for 2nd and 5 for 3rd.

We have got:

- Graeme Martin at 48
- Kevin Fitzmaurice at 38
- Eddie Lankhorst at 35
- Steve Metlitzky at 30
- John Edmondson at 20
- Richard Cooper at 15
- Paul Bui, Mark Thrift and Vicky Rowe all at 10.



## SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from  
the SA delegate, Andrew Stevens

### SUNDAY COFFEE RUNS

The turnout for the "all comers" Lotus runs on the 1st Sunday of the month has been great. March saw an interloper join the group at the Sikh Centre car park, in the shape of a new Lambo Aventor, while the April run headed down to McLaren Vale via Clarendon and Blewitt Springs. From McLaren Vale, a few decided to continue to the Mt Alma Mile in the beautiful Inman Valley.

Our Mayday run was down on numbers due to the number of regulars greeting the starters gun at the Mallala Six Hour Relay (see story elsewhere), but despite the best efforts of the BoM, the weather was kind and the Adelaide Hills once again proved the perfect playground for our band of lightweight sportscars.

Our next run is Sunday 5th June. Anyone with a Lotus or an interest in Lotus is welcome to join in, either for a chat or for the drive. We meet at the Sikh Centre carpark at the bottom of the SE Freeway, near the TollGate for a 9:00am departure.

### WELCOMES

Welcomes to the joys of Lotus ownership to Mark O'Donnell (Elise), Steve Pawley (ex John Barram Elise), and Ashley Bachelier, who has acquired an Eclat.

### 2017 EVENTS

Two big events are looming in 2017. The first of these is Lotus 2017 over the ANZAC Day weekend, and headquartered around Beechworth in northern Victoria. If you've not been to one of the national gatherings before, this is a great opportunity to plan a weekend escape in the Lotus. Keep an eye out for news.

The second big anniversary is the 60th birthday for the Lotus 14, also known as the Elite. There's a big celebration planned at Wakefield Park, and the organisers are trying to get every Elite in Australia to participate. It should be quite a sight. We hear that Willa Wauchope has been putting together a worklist for his Elite in anticipation.

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## MSCA 6 HOUR RELAY

Sunday May 1 may be Mayday for some, but for the SA Lotus contingent, it was another opportunity to tackle the Peter Hall Memorial Six Hour Regularity Relay. Despite dire predictions of early morning rain, dawn saw clear skies at Mallala as the drivers and their cars filtered in. Thanks to Mark Tiddy's organisation, we had two teams of 4 drivers entered, one consisting entirely of red Elises (The Red Baron's), with the other being a mixture of black, white or grey Exiges and Elises (The Monotones). In addition to the two "factory" teams David Hopper and Jason Edwards ran outside the Lotus banner, while David Tye had his LHD Elan on the track running with a group of friends.

The "Red Barons", consisted of Rich and Jo Cave in their 111R, Charles Hatcher, also in a 111R, and Scott Testi in his Supercharged Elise. The "Monotones", were led by Adam Harris and Mark Tiddy in Exige V6's, supported by Chris Weddle (Exige), and Chris Burton (Elise S3). Not all teams were as pure to their marque as us, with the Clubbies brigade having a GT40 amongst their midst, and the MG's featuring Jason's Scura Exige.

Early attention was focussed on Mark Tiddy's demonstration of how to secure spare wheels to your trailer, but eventually the demands of the day returned to ensuring that cars and drivers were all ready for the 11am start. Having navigated scrutineering with the usual fire extinguisher issues (yes really), and with practice completed and lap times nominated, Adam and Charles faced the starter to kick off 6 hours of on track action.

The Six Hour attracts a huge diversity of vehicles from roadgoing sports cars, Porsche GT3's, through to historic racecars, modern V8 supercars, and Circuit Excels'. The point scoring system has each driver nominate a time, and then score points on how closely they are able to lap to the time, with no points awarded if you "break" or go faster than the nominated pace. With 28 teams entered, the track was very busy, and the 30 sec per lap speed differential from fastest to slowest was a challenge for drivers and officials alike. Generally the standard of driving is excellent with drivers respecting each other, giving each other room, and with carving people up into corners being frowned upon.

The early laps were hectic with traffic being the major topic of conversation, along with a few raised eyebrows at the standard of driving amongst some of the faster runners. Eventually it was one of the Circuit Excels who single handedly brought out the safety car after tripping itself up through turn one. It clearly demonstrated that the difference between a Hyundai Excel and a turtle, is that a Hyundai can right itself after tipping itself upside down (and you thought I was going to say something about how fast they were).

The Lotus were all having a faultless run, with times dropping as the day wore on and the traffic thinned. Chris Weddle and Adam Harris both did a number of 1m 18s laps, which were 2 seconds quicker than the next best GT3 Porsche. As 5:00pm drew near, all the Lotus were all still running, although a look at the timing sheets showed that attendance at the Trophy presentation was going to be non-mandatory.

Star performer was Adam Harris, who not only came away with fastest time, but scored a whopping 69 points for his team. If everyone was as consistent as Adam we'd be in the hunt for a victory. As it happens the fun quotient outweighed the point scoring. The smiles on the faces of the drivers as they finished their stints said it all. David Hopper managed a whopping 74 laps, scoring 70 points in the process for his team.

So how did we go. Well according to the points score, not very well; but according to everyone who participated it was a blast, and after all, having fun is what amateur motorsport is all about. Anything that gets you over 50 competition laps in a day's running has got to be good value. We'll be back next year.

A huge thanks to all the volunteers who came out and helped out on the day. Without you it simply wouldn't have happened. Special thanks to Willa and Louie Wauchope, and to Bruce and Sue Hannant, who endured mammoth stints in the timing tower. Willa – we expect to see you on track next year.



*That's not a Clubbie*



*Chris Weddle*



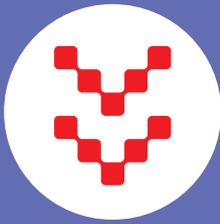
*Red Barons Team*



Hahndorf's Fine Chocolates



The road to Noojee – Turn 477



# EMR TO NOOJEE — THE LOADED Q?

by Simon Messenger

photos: Peter Hill, Jeanne Murray,  
Peter Murray & Guy Stevens

I thought it might be a good idea to arrive early at our EMR rendezvous at Hahndorf's Fine Chocolates shop and café in Upper Ferntree Gully, a.k.a. U.F.G., to avoid yet another Q for coffee (see last month's write up of the EMR to Macedon). So, my friend Dave and I arrive 15 minutes before the shop opens for business and are joined shortly after by our regular scribe Peter Hill and his wife, Sandra.

We watch out the window as someone in a Subaru Forrester nearly backs into Peter Murray's beautiful yellow 1959 Elite, as he waits to take their parking spot. A quick reverse avoids certain disaster. More people continue to roll up: Charles Bisucci in his black Esprit; Tromp Hofmeyr and Kobie in their Elise; Aaron Brighton in his striking black Elise 111S, Euan Brown (without Patsy who had broken her wrist); Ray Suryrn and Lee; and it was great to see an old Europa – Steve Harrison who came just to join us for coffee at the start.

Then comes the Q (this time I mean a Question) as Peter Hill asks me: "So, do you prefer to receive the hard copy of the monthly magazine?" to which I keenly replied: "Yes, especially when my car is in it, like last month, although it would be good if it were all in colour."

Introducing our  
feature writer –  
Simon Messenger



Fatal error, a little later on, as a fair turnout of about thirty people arrive and coffees, pastries, and free chocolates are consumed, David Buntin appears to do some horse trading in snazzy looking driving gloves (specials for Lotus 2017 – where’s mine?). Steve Harrison and Jon Hagger looking very keen to snaffle a pair. Peter came over to me and popped the next Q:

“Would you be prepared to do the write-up of today?”

Talk about press ganged, and with all senior club members’ eyes looking on!

“Errr yes, why not,” I say, somewhat reluctantly, as I am not blessed with a lot of free time.

I quickly follow up with another Q: “And, when’s the deadline?”

“Wednesday.”

“You mean this coming Wednesday?”

“Yes”.

“Um, OK, I’ll see what I can do. But, I can’t promise it will be any good.”

“He said Yes!,” I hear Peter shouting jubilantly to the senior crew awaiting the response from yours truly.

So, here goes...

The route instructions were duly dished out by Ian d’Oliveyra, as he collected names, car models, mobile numbers, and coffee and lunch numbers. We were told that the challenging route had been borrowed from another car club that shall remain nameless; that it had been tested a week or so earlier and we were assured that there were no roadworks or famous landscape gardens open days to enhance the challenge.

