



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- A RUN IN THE SUN (WELL ALMOST!)
- WHEEL TRACKS ACROSS MONGOLIA
- LE MANS 2017 HIGHLIGHTS
- MORE DURATEC MADNESS
- WHATEVER LOLA WANTS, LOLA GETS



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Club competitors
Photo: Gloria Wade

LOTUS CLUB VICTORIA

COMMITTEE

PO Box 79, Hawthorn Business Centre, VIC 3122
LCV Website: www.lotusclubvic.asn.au

President	Damian Hartin	president@lotusclubvic.com.au
Vice President	Ian d'Oliveyra	ian@lotusclubvic.com.au
Treasurer	Kevin Neville	treasurer@lotusclubvic.com.au
Secretary	John King	secretary@lotusclubvic.com.au
Other members	David Buntin	david@lotusclubvic.com.au

LOTUS CLUB QUEENSLAND

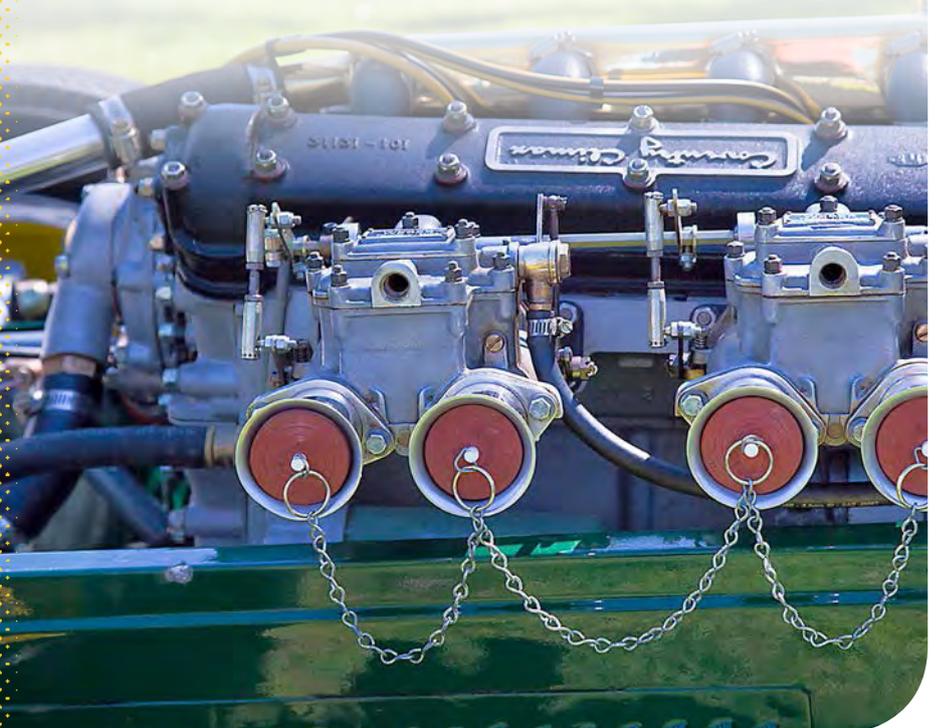
COMMITTEE

16 Julia Street, Fortitude Valley QLD 4006
LCQ Website: www.lotusclubqueensland.com

President	Clive Wade	president@lotusclubqueensland.com	0418 196 570
Vice President	Shane Murphy	smmurphy@tpg.com.au	0413 616 169
Secretary	Robert Stevens	secretary@lotusclubqueensland.com.au	0417 887 831
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com	0418 711 227
Hon Solicitor	Ken Philp	kphilp@bennettphilp.com.au	(07) 3001 2902
Magazine Coordinator	Shane Murphy	editor@lotusclubqueensland.com	0413 616 169
Web Master	Vyvyan Black	webmaster@lotusclubqueensland.com	0417 646 202
CAMS Delegate	Dick Reynolds	dickrlds@gmail.com	0419 791 326
Social Committee	Peter Upham	socialsec@lotusclubqueensland.com	0428 788 926



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President's Waffle

By CLIVE WADE, President, LCQ

Mid-June already, how time flies. It only seems like yesterday I was writing June's Waffle, freshly back from Lotus 2017 and touring the Great Ocean Road with the Wilsons.

The past month was the typical full calendar:

Though I wasn't there in person, I see the David Hack Classic was well attended by old and new faces, some even thought it was worth a special trip from Sydney! Or maybe Phil Brook was passing through on holidays. Phil, I hope you enjoyed our club's company. And Barry Mather popped along too! Another Sydney escapee! Good to see you along on runs again Barry.

A reasonable turn out for the Macleans Bridge Display where Craig Wilson pulled off 4th place of the Inter Club Challenge Round 3 with his so well presented Elan. Well done Craig, more points for the club!

Unfortunately, the rescheduled Morgan Park Round 1 Sprints clashed with Mac's Bridge, which might account for the lower number of attendees. All sprinters had a ball, I finally had the Honda singing in the boot with it's 3rd ECU. So obviously I enjoyed the weekend. Geoff Noble pulled off an amazing Personal Best for the long K Circuit (3.2km) of 1:16.9...that's an average speed of 149.8 kph, well done Geoff!

Round 2 of the DTC Sprint was a top day out, track was a little cold and slippery but fun all the same. The usual competition/camaraderie was evident, and the day slipped quickly by, and before we knew it, it was time to pack up for the 43 tired souls who attended.

Lotus Cars Qld hosted our June meeting, we shared the floor with the top end models of the Evora. What a great venue for meetings and so well hosted.

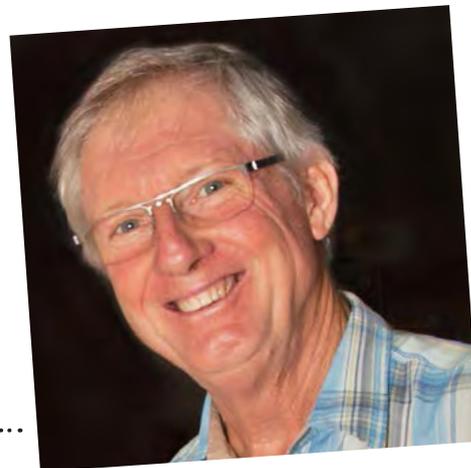
Lastly, the club was represented by 2 members at the BMW Regularity. Seems it was a wet day to be driving Lakeside, a challenge in the dry, never mind in the rain. Well done Shane and Vyvyan and their 1960's Seven and Elan Plus 2.

Of course, that's not all folks, I've yet to mention the Mt Mee Day Run, hosted by new member Justin Goosen, it will have been on Sunday 18 June (I'm writing 14 June) with 22 booked to date!

And how do I know all this if I wasn't at some of the events? Well, as you may have guessed, our LCQ Web Site makes catching up on news and goings on a cinch, what a great reference facility, from current and historic records to the club calendar with the latest on the coming year's events, it's all there in the web site along with lots, lots more.

Of course the other facility for keeping right up to date, often live, is the club's Facebook page. I can't recommend it more, if you haven't accessed this facility, do so! It's a great way of picking up last minutes notices, reminders and gossip, 174 people can't be wrong. So if you don't have a Facebook account, open one, go to "Groups, Lotus Club Qld" and ask to join.

Now that was a fairly full month with something for everybody, can't say there's nothing to do at LCQ.



And onto the future; the coming July events are:

04 July: Club Meeting: A late postponement for Naresh Dayananda last month to allow Lotus Cars Qld to show off their Evoras, Nareshah will be along talking about his long term Tesla ownership, the car will be there too!

09 July: Colin McKay will be hosting the Northern NSW Day Run

15/16 July: Morgan Park Sprint Round 2

22 July: ICC Porsche Sprint at Morgan Park

23 July: DTC Round 3

01 August: Club Meeting: Aaron Birkbeck from Michelin will be guest speaker. Thanks to Tony Smith for arranging with Aaron

Of course, just to add to the mix, there is always the likelihood of Dick Reynolds calling for one of his impromptu EMR's up Mt Glorious for breakfast.

So, just like last month, July is going to be another busy month with something for everyone.

Lastly, LCQ will be hosting Lotus 2019. We are currently forming the committee and we welcome any member to join in the fun. There is a wonderful sense of camaraderie and accomplishment when hosting a Lotus Clubs Biennial.

LCQ has hosted 2 Biennials since I joined the club. The committee gets to enjoy the company of each other at various venues over a 2 year period. We find and check the facilities of each venue, and in doing so we build lasting friendships. Our partners soon can't resist the temptation of joining the fray when they see their spouses/partners arranging the finer points, particularly the evening events, especially when a woman's touch will always enhance an evening's ambience far more than their male partners could ever achieve.

So please, email me your offer to join the fun.

And on that note, as ever, I bid you cheerio for this month, Happy motoring and keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 4TH JULY 2017

7.00 FOR 7:30 pm, PIZZA 7:15-ish

Shannons Insurance, Unit 5B, West End Corporate Park
305-313 Montague Rd, West End. Phone: (07) 3855 1644

LCV

June Club Night

by Peter R Hill



Race Car being fixed

A chill in the air didn't deter a good number of members from bringing out their Lotus for our June Club Night at David Buntin's great little factory in Moorabbin. Lots of safe parking accommodated three series 1 Elises in the best colours: yellow, orange and red; a couple of Series 2s; two M100s; Joe Vodopic's silver Esprit S4S; a gunmetal Exige with the number plate "XIG"; Rob Vodopic's original series 2 Elan and Chris Johansen's black Evora S. An impressive turnout.