There was lots of yellow in the group of 17 Lotus cars including Mike and Sarah Richards in the pretty Series 1 Elise. There was a single interloper in the form of a Porsche Boxster (what is it that Jeremy Clarkson calls them?) and Ian Patterson’s PRB. The line was very quickly fragmented from the get-go by a series of three sets of traffic lights inside the first seven kilometres, and the yellow and green and black and red racers were off to a flying start to our morning tea venue. They clearly knew something we didn’t.

The route to Jindivick took us out towards the south east of Melbourne, including a 18+ km spell on the M1 with a sharp left turn at the end of the Sands Road exit ramp that could have seen cars end up in a muddy man-made lake. The road from Labertouche (great name) to Jindivick is called Jacksons Track and it was quite bumpy.

We arrived at the Jindi Caf and parked up along the road only to discover that the 48’ – 84’ Holden Car Club of Gippsland Inc had already arrived and

there was a Q out the door for coffee orders and so we had been allocated the garden. Good job we were in no hurry. As our coffees finally arrived we heard an almighty roar as about 40 Harleys drove past the café. Clearly they saw our cars and thought there’s no chance of getting a coffee anytime today, so they rode on.

I would have loved to have written about the beautiful scenery of north western Gippsland with the rolling hills and the amazing tall gums in the forests, but it was all a blur of green and brown and the grey of the twisty roads with not many white lines, as my able navigator and I hurtled along at a fair pace trying to keep up with our fearless club secretary John King and his equally brave co-pilot Frances. Luckily Dave wasn’t a nervous passenger. My wife would have been gripping the seat and door handle, whilst constantly shouting for me to slow down.

The section to Noojee had some recently resurfaced roads with a lot of loose gravel and some seriously hairy bends, especially on Willow Grove Road (C465). It made me appreciate the hard work of the pioneers who built the tortuous road.

The drive down the steep tight turning mountain road into Noojee was the most nerve wracking for me, as the brakes on my Elan M100 are nowhere near the race standard of those on the Exiges and Elises that were right up behind me. I bet their drivers were wishing I would just put my foot down. Sorry guys, there were no pull over places along the sheer rock face.

As we drove into Noojee, it looked like a scene from ‘Sons of Anarchy’ with rival bikie gangs descending upon the hotel for a mass rumble. Luckily, that wasn’t the case and the car park of our lunch venue was not to be the scene of an impending pitched battle.

Lunch was at the Toolshed Bar/Bistro at The Outpost Retreat and they were expecting us. Some decided that they would not stay for lunch after all, as they had a long drive home, or a footy match to get to, which eased the pressure on the kitchen. Despite an antiquated hand written ordering system on separate pads for each table, our food came out in pretty good order and the specialty parmas were enjoyed by many, as was the other traditional pub fayre.

The townsfolk of Noojee would want to have a good bushfire evacuation plan to get the flock out of there early as there would be no safe way out in a hurry.

The return journey home to Melbourne was through more beautiful heavily wooded scenery and great driving roads on the C425 and the B380 to Lilydale.

Perhaps we should provide some patronage to the hard hit folks in the Black Saturday bushfire zone around Kinglake on our next EMR.

*Well, this M100 has a stoplight in the rear spoiler*



*Steven Harrison's Europa*



*Heaven sent – David Buntin's Esprit*



*Heaven sent MkII – temptation for our ladies.*



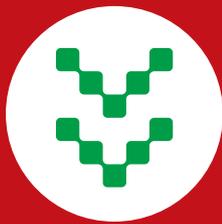
*Jindi Cafe*



*Coffee in the sunshine*



*Take which route to home?*



# 2016 TRACK AND DRIVER TRAINING DAY

by Alex Molocznyk

Lotus Brisbane with the Willims Motor Group invited LCCQ to fill four spots at their exclusive 2016 Track and Training Day partnered with Paul Stokell Driving Events.

Five Lotus turned up including myself although the other four were not club members one potentially is.

Naresh – Exige S

Dave – Elise S

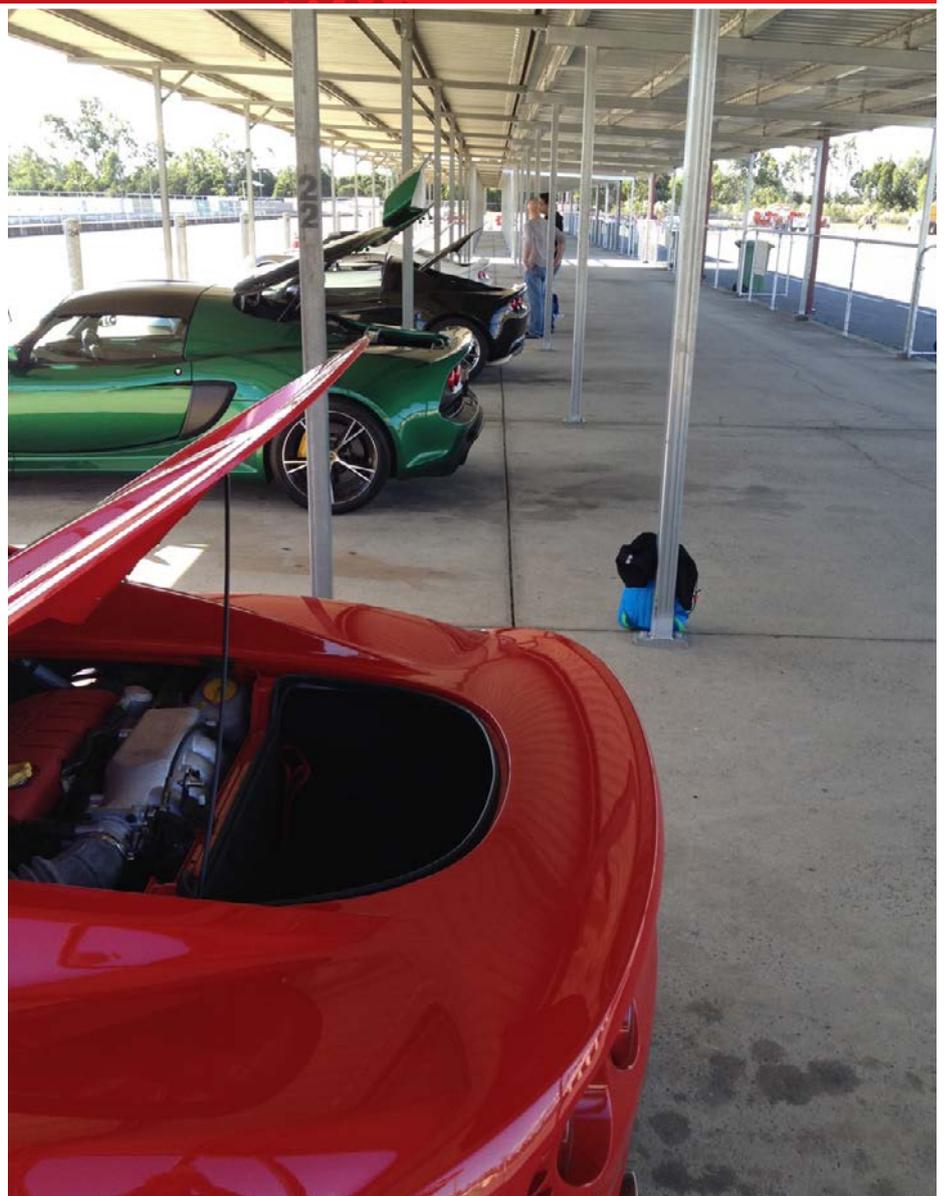
Andy – Elise (no Traction Control)

Richard – Elise (with Traction Control)

Alex – Elise (No TC or ABS)

The format for the day was training in braking, slalom handling and racing lines then group track time under the tuition of Pauls experienced team of instructors made up of current drivers from various racing categories. All attendees had their own cars and were split into groups determined by the marques that were Lotus, Bentley, Audi, Lamborghini and a sole Maserati. The Lambos stood out aurally with an unmistakable growl and visually in that they were all dazzling white looking more like a wedding procession. The instructors mentioned they had difficulty identifying which one was which because they all looked the same.

The braking practise involved braking to the limit before ABS kicked in. Mine being the only old school car without ABS kept locking up the front passenger wheel that the instructors diagnosed was due to the corner weight distribution and recommended the balance be checked with corner scales. They were too professional to mention that it may have been an excess of lard on the driver's side. >>



The slalom motorkhana type course was what the Lotus is made for and everyone easily dispatched it with grins on their faces. We heard it was a bit of a handful for the Bentleys. The racing lines using the clubman circuit was a follow the instructor procession using cones laid out as reference points for braking, apex and acceleration.