Inside the shed David had his Elise on the hoist in a state of undress to allow repairs after its waywardness at Sandown, plus his lovely little red mini in the air above his Esprit. The Lotus signs and pictures added to a smart look but the fire brazier stole the show with its Lotus badges expertly cut out of each side. It could be a while before anyone trumps that effort.

David and Nana had generously catered for the hungry mob with sausages, coleslaw and potato salad. It was all very civilised. Just shy of thirty of us wandered around with our sausages wrapped in bread catching up with old friends and meeting new ones. Ian Simmons brought along a prospective new member and fellow M100 owner. President, Damian Hartin, toasted his bum by the fire while engaging with fellow enthusiasts. Guy Stevens reported that he might be able to arrange a club night at his man cave later in the year. The MSCA stalwarts were bemoaning the weather forecast predicting rain for their Sunday sprint at Sandown.

I was going to say that the smell of an oily rag will bring out members to poke around mechanical things, but there was not even a hint of an oily rag at David's immaculate premises. Whatever, it was a most enjoyable few hours. Thanks to David and Nana for hosting us.



Lotus fans the flames



Old Blokes



David's shed



BBO



QUOKKA TALK

WA'S LOTUS SCENE



by Eddie Lankhorst

Wow what a busy few weeks we have had over May and June! The pinnacle of the period was the All Lotus Track Day arranged by AutoStrada. We have never seen so many Lotus all in one event in WA. What an amazing sight it was with 32 Lotus, mainly Elise and Exige models, an Evora and a beautiful Lotus Seven owned by Preston Adams.

July will be a busy month on the Lotus calendar with:

SES Sprints at Barbagallo raceway on Sunday 2nd July

BOAB Meet n Eat on Monday 10th July, 6pm Kings Park

EMR going south on Sunday 16th July, meet 8am in Guildford

SES Sprints at Barbagallo raceway on Sunday 29th July.



HIS AND HERS LOTUS

by Richard Cooper

This story starts a couple of years ago when on a stormy night I left home to bed in the rings on my newly installed motor in my Red 111R.

But to explain why a new motor was needed I need to confess that I destroyed my earlier engine competing in a drag race. That was the second and last time I ran at RaceWars, a drag race which was held on a 1km long country airstrip. I had people I had to beat that year! Anyway, I forgot to retard the timing when I fitted Nitrous. This resulted in a broken Ringland on piston # 2 which resulted in early retirement from the race and a smoky 200km drive home.

Back to the bedding in of the rings, I had to do nine power runs, three each at third throttle, half at full throttle. I did all runs in third gear so it was quite a fast speed and all went well until the last run. When the motor hit 5400 rpm, my cam changeover point, the car lost traction and I became a passenger sliding sideways. Slowing somewhat before the car left the bitumen and bang, the car hit a concrete utility box and rolled onto its roof. And Yes the inertia switch does turn off the fuel pump. I was totally unharmed so after releasing the seat belt I crawled out of the broken passenger window. After getting a ride home I quietly slid back into bed next to my still sleeping wife and went to sleep. Daylight and time to fess up to my wife, I showed Peta the picture of the inverted Elise. She was surprised but grateful that I was OK.

I later bought back the written off car from Shannons, stripped out all the upgrades and the newly installed motor from the car and on-sold the straight rolling chassis to a friend.

Even before the incident, I had been eyeing off a JPS livery Evora on Carsales, but I couldn't justify two Lotus in my small garage. This also happened to be a time when I got a payout for selling my business, so a week later the Evora was delivered to Perth. This car is just beautiful, expensive, naturally aspirated and IPS, a car I was never going to track.

Soon after the purchase, Peta said what are you going to fiddle with and take to the track? I said that I had seen an Elise for sale locally for \$40k. She retorted "why don't you offer him 30" I said I can't do that, to which she replied, yes you can, you have the money! Well, moments like this you don't argue with your wife. I made the call, Carson (the seller) said yes but only if he could have his engine, gearbox and ECU. I said fine as I had all my "go fast" stuff from the red car.

So, after the new car purchases and with the Shannons pay out, I made a \$14.5 k profit plus two cars. One flashy Evora and the other, a newer Elise half the age and less than half the mileage of the original red 111R. However, my daughter complained that the new car was not red so I grafted onto my new silver Elise my old red mirrors.

Now back to the story. The photos are Peta and I down at Margaret River for a midweek weekend away. Me in my Elise and she in "her Evora", the perfect His and Hers cars.

All went well with our drive south but she now worries that she may get her first speeding ticket(s) in years as the car drives so well.

>>



His and Hers



Margaret River



Race Wars



The Rollover



Rebuilt and Race Ready



ALL BRITISH CAR SHOW AND EMR

by Eddie Lankhorst

April was one of the driest months in quite some time for Perth, but that had changed the days leading up to and including the day of our EMR. Storms and rain were forecast, and it bucketed down cats and dogs through the early morning hours. Thankfully the rain eased as we convened in Guildford, but not to be put off at all we had another great turn up of ten Lotus cars for the run up to Gingin for the All British Car Show. So onward we drove via some great back roads testing everyone with twists and turns, ups and downs mixed with some adrenaline. As we neared Gingin, the sky quickly went dark grey and down the skies fell. Thankfully that lasted just a little while and held off for the remainder of the car display time. Well at least till we left.

The cars, as always, were fantastic, despite numbers being down about 10% due to the weather. Our favourites were the smaller historic cars around the late 50's to early 60's. Not disappointed at all, we poured over and re-acquainted ourselves with the original Mini's, Austin Healey Sprites, Sunbeam Alpine, Triumph TR4, 5 and 6. However, we came away with thinking we had better stick with something within the Lotus family along the lines of an Elan, Elite or genuine Lotus 7, but if a bargain Sunbeam Alpine became available I would jump on it. What a classic!



ALL LOTUS TRACK DAY

by Eddie Lankhorst
& Vicky Rowe

Earlier this year we met with Paul at Autostrada (our new Lotus Dealer) and were greeted with a surprise when Paul announced they were going to run an All Lotus Track Day. Fantastic! But we were also thinking this may not go well, as not too many Lotus cars in WA see the track, and the date was to be a Friday, a work day. Well again, we were pleasantly surprised when Paul rang us two weeks before the day to say he had 32 Lotus cars and owners registered for the day, plus a couple of racing celebs, driving instructors and an Elise Cup 220 for driving experience laps. It's great what can eventuate when you pull all your resources together, and especially as this was all FREE, thanks to Autostrada.

Everyone arrived on time for registration, scrutineering and driver briefing. Teams were formed according to track experience and times, so we had beginners, intermediate and advanced drivers in separate run groups. Of course, this was not a race day, but it was a great opportunity to improve our driving skills and learn car control in a safe environment.

Great to see quite a few first timers out there having a blast. Robyn and Elly had smiles from ear to ear. In fact I think Mike had to literally prise Elly out of the Elise so he could get a turn.

There were a couple of non Lotus cars that joined in with the advanced group, including a 1000bhp Nissan that Vicky enjoyed tussling with throughout the day. He had the power, but not the longevity. A couple of minor mishaps served to sharpen some drivers' skills, but otherwise everything went really well. Sadly though one Elise blew an engine on the first run, requiring a flatbed tow to get home.

Nick Mitic, a 17 year old up and coming racing driver, showed us how it's done behind the wheel of the Cup 220, which looked race ready with sporty Lotus and Autostrada decals. It was his first track experience in a Lotus and he was full of praise for its 'out of the box' capability, coupled with everyday practicality. Vicky sat in with Nick for a couple of laps and found he was very smooth and fast and clearly relishing his Lotus poster boy status for the day.

Around the middle of the day the uber cool Alex Rullo arrived looking very much more mature than his 16 years. Alex is officially the youngest ever competitor in the Supercars Championship, starting this year with the Lucas Dumbrell Motorsport Team.

Vicky has been following Alex's progress for a couple of years, since competing in the WA Excel Championship Series; a cheap entry level series inaugurating here in Perth in 2014. Alex and Nick

fought it out that year with Alex going on to win the championship. Then, at 15, he became the youngest driver to win a national CAMS circuit racing event while competing in the V8 Touring Car Series. He was subsequently awarded the 'Future Star' award by CAMS and no doubt his star status continues to rise.

It was great to have Alex and other very experienced drivers giving instruction and Nick giving non drivers a spin so they could have an adrenaline rush as well. Autostrada even put on a very nice BBQ. There was something for everyone to enjoy. We were also privileged to have Richard Gibbs join us, representing Lotus Australia.

All combined it was a very well run, professional and successful day. I really hope Paul Lombardi (Autostrada's principal) thought it was a success too as we're all hoping that he'll do it all again next year.





A RUN IN THE SUN (well almost!)



by Ian d'Oliveyra



Homeward bound

On Sunday 28 May, a group of 25 Lotus stalwarts met at the Calder Service Centre, for a scenic (and relaxing) tour through the Macedon Ranges and Central Highlands regions, north of Melbourne.

In all, 15 cars lined up. They included 4 Elises, 2 Esprits, 1 each of three other Lotus models and 6 non-Lotus fair weather cars.

It was pleasing to welcome two new members (Michael Freeman and Eric Makin – both in Series II Elises) and David Buntin's "new" Series I Elise (which he tells us is to be kept for road use only).

Despite a doom-and-gloom weather forecast, which spooked some of our number into leaving their proper cars at home, we were blessed with semi-blue skies and filtered sunlight which gave strong contrast to the rural landscape. The only real rain (as distinct from occasional sun-showers) fell while we were indoors having morning tea.

For the first stage of the tour we headed north to Diggers Rest then across to Bulla, north through Wildwood, Riddells Creek, then up, over and down foggy Mt Macedon to our morning tea stop at Bourkies Bakery in Woodend.

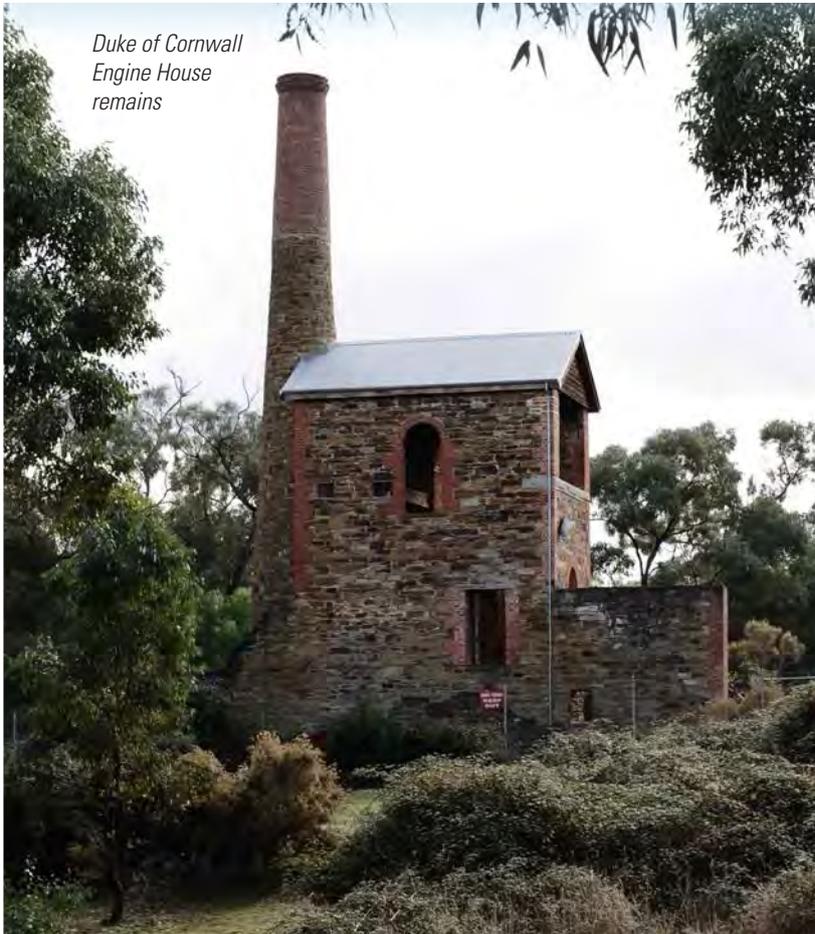


If you had a choice, which car would you pick?



Fryerstown

Duke of Cornwall Engine House remains



The Moto Bean Burger



Helen & Ian d'Oliveyra

For about 20 minutes it pelted with rain, but surprise, surprise, the sky cleared and we departed in beautiful Winter sunlight.

For stage two of the tour we headed west to the outskirts of Daylesford via Tylden and Trentham, and then north along the Midland Highway via Mount Franklin, to Guildford. We then detoured via the former gold mining townships of Vaughan, Irishtown, and Fryerstown to Chewton (all quaint but nevertheless charming in their own way) before heading south down the Old Calder Highway to Malmsbury. There we stopped for a casual luncheon at the well-known Moto Bean Cafe (which includes a fascinating display of antique and collectable motor cycles, all in Concours condition).

Once refreshed and relaxed, we headed for home.

This was a scenic outing that included rolling countryside, hills, and forests all in lush condition, and classic Lotus roads which can still be enjoyed at a leisurely (but spirited) pace.

Special thanks to John King for designing the tour and attending to the necessary logistics.



A chat before lunch



McDonalds start



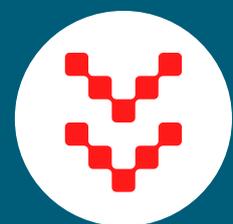
John King, Frances & the McConnell clan



Wheel tracks across Mongolia

Peking to Paris in a 1954 Austin Healey 100/4

by Giles Cooper



The Peking to Paris Rally is one of the most iconic motoring events in the world. The first one, in 1907, came from a challenge by the French newspaper, *Le Matin*, which stated "What needs to be proved today is that as long as a man has a car, he can do anything and go anywhere. Is there anyone who will undertake to travel this summer from Peking to Paris by automobile?" As a result, 5 cars started on the 10th June 1907,

and the 14,994 km event was won 60 days later by Italian Prince Scipione Borghese, driving a 7 litre Italia. This amazing event is usually considered the first true international motor rally, even though the winner's prize was only a magnum of champagne

Resurrected in 1997, the 2019 event will officially be the 7th Peking to Paris, and two Australians,



Ashton at 2016 High Country

Giles in the Arctic Circle



Healey



Ashton Roskill and Giles Cooper, have been fortunate enough to secure an entry for the 2019 event, despite it being oversubscribed 2 years before the start. This is the first part of the story of their preparation, and eventual participation in this amazing event.

First of all, who are Ashton and Giles? Ashton is a 52-year-old Sydney resident who works full time as a Management Consultant, and has a passion for cars, most of which are Lotus'. He has competed in GOME rallies in Europe, raced motorcycles, and rallied a Ford Escort. He also has a love for S1 Land Rovers, and recently acquired a 1954 Austin-Healey 100/4 with a view to competing in a rally such as the Peking to Paris. Although he was born in Australia, he grew up in England, only returning to live in Australia in 2003. Since then he has pursued his passion for cars, sprinting his Elise in the Combined Sports Cars Association series since 2006, and more recently campaigning his Eleven in Targa High Country and Historic Regularity; he is also the current President of Club Lotus Australia.

Giles is a 69-year-old retiree, a recent survivor of throat cancer, who was born and educated in England, emigrating to Australia in 1968 and working as a teacher in Melbourne. Shortly afterwards he started to work in the Oilfield, and spent the next 40 years working and living all over the world, looking for oil. Motor racing has always been in his blood, and wherever possible he competed – everything from Karts to radio controlled cars to Formula Ford. Having purchased his first Lotus in 1999, when living in Scotland in 2002 he attended a Lotus track day at Knockhill and met Ashton, who was also looking at shipping his Lotus Elise back to Australia. Since then they have remained friends, and are active founding members of Aussie Elise's, which caters to most modern Lotus'

In 2012 Giles became the first (and so far, only) person ever to drive an Elise to the Alaskan Arctic Circle up the Ice Truckers Highway, and he then spent the next 2 ½ years driving around the world in a Toyota Landcruiser. In late 2016, he was wondering what to do next when Ashton called him and invited him to co-drive his Healey in the 2019 P2P. 3 milliseconds later, Team Healey was agreed, and we set to work. First thing settled was the delegation of work – Since Ashton works full time, and Giles is retired, it was agreed that Giles would oversee the rebuild, while Ashton would largely finance it – At least until some sponsorship was obtained. This meant moving the car to Queensland

The car, chassis no BN1-L/150638, was originally a LHD vehicle that lived for some 40 years in California, so it was (fortunately) never exposed to the evils of English winter salted roads. It then lived in W Australia where it was converted to RHD, until it was purchased in 2015 by Ashton, and brought to Sydney

A lot of discussion has been held on how to prepare both ourselves and the car for such an event, but it was not until our entry for the P2P was officially accepted by the ERA in March 2017 that work has begun in earnest. Giles trailered the car up to his home in Queensland in March, and then spent April in the UK, making time to visit Austin Healey parts suppliers like AH Spares, Northern Healey Centre, and Moss to work out what parts would be required.

Returning home in early May, work started on the car, and while Giles will do a lot of the parts sourcing and minor fettling of the car, it was decided to farm out some of major chassis work to Classic Car Centre on the Gold Coast, where Mark Boldry has extensive experience with classic car restoration, especially Austin Healy's.