The first track session with an instructor as passenger was followed by a superb buffet lunch. There was a lot to take in and trying to adopt the mornings training produced some ragged performance that slowly improved with each lap. My instructor offered to drive my car to show me its capabilities after lunch. After a lap to familiarise himself with the car and its locking brake he went into the first turn at the fastest speed the car had ever been and proceeded in the same manner around the rest of the course. While I was bracing against the g forces that pushed me either into the passenger door or against the driver depending on the direction of the corner he maintained a smooth consistent high speed. His complete control of the car was absolutely astonishing. The cool calm mastery and domination over the car while explaining what he was doing at the same time was amazing and showed what sets the professional driver apart from the rest of us.

The demonstration gave me the confidence to drive that much faster with each track session. By the end of the day we all agreed that we were driving faster and much better than in the morning. One the highlights of a later afternoon session was the Loti easily keeping up with the Lambos through all the corners despite the huge power difference that became evident on the straights. Same as switching on DRS.

Responses by our Lotus team members on what they learned on the day;  
 "How sh\*t I am"  
 "Room for improvement"  
 "Um spinning out 360. Don't do it again" (following three 360 spins on the day)  
 "A whole lap with the instructor"  
 "Nailing turn 6"

It was a great way to spend a working day and our thanks to Willims and Lotus Brisbane for putting on a great event and to Paul Stokell and his team for turning us into faster drivers.





# TOM MYERS

*“A LIFE IN ENGINEERING  
..... IN 45 MINUTES”*

Lotus Club Victoria

Slide 1  
TOM MYERS

## A Legend Down Memory Lane



by Ian d'Oliveyra

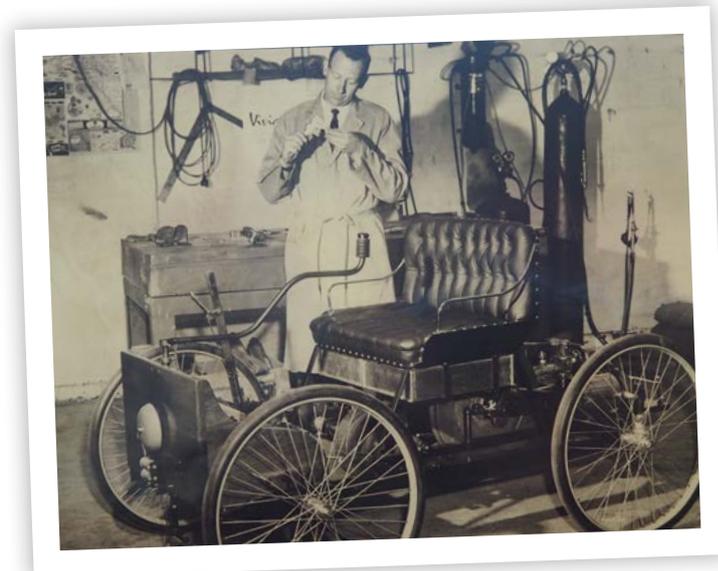
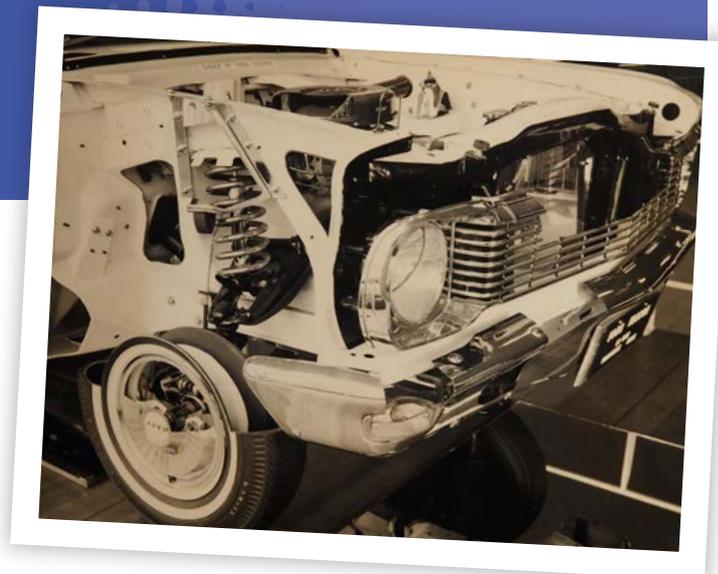
On Tuesday 10th May, a small but interested group of members attended our Club meeting at the Tower Hotel Hawthorn. Most of us enjoyed a pub meal downstairs before heading up to the meeting room to hear a presentation by Tom Myers on his 50+ years involvement in the automotive industry and personal motoring activities and adventures.

Tom is a mechanical engineer, inventor, manufacturer (retired) and adventurer, and his presentation covered some of his most notable achievements.

Tom's manufacturing company, Vivian Expositions Company was, in the 1960s, the only business able to prepare mechanical cut-down motor cars; engines (including aeroplane engines); gear boxes; and other mechanical assemblies, for display in motor shows and exhibitions, and for use as training aids in trade schools.

Vivian Expositions restored many historic motor vehicles and motorcycles for sale to enthusiasts and for display in museums and private collections, including many in the various collections of Museum Victoria – that standard speaks for itself.

In 1964 Tom's company was commissioned by the Ford Motor Company to build a full working replica of the Ford 'quadracycle', the first motor vehicle to be designed and manufactured by Henry Ford, working from Henry Ford's original drawings and workshop notes. This was to commemorate the 100th anniversary of Ford's birth. In fact, Tom finished up building three of them! One of these replicas was retained by Ford Australia, and Tom was invited to head up a team of Ford employees to drive it on a promotional tour from Melbourne to Brisbane. Although, theoretically, the vehicle was capable of achieving a speed of 100 miles per hour, it had a more sensible, and far safer cruising speed of 30 miles per hour. >>



Tom was a navigator in classic road, tarmac and dirt rallies in the late 1960s and early 1970s, sitting alongside such legendary drivers as Jack 'Milko' Murray (not Galignite Jack) and Bob Watson. Cars driven in these events included Peugeots, (whose rear axles that had a habit of bending); a Standard Vanguard, disastrous in every way; and EH Holdens, which were very good after scrupulous preparation by Tom's company.

In 1974/75, Tom, as driver with a navigator, undertook a 4WD expedition from Calcutta to London, via Pakistan, Afghanistan, and Eastern Europe, including the Ukraine and Poland.

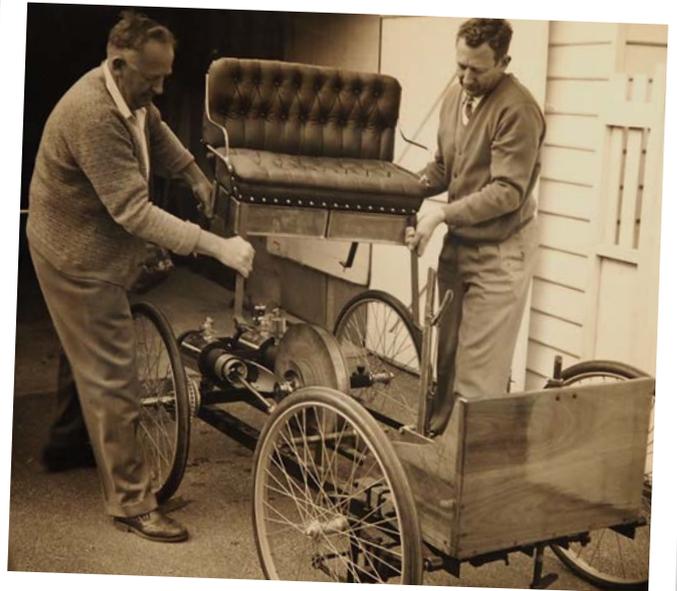
During the 1980s, he led several back-roads/cross country motorcycle expeditions from Melbourne to the tip of Cape York and Darwin. Each trip involved five or so participants, and took approximately 40 days to complete.

Tom became a top-level motorcycle trials rider in both Australia and the USA, during the 1980s and 1990s.

Tom proudly admits that he is now 88 years young. He is still going strong in retirement and over each Winter in recent years, he has undertaken a project to restore a classic motor cycle to full Concours condition. He has a fully equipped workshop and at one stage had 16 restored motorcycles in racked storage there. Being mindful of his mortality he discontinued riding when he turned 85 and the collection has now been reduced to three of the very best examples.

The Tower Hotel is a good place for a casual club meeting, although its location does favour those members living East of the city. There is an area set aside for us to enjoy a meal and an excellent meeting room upstairs. The service can be a bit hit and miss but is always friendly. Dave Mottram and Tony Wheeler told the diners of the planned "Safari" across Asia and Eastern Europe in MGB GTs. Tony also entertained us with stories of his trip to Cuba. There were a few Lotus in the car park and street including Iain Palmer's Elise and Peter Hill's M100. Peter Murray was the first to turn up at the pub and the last to get his meal – there must be something special about their Lasagne. Good to see long time club stalwarts, Eddie Perkins and Stuart King at this meeting as we haven't seen them for some time.