At the moment (May 2017), work is mostly focussed on stripping the car down and working out what needs to be replaced or beefed up. The P2P rally is initially across Mongolia and Kazakhstan where there are few if any roads, so rough, rocky and sandy tracks and river crossings are >>

every day occurrences, and cars are stressed to the maximum. After that it is north to Moscow on poor quality roads, before dropping back down through Europe where conditions will hopefully improve slightly. For the Big Healey, while the later 3000 models had an excellent rallying record in the hands of people like Pat Moss and Rauno Aaltonen in the 1960's, the biggest issue is ground clearance, especially of the exhaust

We will therefore be copying the factory cars and re-routing the exhaust down the side of the vehicle, instead of underneath it. This entails cutting into the passenger side of the car, shortening the door by some 10 inches, and locating the exhaust along the sill of the car, exiting behind the door. We will also be running high profile light truck tyres to increase ground clearance further – Rally tyres are too soft a compound to survive the 14,000 kms

Finally, everything on the car, from suspension to bodywork to electrics, must be capable of withstanding incessant pounding from poor roads, as well as water from river crossings and dust from Gobi Desert roads, so all of the suspension is to be rebuilt. We also have to carry all our own spare parts, be prepared to camp for the first couple of weeks, and carry enough fuel to cover a full day of up to 650 kms. A challenge, indeed. It is going to be an amazing adventure, and we hope that you will share it with us as we prepare both the car and ourselves over the next 18 months, and then as we tackle the event itself, starting in June 2019.

We have chosen two charities to support while we are doing this – Cancer Research chosen by Giles, and Beyond Blue, dedicated to helping people with depression, chosen by Ashton, both for very personal reasons. Half of all funds we raise initially will go to these charities, and once our costs are partially covered, 100% of any remaining amount raised will go to them.

We can be found on our blog at



<http://austin-healeyekingtoparis2019.blogspot.com.au/>

We will shortly have a Facebook site for day to day coverage and support. Welcome aboard Team Healey, for the Adventure of a Lifetime.



Chassis fabrication

Raised exhaust on a Works Healy





LE MANS 2017

Highlights for LCO Member Jeremy Moore

by Tim Moore



Lotus Club Queensland member Jeremy Moore is the Race Engineer for Porsche's Car #1 in the LMP1 class (Le Mans Prototype 1). When he is not on the track he is back at Weissach working to improve the performance of both Car #1 and Car #2.

Jeremy has been with Porsche since leaving 888 Racing in Australia where he was Race Engineer for Craig Lowndes for a number of years. Last year Jeremy's Porsche was the #2 car in LMP Class. As they won Le Mans last year, they became the LMP1 car this year.

In this year's race the toughest competition was Toyota. They were fielding three cars with updated technology from 2016. They had been quick in the two lead up races and in practice. Two of the Toyotas, car #7 and car #8 qualified on the final grid in P1 and P2 with the two Porsche cars in P3 and P4. Toyota's car #9 started in P5.

The race ran smoothly for the first four hours, Toyota #7 leading and position 2 being swapped between Toyota #8 and Porsche #1 with Porsche #2 in position 4 until Porsche #2 had a electric motor failure, requiring an hour long replacement. A similar fate befell Toyota #8 around hour eight when coming 2nd, with a front e motor failure requiring an even longer stop in the garage due to a more difficult replacement.

After nine hours Toyota Car #7 was leading until it had a clutch failure and couldn't make it back to the pits. Driver Kobayashi jumped out of the car clearly disappointed, as were all the Team at Toyota. The commentators at this stage advised Toyota's Budget this year to win Le Mans and the WEC championship was \$500M Euro.

Porsche Car #1 took over the lead and stayed there until four hours from the finish when it had a combustion engine failure. Jeremy had to advise driver Andre Lotterer to turn off the engine and try to make it back to the pits, but the car was too far away and the battery too low on charge to return. The team was devastated. At that stage it was thirteen laps in the lead and cruising to victory.

The cars then in the lead were all LMP2 cars and ironically with Oli Jarvis at the wheel of the Jackie Chan DC Racing LMP2 car that finished 2nd overall and 1st in the LMP2 class. Oli was let go from Audi when Audi decided not to go forward with their LMP1 programme this year (Audi: Nil, Jackie Chan 1).

The race commentary focus then shifted to "could the Podium be a mixed one of LMP1 and 2 cars?" with the commentators saying Porsche Car #2 may be able to get on the podium. Kiwi Brendan Hartley jumped into car #2 and drove like he stole it, he cut a swathe through the field and came up to P14, then P10, then P5. At that stage Timo Bernhard took over, Mark Webber telling commentators he was the right man for the job. Timo proved that he was finishing not just on the podium, but in first position, another win for Porsche, their third outright win in a row, 2015, 2016 and 2017.

Last year's winner was Porsche Car #2 when Jeremy was the Race Engineer on that car. The year before he was Race Engineer with Porsche's winning Car #19.

For Toyota, their Car #8 finished in Position 8. Another fantastic recovery.

This is truly the hardest race in Motor Sport and this year again proved that.

Some background on the effort Team Porsche go to:

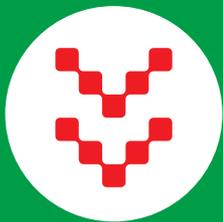
Leading up to the race they go "endurance" testing. Often in Spain at a track called Aragon, they drive around the clock for over thirty-six hours at full race pace with the six drivers (from both cars). They simulate the mileage expected during the Le Mans 24 hour (up to 6,000km for one race). This is done up to four times to find any weak links in the reliability chain.



Original race car – chassis 1474



Max Mosley getting acquainted with the Elite he first owned in 1962. Now back in his possession.



Elite Jubilee UK

Lotus Elite 60th anniversary celebration

by Michael Hipperson
 photos: John Hellings & Michael Hipperson



Another restoration challenge

The Type 14 Elite was presented to the public at the 1957 Motor Show, Earls Court, London. To celebrate the anniversary of the Elite's release, John Mead and the Historic Lotus Register organised a dinner on Friday May 26th at The Calcot Manor Hotel near the upmarket town of Tetbury in Gloucestershire. Eighty-two guests sat down to feast on some gorgeous food. Among the guests were well known Lotus staff or Elite drivers including Warren King, Peter Lumsden and John Wagstaff.

John Mead and Malcolm Ricketts welcomed us all. Special guest, and Elite owner, Max Mosley told a few tales of an age long gone when he co-founded the March F1 team. Racing then was mainly fun with all the teams mucking in to help others. Modern F1 would recognise none of this.

The next day we all set off to the local circuit, Castle Combe, where Club Lotus was holding a Track Day. Fifty Elites were on show and

probably 300+ Lotus from the modern era. It made for a lovely sight. I had brought down Max's Elite #1649 on a trailer rather than drive. This proved to be a good decision as the motorway traffic was so bad it took over six hours to drive 155 miles.

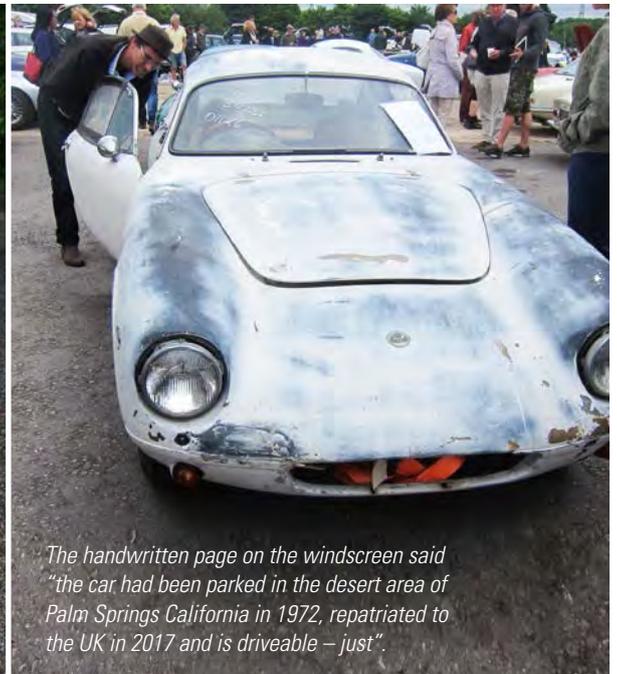
Reuniting Max with #1649 is a very interesting story where fate intervened. Max wrote a brilliant book 'Formula One & Beyond' which was launched in September 2015. I went to



Max Mosley poses with his car

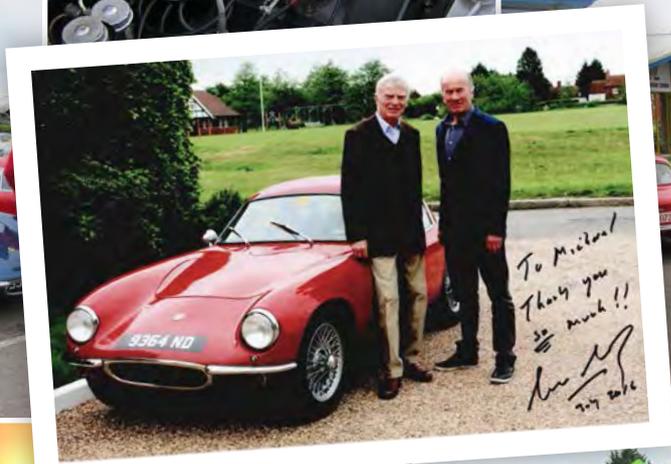


DAD 10 – a very successful Les Leston racer



The handwritten page on the windscreen said "the car had been parked in the desert area of Palm Springs California in 1972, repatriated to the UK in 2017 and is driveable – just".

8 MPG – Originally raced by Roger Nathan



Malcolm Ricketts welcomes the guests to the dinner function



6 SML – the 1958 Earl's Court Show Car, chassis number 1008. Still in its original paint.

the launch night at the amazing RAC Club in Pall Mall, London, but I had already bought and read an advance copy. I noted on page 21 his purchase of a new Elite from Rodney Bloor in Manchester. A week before the book launch Bonhams held their Revival auction at Goodwood. I had a catalogue and there was Max's Elite. After the launch meal I told him his Elite was sold at auction the previous week. 'How can we get it?' he asked.

Then began a game of cat and mouse. I emailed Bonhams asking them to forward my interest to the buyer who just happened to be a classic car speculator in Maine, USA but the car was in storage in the UK. He called me. I gave him a profit, and the car was ours. Max allowed me to project manage the car's restoration over a period of 18 months. Colour change back to the original red and so on. What I did learn was that on a car like this you need never stop spending.

During the Saturday lunch break all the Elites assembled on the grid for three parade laps. These turned out to be quite speedy. Max drove his Elite and it bought back memories of his first win at Castle Combe in a U2 Clubman car fifty years earlier. It was a great weekend enjoyed by all in good weather.



More Duratec Madness

PART 2

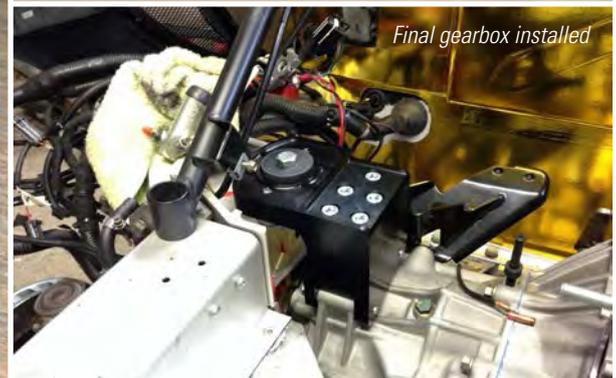
by Joe Arico



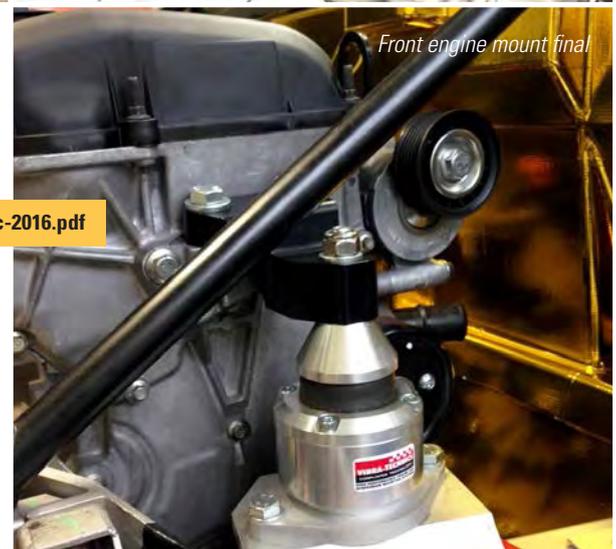
Gearbox plus front engine bare



Engine steady



Final gearbox installed



Front engine mount final



Final anodised engine steady

Firstly, apologies for the long delay between parts 1 and 2. I think my first article was in the December 2016 issue! Have 6 months really passed? I can't believe it. For those of you that want to refresh your memories the link to that issue of the magazine is here:



<http://www.lotusclubqueensland.com/images/magazines/2016/Lotus-Mag-Dec-2016.pdf>

I signed off last time having shown the plastic prototype brackets I printed to trial fit all the components. The next stage was to find a reputable machine shop to make my prototypes become a reality. It's very difficult to find someone that will take on this "one off" low volume kind of work. RAGE (Race & General Engineering) on the Gold Coast were happy and keen to help. I have to say that on an overall scale from 1 to 10 of all the suppliers I dealt with on the project (with 10 being the highest of course) RAGE score a 10 in my book. They did excellent work, communicated well and for the majority of my parts provided a very fast turnaround. I simply supplied the design files and a 2D dimensioned drawing and on average a week later the parts would show up.

Unpacking the first package revealed something much "prettier" than I was expecting! This is the front engine mount and gearbox mount prior to anodizing.

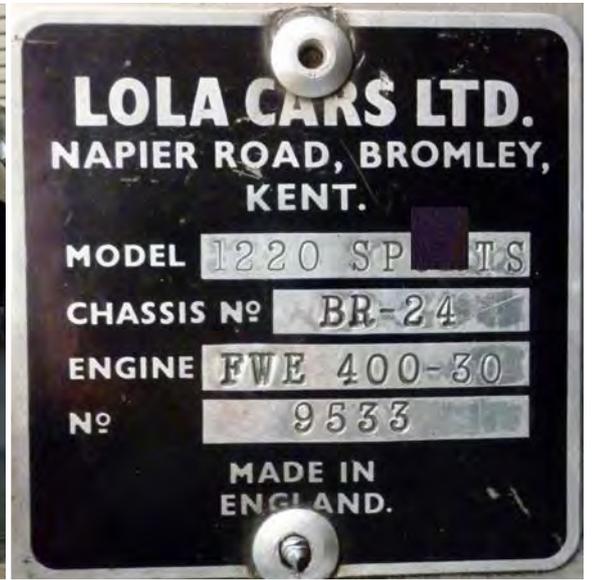
A few weeks later after a bit of careful design the final engine mount showed up.

It's worth mentioning at this point that a lot of effort went into ensuring the mounts did not preload (i.e. twist) the rubber isolators. This ensures you get the best vibration isolation possible and on that front, I can report that the car doesn't feel any different to the original K series with the harder mounts I was running.

Remaining true to my original intentions I will continue to try and tell the story with pictures. The following shots show the final parts installed.

Next article I will go into more details on the air conditioning parts – by far the most challenging part of the project.

That's all for now. Thanks for reading!



Whatever Lola wants, Lola gets

by Peter R Hill



As Lotus enthusiasts/fanatics we have heard a lot about the genius of Colin Chapman. While Lotus was enjoying success, another marque starting with "L" – Lola, was quietly matching, and in some cases exceeding, Lotus' successes in all but Formula 1. Perhaps it was the personalities of the two founders that made Chapman attract the headlines and Broadly stay out of the limelight.

[Eric Broadley](#) died at the end of last month. He was a giant of motor sport who created cars that won championships all over the world in many categories: CanAm, CART, ChampCar, F5000, sports cars and the [GT that became the Ford GT40](#). But to my mind his first was his best – the work of art that was the Lola Mk1. This diminutive racer was not only successful, it was, and is, stunningly beautiful. We are talking Dino 246 beauty here, flowing lines that make you want to run your hand over its sensuous curves. So there was only one thing to do to celebrate Broadley's wonderful life, make a date with one of these feline beauties. As it happens there is a Lola Mk1 in Melbourne at the head office of our friends at [Penrite Motor Oils](#). The location of a number of our club nights in years gone by.

But first a bit of background.

Broadley released his Mk1 in 1958 to take on the Coopers and Lotus of the day. Both Broadley and Peter Ashdown raced the car with great success, so much in fact that in 1959 Broadley established Lola Cars Ltd to produce the Mk1. Like its competitors the original Mk1 was powered by a Coventry-Climax 1100cc engine. [Maurice Gomm](#) fabricated the beautiful body. Only thirty-five or thirty-six were produced (depending upon who you believe) so we are extremely lucky to have one close by.

Penrite Motor Oils is owned and run by enthusiasts so my date was easily arranged. Sandwiched between a MkIX Cooper 500 and a Cheetah single seater the Lola shimmered in its sexy black livery. We rolled it outside to take photos and enjoy the opportunity to walk around and admire.

This is chassis #24 built in 1960. Malaysian driver Chan Lye Choon took delivery of this car in 1961 and raced the car in Asia. He won the 1961 Jahore Grand Prix. The car had several Asian owners before being sent to the UK in 1973 then on to Europe to pass through more owners. Bruce Roberts of South Australia purchased the car from the UK in 1980 and imported it to Australia. Penrite owner, [John Dymond](#), bought the car from Bruce in 1994. It has remained in the Penrite collection since then, being raced regularly in Australia and New Zealand.

At the time that he created and raced the Mk1 Eric Broadley could not have imagined that even after his death his lovely creations would continue to be admired and raced. Could there be a more fitting tribute to the man?

Read Autosport's [Eric Broadley Obituary](#)



The Story of a Coincidence

by John White



Recently I joined the Lotus Club of Queensland.

I have yet to attend a meeting or participate in a Lotus Club event as I do not yet have a suitable vehicle in one piece.

However, I recently read in the club magazine of the "Forgotten Lotus" written by Giles Cooper. In the article, he mentioned his trip across America in his Elise.

Life is full of coincidences: – In 2012 I was in Denver inspecting and preparing for the transit of two Lotus Europas, one 1969 and the other 1970 that I had purchased off a fellow in Denver. As luck would have it, and by coincidence, I was in Denver for only a few days, one of which was the Lotus Club of Denver club night.