It was an entertaining night and our thanks go to Tom for an engaging and informative presentation.



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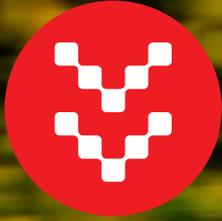
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# TARGA TASMANIA 2016

by John Barram  
photos: Andrew Graham



*Martin Duursma & Richard Wodhams*



*Mathew & Victor Sweeney*



Targa Tasmania this year was the largest tarmac rally ever held with over 350 cars taking part in what was the 25th anniversary running of the event. This is a mega meeting of car enthusiasts.

There were five Lotus entered in Targa this year and I was lucky to be part of it. My mate Graham Vaughan (now resident in Tasmania) had completed seven Targas to date and asked me to co-drive with him this year in his S4 Lotus Elan.

Arriving in Launceston for the start, it was like a baby boomer's convention as some rude person said, with lots of car people obviously out for a good time with their cars. Not everyone had grey hair!! There were all sorts and shapes of cars. Ferrari's, Lamborghini, acres of Porsches old and new, Aston Martin DB4, as well as Alfas, Torana's and Datsun's, an Austin A30, and lots of modern cars such as BMW, Subarus and Mitsubishi EVOs.

Patrick Mewing from Queensland was having another run, with navigator Gezim Bashi, in his well modified Elan. Modern Lotus were represented by the 2013 Exige of Martin Duursma and Richard Woodhams from Sydney with backing from Simply Sports Cars. Brian and Kerryn Coates from Tasmania were driving their blue, 2003 Elise 111S and from Victoria was the red 2004 Elise owned and navigated by Victor Sweeney being driven by his son Mathew who had come from the USA for the event.

While Patrick was bravely taking on a strong field in the Classic class section, the rest of us ended up in the GT Sports Trophy class where you did not require a full roll cage and were limited to 130kph while competing. So we had four Lotus in 26 cars in our class. And to add to the interest Grahame has some good mates from the Brisbane Citroen scene, Alec Lowe and Lance Collins, who were running their incredible 1955 Citroen Light 15 also in our class.

>>>

It was important that we beat the Citroen!

After day one the Exige was running third in GT Sports and we were dead last. Patrick was also in third place in Classic, behind a Jensen CV8 and Aston Martin DB4.

Day two saw the Exige pushed back to fourth, we rose to only fifth last with the two Elises about mid field. Then half- way through the day Patrick had a failure in his drive shaft. So it was back to Launceston and some great help from local Lotus and small Ford people who got the tail shaft rebuilt and Patrick ready to go by next morning.

Day three saw the Exige regain third spot, we crept up to only ninth last, and over in Classic class, Patrick began the task of climbing back up the field. Then the Coates' 111S Elise had a failure with its through-out bearing so they could not use the clutch. Rather than miss a days competition sorting the problem Brian decided to continue the drive making clutch-less starts and gear-changes. And he continued that way till the end. What a hero!!

The GT Sports class was in two sections, pre 1985 cars and later cars. So in the Elan our real competition was a TR4a, Triumph Stag, 427c.i. Ford Thunderbolt Coup, Datsun 280Z , Renault Alpine A 110 S, Alpha Spider, MGB roadster, Citroen Light 15, Lancia Beta Coupe S4, and a 1973 Porsche 911 Carrera RSR. What a collection! By this time we were third of these cars.

Day four saw the Exige retain third but there was less than two seconds between second and fourth. They had a good tussle on their hands. We retained third in our section and the two Elises were locked together at 13th and 14th. Patrick was flying now and cleaned two stages but the delay had left him well down the field. On day five Patrick cleaned another stage, the Exige retained third under tight competition, and we sneaked up to second of the older cars when the Lancia DNF'd. The Coates' soldiered on without clutch in 12th.

To this point we had enjoyed a dry Targa, a bit unusual. Day six saw wet and slippery added to what had so far been only narrow, twisty and bumpy roads lined by trees and cliffs and drop-offs!! But by now the focus was on finishing the last day. Patrick had a close call with lightish contact with an Armco fence on his front guard. We tip-toed through the wet and made it to the finish still second behind the Porsche in the older cars. The Exige maintained third to the finish.

I particularly enjoyed being part of the Lotus presence at such a large and mixed event. There were a few other Lotus owners known to us competing in "other" cars with whom we kept in touch. But also an amazing number of Lotus owners and old acquaintances popped up during the event. It is that sort of an event. If you have a chance, do it!!





# Beavering away in an Elan

by Michael Hipperson

Editor's Note: Below is one of the original stories from the internet forum which didn't make it into the book.

After two good years of faithful service the '66 Elan FHC was sold. It had only let me down once when a throttle cable broke but I turned up the slow running screw and got home. I had been all over Europe and despite carrying a huge amount of spares in the boot it behaved faultlessly. The blonde and I were in love which helped the enjoyment of travel. In France one day we managed 135 mph down Mulsanne Straight at Le Mans. This is a public road bar Le Mans weekend. The "kink" half way down the 3 mile straight at these speeds becomes a corner so in a GT40 at 210 mph it must be quite exciting.

I then bought a Reliant Scimitar 2.5 GT to pull the racing Mini. That was all it was good for. Quite good looking but a real slug even with a big straight six. That went and for the next few years I used the farm 105E Ford van for towing.

In '71 I decided to buy either a new Elan Sprint or a Europa twin cam, my first and only new car. Our local Lotus dealer was Fulbourn Sports Cars on the outskirts of Cambridge run by a fine fellow, Ian Mawby, who raced a Formula Atlantic. He later had a massive crash, then got some horrible disease and is now probably dead. I went over to say hello and look at the cars. He said he was testing the Atlantic at Snetterton in 2 weeks and he would take an Elan and Europa up so I could take them both out on the Norfolk roads. I took Dad with me and we first tried the Europa. A gorgeous thing to drive with an amazing driving position. Went out for about an hour, then tried the Elan Sprint with the new big valve twin cam engine. This was a quicker car and based on my happiness with the S3 I decided on this model in Gold Leaf colours. Mawby would get the order whatever his deal as he had been trusting enough to let us loose in the cars for the morning.

I have always preferred to deal with those I like rather than scratch around for a bit more discount. When my car leasing business took

off I wrote politely to the customers I couldn't stand and told them to shop elsewhere. To a man they went bananas. I found once you allow yourself to deal with riff-raff and scoundrels purely for profit you tend to act like them to keep ahead of their game.

I ordered the Elan in kit form as this was a legitimate way of avoiding purchase tax levied on a complete vehicle. Of course VAT killed that off by charging tax on each component of the car. I shook hands on a deal with Mawby at £1480. A handshake was enough in those days, no signed order and no deposit taken. Eight weeks later the car was ready for delivery. It would be trailered down from the factory one evening. Because I lived in the sticks I said I would meet the transporter on the Sudbury road.

"I will be parked on the Gestingthorpe junction in my GT 40"

Then the classic reply which I have never forgotten.

"What colour is it?"

He followed me to the farm where I had a huge workshop ... drove right inside.

Kit car, I thought? There were only three main parts ... a complete rolling chassis less one rear suspension leg, the engine and gearbox joined and the wheels!

Took two of us a weekend to finish it off and then an appointment at the factory to check it over. The only real problem was at night, when you accelerated the lights dropped ... some valve or other. Got my certificate and then I could tax it.

My first crumpet outing was to take out a bird from Earls Colne, M. M., a tall redhead all my friends had been struggling to make headway with. I had tried to take her out for two years on and off but her mum said my cars were too old and might be dangerous. We did not get on and she called me "raffish".

"Tell your mum I have a new Lotus ... can I take you out?"

"I'll see what she says. Thanks"

"M. you are 20, can't you make any decision on your own without your mum sticking her oar in?"

"If that's how you feel ..."

"Sorry ... forget I spoke"

I got my way in the end. I was on a £1 bet from my mates to succeed where they had failed. Also with redheads I wasn't sure, neither was anybody else, if the map of Tasmania was similarly coloured. There was a lot at stake!

I had done about 700 miles, all with the hood down – in November. Collected the redhead on a Saturday night. The mum was at the window.

"Look. 'K' registration ... brand new!" She slunk away.

Visited the local haunts in Colchester ... downed my usual ginger beers and had M on Babycham ... the girly drink of the time. I thought I might need help with this one. I needed to get her back to my rented farmhouse ASAP. At about 11 we left Colchester, had a snog in the car park and off we went! I felt very confident, put the top up. It was freezing. Had about 20 miles to go.

"If you let me drive it might be to your advantage."

I was on the horns of a dilemma. "When we get to Gosfield." It was about another 2 miles to home.