The vendor from whom I purchased the two Europas was a member of the club, and, despite my being pushed for time, was intent on going to the club meeting.

He rang then club President, who was pleased to know that there was a representative of the antipodeans in Denver. He asked me if I would give a talk to the meeting telling them of the virtues of Australia. Of course, I accepted.

So as the preparations for the night progressed, we bundled into a van (of sorts as I am not really sure what held the thing together) and headed for central Denver where the Lotus club met at a restaurant with copious car park provided.

All was well, I was comfortable, quietly rehearsing in my own mind what I was going to say about Australia, hoping that there were no questions about Lotus as my knowledge was limited on all but Europas of the 60s and 70s and of Bill Gates' exploits of the 60s in his Elans.

We arrived at the restaurant and it was there that, in front of my somewhat bleary eyes that I saw an Elise with "Queensland Sunshine State" registration plates.

Surely this cannot be correct – I am a million miles from anywhere, at a Lotus club meeting in the United States and here is a RHD car from Queensland.

True it was and it was there that my invitation to be a key note speaker at the meeting was quickly quashed and overshadowed by Giles who proceeded to dominate the night with a colourful and wonderfully informative description of his exploits thus far of his travels in the US. What an entertaining night it was.

I had no choice but to enjoy what the Americans called beer.

I have not met Giles from that day to this, but his story was wonderful and I still cannot believe the coincidence. Perhaps at a later date there will be a story on the Europas thus far.





Gary & Jason



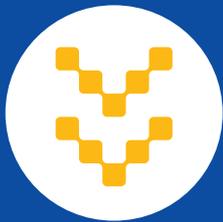
Look at that



Torana SLR 5000



Gary coming around the corner



Morgan Park B Series

ROUND 1 2017

by Vyvyan Black

photos: Gloria Wade & Vyvyan Black



Plus 2



Vyvyan



John

The day started at the wretched hour of 4.30am. What strange misadventure is this, I thought. What kind of idiot gets up at this time? What I didn't know was that all the sensible people leave late on Friday and stay overnight. Never mind. Off I go, into the blackness and the cold, and the fog. And what a fog it was! The further from Brisbane, the thicker it got. So much so that at one point I'm zooming along at over 120kmh with just ten feet ahead visible – only the occasional reflector as my guide. It was almost dreamlike and I might have lost myself in it if it weren't for the thought that a big red could jump in front at any moment. Where was I heading?

Just outside of Warwick there's a track at a place called Morgan Park, that I've heard about but never actually seen. Being the webmaster of this glorious club I get to look at all the photos that have ever been taken at the various events members attend, and this event comes up a lot. Looks pretty serious I thought.

For those who don't know, I've recently acquired my 1968 Plus 2 and have managed to have a go at a couple of hill climbs. These events marked the first time in my life I have ever raced a car. Well, apart from my foolish youth – and that was only on public roads where I always was a bit of a leadfoot! Still can't stand slow drivers in front – sheesh!

So, I'm a complete novice. I have to say it's pretty daunting when you turn up, having driven to the track, and you see the magnificent vehicles that you'll be driving against. They all seem to have arrived via trailer, unregistered and built specially for track use. Slicks, and modifications everywhere, even sponsorship logos. What am I doing here?

But there's a number of cars that also drove to the track, mostly have very few modifications and don't have any sponsorship decals. These cars are of course the Elises. No chance against them either, but luckily everything's roughly classed into like capacity.



Torana XU1 donk



Clive's window squeak



Tuned Mini



Running mainenance at the track

So here's my first real race situation. But I quickly felt at ease, and after a bit the Elise guys turned up. Here's the club attendees and times:

Driver	Car	Time
Geoff Noble	S2 (SC Honda) Silver	03:54:581
Garry Pitt	S2 (NA Honda) Red	04:20:366
Martin O'Brien	S3 (SC Toyota) Orange	04:20:627
Joe Arico	S2 (NA Ford) Black	04:28:337
Jason Patulo	S2 (NA Honda) Yellow	04:28:579
Clive Wade	S1 (NA Honda) Green	04:34:474
Rob Stevens	S2 (NA Rover) Blue	04:43:830
John Flynn	S1 (NA Rover) Green	04:51:190
Vyvyan Black	Elan Plus2 (NA Lotus) Navy & Silver	05:33:068

It's a very nice track. Recently resurfaced and lots of variety. On my first warm-up lap I was getting giggly. This will be a gas! In a way I felt like a lad again. Pity I don't have the daredevil attitude and the stamina I used to have. But what fun!

Some had hiccups – Geoff repaired a small suspension component and Clive was alarmed by a noise in his newly refurbished powerplant that actually turned out to be a window rattle. Over the course of the two-day weekend I got slightly better each run, enjoyed some ding dong bouts with a couple of the others in my group and had a total ball. On the drive home I realised that I didn't think to remove my spare steel wheel, tools and wooden boot lining. Talk about just adding lightness!

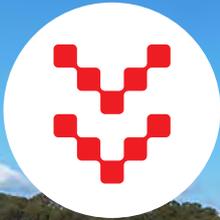
I cannot understand why more members don't do these events. There's nothing like it for driving your car the way it was meant to be driven. It's not even that expensive. And if a complete schmuck like me can do it, what's stopping you?



Dinner at the Bluebird Kitchen



Homeward bound



A WINTER'S TALE

the June Lakeside DTC



by Alex Molocznyk

photos: Gloria Wade, Shane Murphy & Dick Reynolds

For the first winter event of the club calendar South East Queensland weather deteriorated with temperatures plummeting into the barmy mid-twenties, totally cloudless sky and no detectable winds.

Forty-two starters undeterred by those conditions comprised the field of 16 Lotus, 8 Clubman (With Shane Murphy's Super 7 eligible for both Lotus and Clubman camps) with the remainder made up with an eclectic

mix of Mazdas MX5 and RX7, Toyotas MR2, Jaguar D-Type, Fords Fiesta, Focus and Escort, Subaru WRX and BRZ, Renaults Clio and Megane together with a radical looking Westfield XTR2 and an extreme RCR Superlight Roadster.

Paul Stokell had his Lotus Exige S still in livery from his outstanding result at Targa Tasmania. Porsche defector Phill Hart brought his shiny silver Elise recently acquired from

WA. Phill's choice of the silver colour indicates he has not yet fully let go of his Porsche heritage regardless of his protestation that it was the only one available that ticked all his requirements. Following a long absence from any recent competitions Clive finally overcame the ECU monster reared from the ricefication of his lovely S1 Elise and entered the now ex-Rover-engined car as an Elise HP. The jury is still out as to what HP stands for trying to



reach a decision between High Performance, Honda Powered or Horse Pooper. New Member Sion Bowen had his two week old beautiful black Elise 220 Sport. A nice touch is the factory plaque engraved with the maker's signature authenticating its hand made origin.

Second car onto circuit was an Escort rally car that spun on the first corner, took out a witch's hat on another then continued somewhat erratically for two more corners. Fortunately, this did not set the tone for the day with most of the following drivers putting in clean runs although there were some notable exceptions such as Liam, Daryl, Mal and Dick who all need to come up with a convincing story as to why they were always out of shape across the finish line.

Fastest time for day (FTD) was won by Stephen Foss 2008 Westfield XTR2 set on run 6 also his last run of the day. Paul Stokell Exige S showed his professional experience by setting the fastest times for the first two runs. Clint Watts ran close second within a second of Paul's times. On runs 3 and 4 the roles reversed with Clint running the faster by less than .05 secs on run 3 and .04 secs on run 4.

Paul did not run after the lunch break and Stephen Foss who was consistently reducing his times with each run managed to take the fastest time with a PB for run 6 from Clint by .05 secs. Stephen maintained his lead by .03 sec on run 6 and set FTD from Clint by .02 secs. Clint continued with fastest times for run 7 from Lindsay Close 2007 Exige S by .06 secs

which was Lindsay's PB and for the last run 8 by .40 secs from Dick Reynolds who also ran his PB in the 1988 Caterham Super 7.

One second separates the overall first six places and 2 seconds over the top ten. Considering FTD was set by a racecar it demonstrates how well the road registered cars compare. Dick Reynolds was delighted with his PB on the last run and job done getting well inside the top ten. Liam Philp sharing the 2001 Caterham Super 7 with his dad Ken ran consistently third for six consecutive runs and both father and son finished in the top ten.

With the benefit of hindsight an analysis of the results shows a very close and hard fought competition. However, in reality the day was

Top ten

Driver	Car
Stephen Foss	2008 Westfield XTR2
Clint Watts	2007 Lotus Exige S
Paul Stokell	2014 Lotus Exige S
Lindsay Close	2007 Lotus Exige S
Liam Philp	2001 Caterham Super 7
Dick Reynolds	1988 Caterham Super 7
Martin O'Brien	2013 Lotus Elise S
Paul Torrisi	2004 Lotus Elise 111R
William Ahlstrand	1986 Toyota MR2
Ken Philp	2001 Caterham Super 7

a relaxed event where the social side of the event blended with the friendly spirit of club competition. The success of the day was the result of the tireless work by Darryl Wilson organizing and seamlessly running the event together with the assistance of everybody that helped to set up and run the event including the ever revolving line of timekeepers alternating between competing and recording times.