She started to get very friendly. I thought I had to let her drive else all might be lost. At Gosfield Lake we changed seats. With her driving the skirts were well up her thigh for comfort (and my pleasure). I warned her to take it easy. It was quicker than her Mini. Warnings unheeded. Off we sped. Two miles to go and whatever may await. Out of Gosfield there are some very sharp bends ... regrettably M neglected to take one of them. We left the road and went 10 feet down the bank of a ditch. I went mad. I wasn't going to get a shag now so there was no need to be polite. She started crying. I said: "You stay here. I will wake up the old boy at Gosfield garage to pull us out".

>>>

Very little damage. A cracked bumper and a busted headlight. It was about midnight. I walked back for help and got the old boy out of bed.

"I need a tow out of a ditch ... can you help?"  
Told him who I was.

Reluctantly he came to my rescue. £5 later we were on our last mile to home.

Made coffee, trying to retrieve the situation.

"Michael. Do you want to go to bed?"

"Read my lips."

"Only I am not really in the mood now ... ugh!"

"I thought that might be the case ... why don't you just pay for the damage instead." This was said in jest; however, it was not received as such.

Whack ... right across my face ... it hurt.

"Blimey M. that's a bit off ... only meant it as a joke"

"Tell you what. Just have a bath and relax. How's that?"

I didn't want the night to be a total disaster. She sipped on her coffee for what seemed forever. "OK, but I want to be home by dawn."

It was as if the world was lifted off my shoulders.

It must be said it was a worthwhile compromise. A two-hour bath followed. I got my viewing and a lot more besides.

Never went out again, but I still see her around. Damage was mended ... ended up quite expensive ... my fault entirely ... it would never happen again.

At 12000 miles the Sprint engine developed a ticking noise, diagnosed as a piston problem. It was out of warranty so I sold it for £1200. Then began the decade of the supercars.

*Footnote:* It was Calypso, the legendary Lotus red colour which fades to pink in sunlight.



## BOOK REVIEW

### LET THEM STARE!

By Michael Hipperson

Review by Guy Stevens (LCV)

Readers of this magazine will recognise Michael as our regular UK correspondent, writing the occasional article in recent years about various UK classic motoring events. Michael has now written a book about the cars he has owned through the years, starting with a clapped out Jensen Minor Special, through to his current Lotus Elise. What is so special about that you may ask – well, along the way there has been a Lamborghini Miura, LeMans Ford GT40, Ferrari 275 GTB and 365 GTB Daytona to name just a few.

Long term readers of *Lotus Notes* will recall that from March 2004 we ran a series of stories written by Michael about his ownership of these cars. This came about after I contacted Michael, having seen some of these stories on a UK internet forum. He has been a friend of the club ever since, and it is these stories that have now been collected into a book along with period photographs. It is fair to say that the original stories on the internet, and in the book, are perhaps not politically correct, but they come from a different time when the legal alcohol limit was higher, speeding was something you could get away with, and you could say what you thought without fear of offending some bleeding heart. The book is therefore a very entertaining read!

In more recent years Michael has run an annual event called the "Elise Garden Party", and organised highly successful charity events, involving famous motor racing speakers, at the British Racing Drivers Club (BRDC) with all profits going to Little Havens Hospice for Children. Profits from the book will also be donated to that charity.

Cost of his book is GBP15.00 approx \$28.50 plus postage. It would make a great Father's Day or Christmas present – if you can wait that long to read it.

ORDER AT:



<http://letthemstare.co.uk/product/let-them-stare/>



by Rob Carrier



## A letter to Lotus Club Victoria from Club Lotus, South Wales UK

My wife and I arrived here on my son's birthday which was not a great plan on my part. He now lives here in Preston, like father like son they say back home, so the two lads and I were in the electrical field. I should add my wife and I are somewhat past the retirement age... 196 years.

First off, before I delve into my Lotus world, I'd like to say thanks to John King, your club secretary, for the two days with him and meeting some of you with your fab cars. A Club Sec. job... been there, done that job, hard work, a lot of time taken to encourage members new and old how to come out and play, because after all we are all grown-up kids playing with bigger toys really.

While you guys were inside talking with John I took the opportunity to get outside and take stock of all your cars, some of the older models you hardly ever see on our UK roads like the yellow Elite which we followed for some time. I did get to talk to a few owners to get a handle on how the climate had a good effect on your cars, which why you get to drive them, when our climate can and does cause issues when a car is not used. I took lots of photos and video as well while you guys were getting to head off out, with me running (joke) to catch up with John in the Boxster. You don't see many people running with walking sticks, do you?

On the drive run out with your speed limit at max 110k, and that only here and there. That would drive me nuts, as my toy can reach that in first gear. But then it's not stock any more.

If any of you come over to the UK and South Wales please give me a shout and I will do my very best to get you involved with our club.

This is my Lotus story... it really started in 1985, but mid '84 I bought a 240Z Datsun, now of

course Nissan. It was sky blue and needed a lot of work to make it good again. I paid £125 for it, that's right silly money, as today that car would be around £20k in good condition. Anyway I had only been driving it for three weeks after a full rebuild when I had the chance to buy my first Lotus, a 1974 Elite. I sold the Z within two days for £1100.

My Elite 907 16v etc., again I had to make it road worthy (before a full rebuild). The toy was red, drove ok, but I wanted a lot more power... Mk1 Rover V8 3.5 litre. modified.

About two years later, bored, wanted more grunt. Enter a real screamer (for its day) a 4 litre Rover V8 with 4 twin choke downdraught carbs... 275 bhp was good in 1989.

I've been building cars all my life, trained in the Royal Air Force, part of that was to be an auto electrician, which was very much needed, playing with cars. The Elite ended up in Germany about fifteen years ago.

Excuse me for bragging, even being big headed about it, sorry, but I may well be the only chap to have owned road-going Lotus cars with V8 engines continuously since 1988 and still do.

My current model of fifteen years is a white Esprit, a Sport 350 (V8), now extremely rare – 55 made, some 60-80 kg lighter and very much more focused. Maybe sixteen left in the UK.

This is where my real story begins. I guess it was 2004 we (24 cars) were out on another drive run having fun in the Brecon Beacons area of South Wales, when we stopped. I won't go into the full story, I just happened to be in the wrong place at the wrong time, woke up in hospital, a trauma patient, my leg a mess. I'd been hit by a car.

Moving forward to about 2006 – depressed, angry, unhappy, etc., blah, blah. I needed a goal, a focus, a proper direction, something to really push me hard to be creative once more, it's what I do. So I created the Sport 500, a fire breathing monster called the Rocket by my pal Mel. The Lotus company's lack of funds could not afford to make what my car is today.

Roughly: six speed dog-boxed gearbox, no syncro's, very heavy AP clutch, twin inter-cooled modified engine, hybrid turbo's, even larger front brakes, boost control and lots of instruments to monitor what is going on. Big power and torque makes huge temperatures, which I'm still trying to contain, huge oil coolers with fans, huge radiator etc. It's the gearbox that really makes my car, gives me so much pleasure. A few of my pals, and the wife, from the passenger seat have shifted gears third to fourth etc., only 50mm, and after can't believe how easy and how fast, but also not realising they did it without the clutch, which when it's done say, 'No way...'

Over the years I've been very lucky to try my hand at sprint racing, played at drag racing, lost count of the number track days Every time on the day one always gets the grin factor where your mouth tries to reach your ears. This is why we love Lotus and I hope all of you do the same. You only have one life, enjoy it, it's only one's family that comes before one's toys and, ah yes, the damn job that pays for it all.

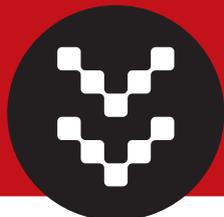
Look on my YouTube: "damfastgang"... also on Lotus Esprit World (LEW), but it was last updated maybe 7 years ago, the Rocket is mental now.



Rob Carrier: [damfastnut@talktalk.net](mailto:damfastnut@talktalk.net)

# Planes, Art, Cars and Fish in New Zealand

by Peter R Hill



We were back in New Zealand last month, but this time it wasn't for a motor race meeting. We headed over to the top of the South Island to enjoy some wine, dip into the black magic of fly fishing, and visit a few of the local attractions – including two motor museums.

This area of NZ boasts the highest annual amount of sunshine and it didn't disappoint when we were there. We stayed on a vineyard close to Blenheim, so that quickly got the wine experience out of the way, then it was off to Omaka Aviation Heritage Centre and its Knights of the Sky exhibition. Sir Peter Jackson, of Lord of the Rings fame, has had a lot to do with this and his personal collection of WW1 planes and memorabilia are the feature. Even if you are not into WW1 aircraft this place will impress you. The film industry boys have obviously worked their magic to produce stunning sets for the displays, so you are not just wandering around a cavernous hanger crammed with old airplanes.