Honourable mentions for outstanding category achievements

Car and Driver
FTD 1988 Caterham Super 7 just outside of top ten – Jon Young
FTD 2011 RCR Superlight Rockstar – Con Torrisi
FTD 1998 Caterham Super 7 with shiniest guards – Daryl Wilson
FTD 1997 Lotus Elise HP Sauce – Clive Wade
FTD 2004 Lotus Exige – Alan Newitt
FTD 2011 Lotus Elise – Michael Blessas
FTD 1968 Lotus Super 7 – Shane Murphy
FTD 2012 Lotus Elise – Phil Hart
FTD 2008 Lotus Europa – Steve Lennox
FTD 2002 Lotus Elise – Mal Gray
FTD 2011 Lotus Elise – John Simmons
FTD 2017 Lotus Elise – Sion Bowen
FTD 2003 Lotus Elise – Alex Molocznyk
FTD 2005 Lotus Elise – George Row



Round 4 Interclub Challenge

BMW Club Regularity Run – Lakeside International Raceway



by Shane Murphy

photos: Vyvyan Black & Shane Murphy



The 2017 Interclub Challenge has certainly been a challenge with events having to be re-scheduled for all manner of reasons.

As per previous years the BMW Club was the event host with Beyond Blue the worthy focus of the day and the recipient of all funds raised.

The 2017 Lotus Club Queensland team consisted of Vyvyan Black in his 1968 Elan Plus 2 (and your author) in the Green Machine, maybe Vyvyan's Elan could be the Blue Machine!

Having no favourites, equal photo coverage is given to both team members, it's beyond the authors control not to feature once again "the Green Machine".

For the uninitiated, a regularity run is a very technical exercise, a mental challenge not suited to all; in fact it was so challenging I only partly entered the event, challenging the event organiser to grant me a late entry.

The field was divided into teams of up to five cars, largely around club lines. Given that Vyvyan and I were the only Lotus Club entry's, compounded by my late paperwork, we were buddied up into the randoms, my team was "the Late Comers" and Vyvyan "the Triumph Troupadors".

Four running groups were bundle up to spread the number of cars on the track at any given time.

The event format is simple, nominate a lap time, then stick to that time all day long. Points are lost for lapping faster than the nominated time (1 point for every 0.1 seconds faster) and for lapping slower (2 points per .1 seconds under).

Each group was given a morning practice session from which each driver had to nominate their lap time for the four regularity runs,





that sound fine in theory, but of course in the morning it absolutely bucked down with plenty of standing water and in places sheet water racing laterally across the track, very interesting!

Vyvan, a regularity novice, entered the happy laps which was held just prior to the main event, a strategic move to get a feel for the track and the local climatic conditions.

Lapping in the rain at Lakeside was very exciting with plenty of offs, including a big off into the kitty litter by me, embarrassingly on the cool down lap!

The practice was run, times nominated, the weather conditions were poor and of course the nominated time would be problematic if the rain stopped and the track dried, which of course it did.

Clearly a number of the teams were very good at regularity runs and by the time we had run in three sessions, clear leaders were emerging, tragically the "the Late Comers" and "the Triumph Troupadors" were not at the pointy end of the points tally. Vyvan was dealt a major blow during his second run when his throttle cable came loose and he had to coast to the pits with no power.

We soldier on and as the afternoon progressed the weather cleared, the sun shone and the track dried out.

Clearly not challenged by the regularity concept many of the drivers took advantage of the clearing conditions and went for it, including yours truly, my fellow team members raised the odd eyebrow and I started lapping twenty seconds or so below my nominated time, of course my justification was that we were out of contention so why not.

Over twenty-one thousand dollars was raised for Beyond Blue, so a great day and a brilliant outcome.

A special thanks to Denis Weisz BMW Club Co-Motorsport Director and his team, a lot of background work goes into event organisation, looking forward to next year.





The Green Machine and the Red Machine.

HSCCQ



Khanacross May 2017

by Shane Murphy
photos: Dick Reynolds & Shane Murphy



The Lads

With a small gap open in our Lotus events calendar Dick and I, well mainly Dick with me tagging along for company, decided to fly the LCQ flag and give the Khanacross a crack.

For the uninitiated, the HSCCQ run both a Motorkhana and Khanacross type events, the fundamental difference between a Motorkhana and a Khanacross is as follows;

Motorkhana's are motor sport events designed to test the acceleration, braking and handling of cars and the skill and judgment of drivers. Most importantly, Motorkhana's provide fun and enjoyment whilst practising and learning car control. Oversteer and understeer will be found in abundance, but at safe speeds under controlled conditions.

The word Motorkhana seems unique to Australia and New Zealand, but similar events are known as Autotest in the UK, Autocross or Solo in the US, and may be known as Autokhana or Gymkhana elsewhere.

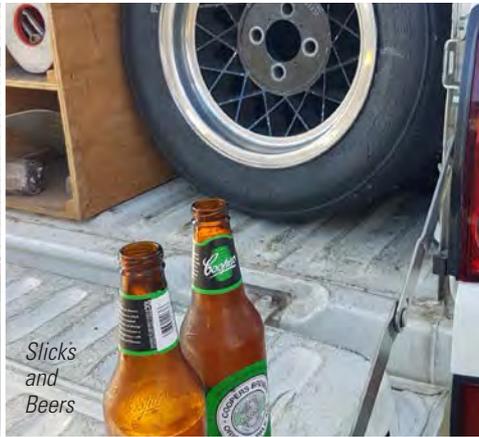
A day's event consists of a number of tests, generally selected from pre-determined layouts. The surface may be sealed (bitumen), or unsealed (grass or dirt). The cars compete one at a time, always starting and finishing in designated "garages". The markers are witch's hats or stakes with coloured flags atop, and time penalties are incurred if the markers are hit, or if an incorrect method is used.

Six to twelve tests make up the day's competition, with winners being those drivers with the lowest total times, including any penalties. Different sizes and types of cars are separated into classes, meaning that more than one driver can take home a trophy. At many events, special awards may be

A Khanacross is a competition conducted on unsealed surfaces, bitumen or a combination of both and involving a series of timed tests of various layouts. Each test shall be designed to test the acceleration, braking and general manoeuvrability of the vehicle and the skill and judgement of the driver. The course for each test is marked by the appropriate use of arrows and/or direction markers.



Roads Again



Slicks and Beers



The Red Machine

Khanacross fits in between Motorkhana's and Rallysprints, introducing higher speeds, whilst not requiring high levels of vehicle modification.

Now that the facts are cleared up, let's review the day!

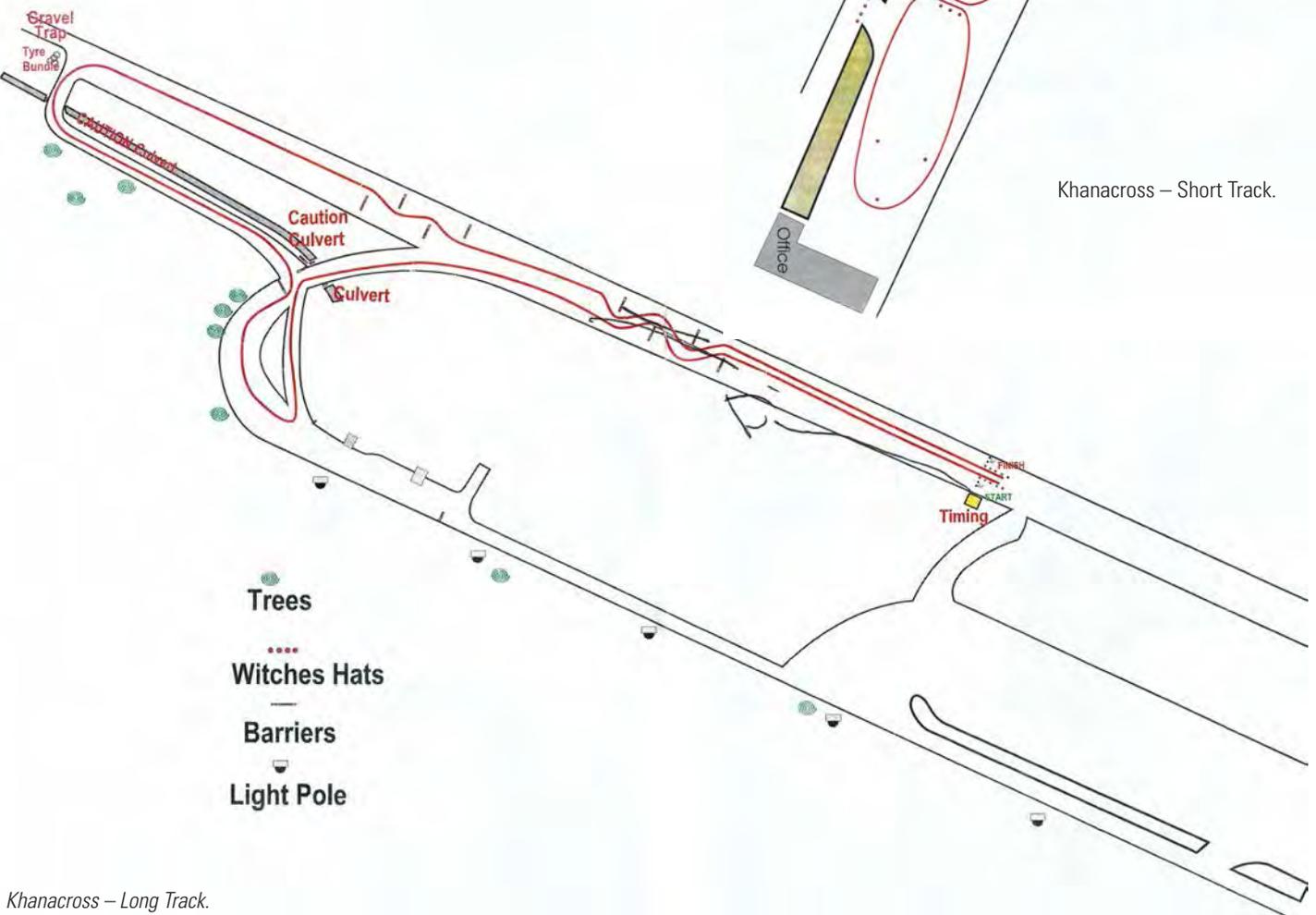
As usual the event was run by Keith and Mary with military precision, the promise of 4 runs on each test, the afternoon runs to be run in the reverse direction to the mornings runs, just to ensure no complacency was to set in.