Across the road from the Aviation Heritage Centre is a Motor Museum – perhaps the strangest motor museum that I have visited. Basically there are rows and rows of everyday cars with little space between them. The collector of these vehicles obviously thought



it was a good idea to buy up ordinary cars that had "graced" New Zealand roads. Many of them would have been built in NZ when the country was importing and assembling CKD (Complete Knocked Down) "kits" from the major manufacturers, like British Leyland. So the likes of the Austin Princess, Marina and Maxi feature (would you believe that Jim Richards rallied a Marina?). Then there were a number of Daimlers and Jaguars, run of the mill Holdens and Fords and the closest thing to an exotic was a Jaguar XJS. There were a few of those "Remember that" moments so our \$10 wasn't completely wasted and I picked up a free copy of a magazine featuring Lotus Elise. We had the place to ourselves.

Nelson was our next stop. Not far from where we were staying was The World of WearableArt and Classic Car Museum.



Both were impressive but despite my motor vehicle obsession the wearable art came out slightly ahead. A particularly striking multi-coloured dress caught my eye, on closer inspection it turned out to be made of cable ties – brilliant. The artists who created these garments were truly innovative. When I finally walked into the Classic Car Museum it didn't disappoint. The collection was a little eclectic and if there was a theme it was probably big American iron. There were English sports cars included but sadly no Lotus.

From there we motored to the Motueka river for our fly fishing then drove our Suzuki rental South to Christchurch. The less said about the Suzuki the better. Sadly, not one Lotus was sighted during the trip.





*Pit action*



# Simply Sports Cars Lotus Only Track Day

Wakefield Park Raceway, Saturday April 30th

by Lee Gardner  
photos: Cris Johansen



*A full house of Lotus cars and owners*



*David Buntin's car in the pits*

For the uninitiated, all Simply Sports Cars (SSC) events have three different groups of competitors: Race, Sprint and Drive. The racers get a practice session, qualifying session then three race sessions, the last being a handicap. Sprint and Drive get six sessions, all sessions are fifteen minutes long. So it is easy to see that you do not spend a lot of time pondering, it is a very busy day, in fact a little maths will tell you that it adds up to 1½ hours of “pedal to the metal” track time.

So this is my second SSC at Wakefield Park, and as I did in 2015 I planned to drive my S1 650km to the event. The weather prediction was looking a little sad with rain on all three days, light rain on Friday and Saturday and heavier on the drive home Sunday. Anyway it is a bit like the old fishing saying, “a bad day fishing is way better than a good day in the office”.

So off I went on Friday morning and, other than a couple of early showers, with a few nervous moments passing B doubles through a wall of spray, it was all fine. Checked into the hotel, caught up with a few people I had met in the previous year and off to a local Goulburn hotel for a SSC organised pre-race dinner, which was well received by all.

So Saturday rolled on and what did I hear overnight – rain of course. Got out of bed and peered out of the window to see a wet Lotus in wet car park with dark clouds overhead, damn! Even better, driving to track there was a small section of roadworks which was dirt road, make that a wet dirt road, did I enter a rally? I arrived at the track and as expected it was wet, cloud cover was looking a bit better but I should not have worried really, as the gods would have it no further rain fell on the day. >>>

As far as I am aware Mark O'Connor was the only LCV member racing, although as usual he did a good job of it – qualified third and followed up with a DNF, second and a fourth. A very capable car with an even more capable driver.

In the sprint group LCV had seven competitors, Chris O'Connor, Cris Johansen, Dave Buntin, Lee Gardner, Tristan Atkins, Andrew Dovey and Michael Moore. Dave decided to push the pedal down (finally) and posted the first 1:09.48 in our (LCV) group on the third run. Chris O'Connor looked at that and decided that it was time to do the business and posted a 1:09.21 in run four. It looked like game set and match when Cris Johansen posted a 1:09.46 in run six pushing Dave's time to third. As for me, well the best I could muster was a 1:10, handling was not behaving and as it turned out a rear wheel bearing decided to fail Ah well, next time. Tristan Atkins posted a very creditable 1:11 in his stock S1. Keep an eye on this one. Andrew

Dovey was having fun with his V6 Exige. Michael Moore was giving his new car a run but sadly it developed an oil leak from the valve timing actuator.

See LCV times below.

As for the other sprinters, Jeffery Morton and Mark Alexander continue to make the rest of us look like we need to find second gear, they posted times in the 1:03s and 1:04s respectively, that's 5+ seconds faster if you have counting issues, amazing.

So that's about it. A special thanks has to go out to SSC, and in particular Mark O'Connor, they have yet again put together a fantastic event. I still feel that I have unfinished business here so as someone once said: "I shall return!" On a personal note many thanks to Chris O'Connor who towed my car home and I drove his. Interesting experience driving a car meant for someone three inches taller, with a fixed seat position. Thank god for pillows.



*S1 Elise all gathered at the rear of the grid, not so on the timesheets!  
Just look at all the selfies*



*It was not only cars built this century that made it onto the track*

Name	Car	Run					
		1	2	3	4	5	6
Chris O'Connor	Elise S1 (Honda 2000)	01:13.39	01:10.23	01:10.21	01:09.21	01:10.23	01:09.74
Cris Johansen	Elise S1 (Honda 2000)	01:12.74	01:10.56	01:10.34	01:10.30	01:10.08	01:09.46
David Buntin	Elise S2 (Z22 2000)	01:13.32	01:10.11	01:09.48	01:09.92	01:10.38	01:10.50
Lee Gardner	Elise S1 (Honda 2000)	01:14.68	01:10.89	01:11.26	01:10.17	01:11.51	
Tristan Atkins	Elise S1 (Rover 1800)	01:14.09	?	01:11.49	01:11.86	01:11.51	01:12.04
Andrew Dovey	Exige S V6 (2015)	01:16.39	?	01:14.24	01:13.68	01:11.84	01:13.00
Michael Moore	Exige S (2004)	01:17.45	?	01:14.14	01:12.66		



*Lee looking confused again*



*Pit wall chatter with Dave Buntin*



*Dave packed and ready to head home*



# DAVID HACK CLASSIC

by Clive Wade  
photos: Gloria Wade

*Great weather for ducks*

Were we in Victoria? We might as well have been. A dark and rainy night led to only 5 cars starting for the combined May EMR and drive to the David Hack Classic.

Those made of sturdy stuff, those without roofs, didn't come out to play. No, only those with roofs ventured out on Sunday, 1 May. Colin and Robyn's Elan was watertight, the 2 Elises of Barry and Clive/Gloria were watertightish, Steve's Europa S was certainly watertight, and Cameron's BMW was German, not an internal puddle to be seen, say no more. 7:30 start saw just 5 cars depart McDonalds, The Gap in steady rain. It wasn't surprising to see all members keeping within the speed limit, now sadly down to 70kph virtually all the way up the hill. Still, there were bonuses, a relaxed drive, few bicycles, no motor bikes, and no queue at Mt Glorious Café.

After breakfast we made westward for Toowoomba, the 2 EMR'ers saying their good-bys at Mt Glorious. Steve then left for home, and Barry waved good-by at the Fernvale/Somerset Dam Rd intersection. Now the road from Mt Glorious to Somerset Dam is always a delight. Coming down the western side of the D'Agular Range is always a challenge, in places testing a Lotus' abilities even on a dry 60kph limited road, so even more so in the wet. We took it easy, no harm coming to anyone, thus leaving a fallen tree to quietly rest on the road. Once past Esk the weather lightened, and by the time we were at Ravensbourne the day had cleared to fine.

And so we were soon at Toowoomba Airport for the David Hack Classic.

>>



*Ready to take to the sky*



*Vintage vehicle*



*Cameron, Steve, Clive, Robyn, Colin & Barry*



*Lotus attraction*



David Hack was a passionate young man whose life was cut tragically short by Non Hodgkins Lymphoma (Leukaemia). The loves of his life were cars and photography and he had the makings of a brilliant career as a motoring photo-journalist, contributing to magazines such as Street Machines, Fast Fours, Wheels, and Performance Street Car Magazine. He had a number of successes with major photographic competitions and was an extremely talented young man. For his 28th Birthday, a huge "Birthday Bash" had been organized at Aerotec Hangar, Toowoomba Airport, but tragically he passed away two days before it was held. Subsequently, Rotary have held the event each year raising funds for numerous charities.

Our little group decided that as we were rather late for the 8:00am start we should park in the public parking. However, the organizers saw it quite differently, being led by Colin's beautiful BRG Elan, we were guided directly to the exhibition area. Good O we said, a short stroll from the middle of all things going seemed far more appealing than a long and tedious trek from far outside the airfield, so we took their good advice, parking up with other British beauties such as Morris Minor Utes, (real) Minis, MG's, Triumphs and such. Once the cars were locked up, we strolled off to enjoy the exhibits' totally oblivious to any judging or such like on such a lovely sunny day.

Lots to see, plenty of well-presented cars ranging from the abovementioned and the always expected array of locally built treasures from the houses of Holden, Ford and Chrysler, to the rarer 1938 Bentrulux powered by a 6300cc Rolls Royce engine. The feature marquee for 2016

was BMW. And BMW didn't disappoint, lots of BM's including Cameron's black 3 Series Coupe (we felt a little abandoned). The odd one or two were even "plug & play" with 240v extension leads to suit.

Aeroplanes were also well represented ranging through from an ever venerable Tiger Moth, 3x T28's and a Spearman to an Aermacchi Jet Trainer. Along with a Chinese Nanchang and some Russian trainers of either Yak or Sukhoi origins, there was an almost continuous flying display. To add to it all, parked indoors were a Pitts Special, 2x Chipmunks and a huge variety of other flying memorabilia.

All up, there was plenty to fill a day.

Now strange things happen when you least expect it. Not only did we meet Alan Bent departing early in his lovely Esprit at only 10:30 am, we were also treated to another surprise or two. As I mentioned earlier, our plan was to park in the public parking lot, partaking as onlookers only. So you can imagine our surprise when (as we were driving out) a public announcement was made declaring "Best Modern Sports Car" is awarded to a certain 1997 Lotus Elise. A quick parking of the car was rewarded with a nice trophy and a local councillor requesting a photo opportunity. Then the second surprise; "Best Pre 1995 Sports Car" is awarded to another Lotus; the red Lotus Esprit.

What a lovely way to end a most enjoyable day out. So next year, we might just do it again. And with a little luck, there won't be any rain to deter the owners of soluble Lotuses.



# Pete's Clubbies

by Peter Nowlan

photos: Peter Nowlan & Cris Johansen

My experience with clubbies began when I was a teenager. I had inherited a fascination for sports cars and racing cars from my dad and as a teenager I planned my first 2 cars. These were respectively an MGB and then a Lotus 7, with the Lotus 7 being the most exciting car I could imagine...Period.

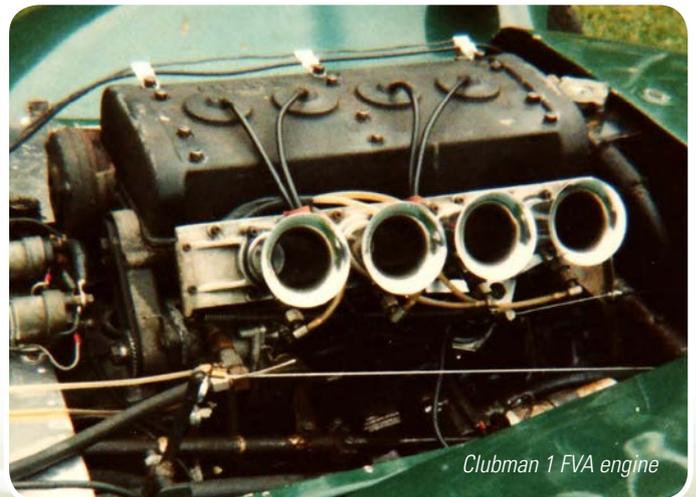
My first car was an MGB which I enjoyed immensely with lots of mods along the way. Unfortunately, my second car wasn't really a Lotus 7. About 5 or 6 years later I bought a locally built clubman which was registered as a Lotus 7. It was a reasonably tidy car with a Ford 1300 engine plus 4 speed gear box. It was a lot of fun, but it didn't actually handle, stop or accelerate all that well. I began making all sorts of modifications to the suspension, brakes and steering. I also had a cousin who raced a speed boat and was selling the engine out of it. The engine just happened to be a Cosworth FVA 1600, which I thought would go very nicely with my clubbie. With a Cosworth engine adapted to a 5 speed Mazda gear box,

Peter Holinger gears (in the days when you could walk in and he would make you some gears) and all sorts of other mods, the car was very fast but also quite dangerous and scary. This was partly due to the extreme mods and partly because my standard of work wasn't where it needed to be in a car that weighed about 450kg and had about 240hp. The experience of driving around almost on a daily basis for a while, listening to the FVA singing at 10,000rpm is a fantastic memory.

At about this point I realised that all this performance needed to be in a good chassis which was strong and reliable and would handle properly giving the driver confidence. I don't know why, but I wanted to build my own chassis. Life carried on for many years, with marriage and kids and work etc. until the beginning of 2006. I was about to start building a trailer when I recalled what I had wanted to do about 18 years ago and I said to myself: I don't have to build this trailer right now but I really >>



*My first Clubman that I put the FVA engine in.*



*Clubman 1 FVA engine*



*Sandown MSCA*

want to try and build my own clubbie. If I don't have a go now, while I can, I may never get to try. It is probably this decision which to this day has me towing my clubbie around on a trailer that has been described as the worst in all of Australia. Hopefully I will change that situation soon.

I set about looking at Caterham and Westfield and my own clubbie, trying to work out what I wanted to do and realising that I didn't know much. I didn't attempt to draw anything as I thought I would try and draw it after it was finished when I had something to draw. With a few measurements and ideas in my head I decided to just start building it. I first took a couple of days to build a steel frame for a table and then proceeded to build the chassis on it. I used the engine from the original clubman that I bought which was an 1830cc Ford crossflow; the Mazda gear box; a BMC rear axle; Triumph front uprights, steering rack; and brakes. I also used the lights and a few other bits from the original clubbie. From then until the beginning of 2008, with added enthusiasm, expertise and help of my brother Robert, who was particularly good with the bodywork, plus the use of his workshop equipment including the TIG welder which he unfortunately thinks is his, we built the car. I decided to try doing some sprints. The first run was in March 2008 at Winton. I was very nervous yet excited to actually have my own clubbie on the track. The day had a few issues with the car, one of them being that I nearly crashed into Charlie Haynes because the clutch pedal linkage had bent and I couldn't change gears properly. Despite the issues the car did 1:40 and finished 4th in the Clubbie class out of 12 cars.

Over the next two years I continued sorting out any problems as well as developing the car as best I could. The most satisfying result that I had with the car was winning the National Sprints and Phillip Island in November 2009, with a big and very competitive field of Clubbies. During the time of building and sprinting this car I was constantly thinking how there were so many things about the car that could be done better. I concluded that the only thing I could do was to build a second car.

At the beginning of 2010 I began to build the car I am now sprinting. The chassis is better quality with round steel tubing, more torsional rigidity and lighter panelling. I used a 2 litre Duratec engine with 250hp; a Ford type 9 gearbox with Quaife gears; a BMC rear axle with disc brakes; and Triumph uprights and steering rack. Overall this car is about 35kg lighter than the first car with about 70hp more power.

The car was finished at the end of 2013 and I began sprinting at the beginning of 2014. It is about 3 seconds per lap quicker than the old car but it feels like 30 seconds per lap faster.

My concept with both cars has been to build a clubman that looks and is as much like a series 2 or 3 Lotus 7 as possible, while making it as fast as possible. My thoughts when I was a teenager were that a Lotus 7 was the best, most fun car you could ever have. I still think that, with the exception of proper racing cars, the clubbie is the most exciting. I have learnt a lot while building these 2 cars, but I have also learnt that there is an awful lot that I still don't know.

I have loved building and sprinting the cars and highly recommend it to anyone with that thought in mind.



*Peter & Bruce Main*



*My first homebuilt clubman which I called NRC Bullet – MK1*

*NRC Bullet Mk II at Philp Island – the car I currently sprint in.*





David Barber & Stuart King



Exige vs GT3

## WINTON ROUND 3

by Joshua Robins photos: Cris Johansen



Alec in scrutineering



Three quicks belonging to Ben Lee and Cris



Kris Cook



Bruce Main

The ASSC championship hosted by MSCA over the weekend of 23/24th April was pretty much the perfect weekend. A newly re-surfaced Winton racetrack, perfect Autumn weather and two days of great racing meant that there were no excuses not to have a great weekend. The pit road banter was pretty good too.

In total 140 entrants from all over the nation raced across the two days vying for the coveted glory of being called the 2016 Australian Super Sprint Champion in their respective class.

As usual the LCV sprinters entered en masse (16 of us) and showed what a great and competitive spirited club we are, bringing home four championship trophies!

Once again Peter Nolan headed the timesheets for the LCV, in a seriously quick time of 1.28.3. Clearly not mucking around, however leaving him in an unusual position of not being the fastest of the day for once. But the time was good enough to put him into the top 10 shootout, up against some serious machinery in the form of a couple of Radicals and cars with enough horsepower to go to the moon. Peter also came home with a well-deserved victory in the Formula Libre 1601cc – 2000cc class.

The hotly contested Road Registered 1600cc – 2000cc class saw Ben Styles driving brilliantly to bring home the bacon, slamming the door shut on a gaggle of Honda powered Elise's with a time of 1.35.3. Not too shabby for a stock standard Exige! Keith "Two Cars" Mariner did his best to best Ben in his Duratec powered Caterham, until problems forced him to park the car up on the Saturday. No problems though – as Keith proceeded to roll out his 944 Challenge car on the Sunday to continue the pressure.

Kristian Cook, on the other hand, had a slight a "whoopsie" on the Saturday. Undeterred he then drove all the way home to Ballarat that evening to fix his car overnight and then was up at sparrows fart to return back to Winton on the Sunday. Now that's Commitment!

It was hotly contested further down the class as the Honda Elise brigade swapped fastest times over the two days. You know it's competitive amongst these guys when they start fighting over the last potato cake from the tuck shop at lunch! Chris O'Connor ended up snatching away the "Vtec Yo" cup from the resurgent Cris Johansen for this round.

Chongbin Zhao dominated the road registered 4001cc and over class in his beautiful V6 Exige. With some excellent smooth and consistent driving Chongbin slam dunked the class and claimed the chocolates quite easily. Top job!

Across the other classes there were many Lotus club representatives doing themselves and their cars proud. In the Clubman classes it was the customary championship fight between the Astburys and everyone else. Peter Astbury driving brilliantly to top the timesheets and take home the bragging rights for another round. The Bruce v Petrina show was also predictably close as usual, with Petrina once again putting Bruce in his place...at least until the next round anyway!

As for the rest of us mere mortals, I'm hard pressed to find someone who didn't end up with a personal best lap time over the weekend, which I'm sure left everyone with an extra spring in their step come Monday.

A special mention must go to Bruce and Petrina for the hard work they not only put into this >>

event but all the MSCA events year round. Well done Guys. In addition, all credit must all go to all the other MSCA committee members (many of whom are LCV members), all the volunteers and of course the sponsors, who put in an enormous amount of effort to make the weekend such as success. Without them the show does not happen. So thank you.

The next events will be at the Rob Roy hill climb on the 15th May, followed by Sandown on the 19th June. If you haven't managed to get to a MSCA sprint day this year, you don't know what you're missing. So do you self a favour, come along and see what all the fuss is about. Hope to see you out there!



*Alec and Lee waiting for a clean track*



*Les Bone and Stuart King*



# Rob Roy Report

by Joe Kerr



*David Barber's Caterham*



*1934 Ford special*



*Chris O'Connor and Phil Nicholson's cars*

Sunday May 15th was the second round of the Inter Club Hillclimb Challenge at Rob Roy. Hosted by the MGCC, it was also the fourth Round of the MSCA Championship. Despite ideal weather, it was therefore disappointing that only 4 of the 64 competitors were from the LCV.

Three of the combatants (Chris O'Connor, Alex Spyrou and Rhett Parker in Elises) were in the biggest group of the day – Group C for Sports Cars and Sedans 1600cc to 2000cc, while David Barber in his immaculate Caterham 7 was in the Clubman/Sports Group F. Each Group was scheduled to have four runs, but due to the good conditions and lack of incidents, each Group actually ended up getting five runs on the day.

In Group C, by Run 3, Rhett had managed quickest time, closely followed by a hot Alfa Romeo, with Chris holding a 1/1000th advantage over Alex. By the end of Run 4, both Chris and Alex were getting a good feel for the track and both improved their times – amazingly with Alex now 1/1000th of a second in front of Chris. So it came down to the final climb to decide the placings. Cockie was first up, but a loud rev from half way up the hill and heard easily from below signaled a missed gear had ruined his chances of improving his time. Alex improved his time in his final run but was unable to overtake the Alfa for 2nd place.

Rhett improved his time in the final run and was able to hold on for 1st in class, and also managed fastest run time of the day.

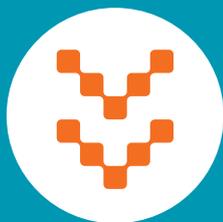
In Group F, David ran steady times and finished 2nd in Class thus giving the Lotus Club valuable points towards the Inter Club Challenge. David's last 3 runs were 26.69, 26.76 and 26.78. With consistency like this, David should be running in the MSCA Regularity competition and is a potential recruit for next year's Phillip Island 6 Hour Regularity relay.

Despite the LCV lacking in numbers, the Club picked up 32 points and was the highest point's scorer on the day. After two rounds, we now sit equal second on 42 points, 11 behind the VHRR. The Final round of the Inter Club Challenge is October 2nd at Rob Roy. If we can get some more Lotus entered in other classes (or other marques owned by LCV members), there is a good chance of the LCV taking out the Challenge – something that the Club hasn't done in over a dozen years.

.....  
 FOOTNOTE – "Bravery Award of the Day"  
 This Award has to go to Phillip Gray from the VHRR in his 1934 V8 Ford Special, (see picture attached). Phillip constantly ran in the 25's with this brute – not bad for a car that was obviously weighed down with two extra balls in the cockpit.



*Rhett Parker on his way to FTD*



# INTERCLUB CHALLENGE

## Round 3

### Mt Cotton Hillclimb

by Shane Murphy

photos: Dick Reynolds & Shane Murphy



Philps' 7



Shane's new suspension



Ready for Run 5



Lunch



Jon's car

Round 3 of the 2016 Interclub Challenge was hosted by the MG Car Club at their Mt Cotton Hillclimb complex.

The venue itself is a fantastic tribute to the MGCC, who must spend many hours maintaining the track and surrounds.

Turning to the Challenge, Club representation consisted of Lotus (of course); Porsche; Triumph; Volkswagen; Holden Racing Car Club; Z Club; MMX-5; 86DC and NDSCC, a full compliment. Of course being at home over 50 % of the entries were the home team. In order to keep the field in order, the entrants were classified into 12 categories, on the day a prize was awarded for each of the class winners.

The team for this round consisted of: Dick Reynolds (Caterham 7), Phil Hart (Porsche GT3), Jon Young (Caterham 7), Zaid Latif (Exige), Jason McGarry (Caterham 7), Martin O'Brien (Elise S), Shane Murphy (Lotus 7), Ken Philp (Caterham 7), and Liam Philp (Caterham 7)

The day started well with all cars passing scrutineering in plenty of time to get those slicks on and get the tyre pressures spot on.

Jen and Gail manned the side lines providing both moral and nourishment where appropriate.

Jen was kind enough to take charge of the unofficial LCQ lap times scoresheet, offering key performance indicators and reference points to those in need, i.e. "the author"!

Prior to the event I "with the help and guidance of Ken Graham (Accurate Suspension Services)" upgraded my front springs and shocks, hoping to dial out inherent understeer, with great success.

Early on, Ken, Martin and Liam seemed somewhat apprehensive; Liam and Martin being Mt Cotton first timers and Ken not having seen the track for many many years.

With the promise of 5 runs, the organisers wanted to get home to watch the "League" double header, we were into it with no sighting

run, OK for most and of course caution prevailed, which was evident in the run 1 times, across the board.

Liam has clearly thought deeply about his car craft and consistently attacked the track with unsurpassed precision, resulting in very quick times and ultimately the fastest time

#### **Class winners on the day:**

Production Sports Cars (up to 2000 cc) – Zaid Latif

Production Sports Cars (over 2000 cc) – Phil Hart  
Clubman Sports Cars – Brian Pettit with Lotus Club filling 2nd, 3rd, 4th, 5th, 6th and 7th.

Sports Cars – Travis Johns with Martin O'Brien in second place

Interclub Challenge points were racked up by the club and as the dust settled Lotus Club still maintained a commanding lead, with the Porsche and MG's not far behind. The next event is the show and shine; we are hoping for a strong line up to keep on top.

# Classifieds

# FOR SALE

## 1969 LOTUS EUROPA S2 PLATE NO 54/1160 ►

This body off restoration is 80% complete and is reluctantly offered for sale. Rolling chassis has been sand blasted and 2pack painted. New AVO adjustable shockers all round. Adjustable front wish bones. New steering rack. Gearbox re-built. Engine partly done. Body shell painted 2 pack Laser Blue (2002 Lotus) with clear. New upholstery all through. New front and rear grilles. Bumpers re-chromed. Wooden dash and gauges all restored.

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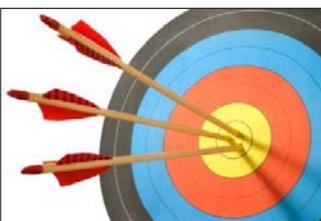
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