With only two Lotus Club Queensland members participating, the pressure was on to put on a good show, the Scrutineer (Mary) noticed Dicks Slicks and quickly elevated him to the Specials Class, or was that the class for Specials?

After the first run, The Green Machine had shown a clean pair of heels with a time of a little over a second faster than Dicks, slicks and all. However, that was the last of it, as Dick commenced to "Gloat over the Field" and set some pretty rapids times (on both courses) duking it out with the Datto's and the other top runners.

All in all, we had a blast, the final tally, Dick was third outright (behind the Datto's and first in class (F); I was seventh outright (oh the irony) and second in class (B)

A quick cold one for the road to finish out the day, looking forward to the DTC next month.



Khanacross – Short Track.

Khanacross – Long Track.

MSCA SPRINTS

SANDOWN RACEWAY

18th June 2017

by Les Bone



Tromp & Chris Johansen relax in the unseasonal winter sun.

With only five days to go before the event, the weather forecast for Melbourne was still predicting 4-8mm of rain with the potential for afternoon hail. Nothing unusual in that I hear you mutter, Sandown in June is renowned for rain clouds that just hang around waiting to spoil our fun...but (this time) it was not to be. By Sunday morning, the main topic of conversation among those unloading a trailer in the dark was fine weather and 'a high dominating the bight' as predicted by Jane Bunn on Channel 7. Yes, that peculiar effect that Jane has on some of our members has not gone unnoticed.

Numbers were down a little for a MSCA Sandown event with 78 sprinters and 16

regularity drivers turning up to pit their wills against the clock. Regulars at these events, LCV members Alex Spyrou and Dave Buntin, were conspicuous by their absence but both had reasonable excuses and assured us they'd be at the next sprint.

A quick look at the results table reveals two ways to achieve a similar outcome. Take Cris Johansen for example, he used a Honda powered, Series 1 Elise to achieve a very commendable 1:24.11 lap. Whereas, Phil Nicholson used a Supercharged Toyota powered Series 3 Elise to get him within half a second of Cris. Ok, some would say the difference has more to do with who is the braver driver at turn

one but these guys are well matched so maybe it's the one with a burning desire?

For Chris O'Connor however, 'burning' and 'desire' were not words that he wanted to hear that day. Seeing smoke billowing from the Elise's engine bay as he came out of Dandenong corner was the first indication of trouble so, as per Drivers Meeting instructions, Chris looked for a convenient place off-track to escape. Chris was on the wrong side of the track to get immediate assistance from a marshal so tried to tame the flames using the obligatory fire extinguisher. Sadly, 1kg of powder had little effect, which meant Chris had to sit back and watch the flames grow as he waited for assistance and a



This is what a "hot" Honda Elise looks like



Sympathetic onlookers

LCV member results

Modern 1500cc–1999cc			
19 LCV	Cris Johansen	Lotus Elise	1:24.1101*
20 LCV	9ccChris O'Connor	Lotus Elise	1:26.8819
74 LCVM	Nirangjan Nagarajah	Subaru WRX	1:31.8739
64 LCV	Johannes Hofmeyr	Lotus Elise	1:35.4462
2 LCV	Peter Knight	Toyota MR2	1:39.7739
Modern 2500cc–3499cc			
61 LCV	Philip Nicholson	Lotus Elise S	1:24.6442*
48 LCV	Stewart Richards	Subaru Impreza	1:33.0663
Clubman cars 0–1599cc			
172 LCV	Peter Astbury	Westfield SE	1:27.4955*
2 65 LCV	Nicholas Ng	PRB	1:30.5330
3 52 LCV	Petrina Astbury	PRB Clubman	1:30.5455
4 77 LCV	Stuart King	Westfield SEW	1:32.2638
5 80 LCV	Robert Lancaster	Westfield SE	1:33.2599
6 5 LCV	David Barber	Caterham 7SV	1:35.6291
7 114 LCV	Peter Buczak	Locost Clubman	1:35.9770
Clubman cars 1600cc–1999cc			
42 LCV	Leslie Bone	PRB Clubman	1:29.0774*
72 LCV	Bruce Astbury	Clubman Locost	1:33.3378



Chris O'Connor's smile says, "it's nothing that can't be fixed".

ride back to the pits. The good thing is that Chris is still up-beat and deeply philosophical about the episode. Much like the Black Knight in Monty Pythons 'Holy Grail', he smiled and said, "It's only a flesh wound!" We have no doubt therefore that he will work hard to ensure that he has his Honda powered Elise ready for Winton in July.

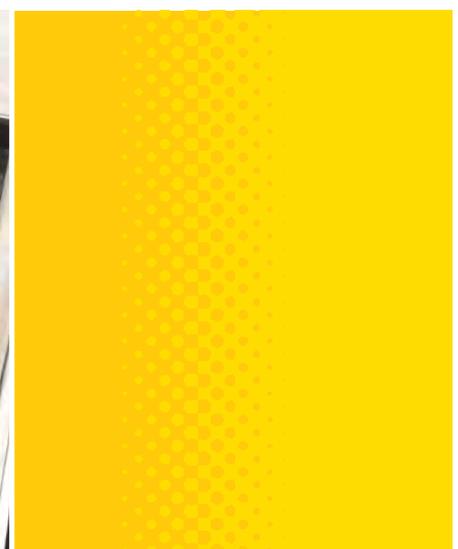
The recovery of Chris's car was, unfortunately, not the only incident that day. Completely out of character for an MSCA event, almost every heat in every group before lunch had the recovery team out to attend to everything from a Clubman car in the wall, a Mustang in the rough and a Commodore with brakes on fire. Thankfully, the ambulance was not required and

MSCA organisers managed to claw back some lost time, which meant that those of us who remained, still managed 4 X 15 minute runs.

On a personal note, I've recently decided to sell my (still competitive) 4age Blacktop powered Haynes Clubman, now that a more powerful 7age PRB Clubman has taken its place. Although my old car is still very quick, I'm ready for a new challenge and taming the new beast might just be what the doctor ordered. I'm sure others will agree that much of the fun we have on track stems from self-satisfaction; not just because we earned a new PB lap time but because of what we did to our car to achieve that. After looking at the results sheet and

noting that my more powerful car is 4 seconds off my regular times, I foresee many months of trials, testing and changes to my driving style before maximising its potential. Of course, that's assuming its potential does not exceed my (age-related) ability.

A name that's rarely seen on the sprints list is Peter Buczak. In his own words, Peter is not a fiercely competitive person and has been satisfied for many years to challenge himself in the Regularity groups. This time however, he entered sprints and proved that he's no slouch. We look forward to watching Peter put a little pressure on others in the under 1600cc clubman group.



LOTUS 2017

PHOTOGRAPHERS ACKNOWLEDGEMENT

The Editors would like to thank those five members who agreed to act as official photographers at the Lotus 2017 event. Unfortunately we ran out of space to print this thanks in the June magazine. We hope you enjoyed their photos – we certainly did.



Andrew & Susan Stevens



Shane Murphy



Simon Messenger



Cris Johansen



Gloria Wade



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Information for Europa (Modern) Register

Giles Cooper, LCQ is trying to build an unofficial register of all 21 Europa S and 2 Europa SE (2006–2010) which came to Australia with a view to improving technical and social communication between owners. He believes that two may have been exported back to the UK. If any owners would like to email him with their details, he can add you to the list, and in return, share the details of other owners who have already registered.

Please communicate any information to Giles: bentall@hotmail.com

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Magazine co-ordinators:

Peter Murray & Peter Hill
Vic. & final magazine
editor@lotusclubvic.asn.au

Shane Murphy
Qld
editor@lotusclubqueensland.com

STATE CLUB MEETING PLACES

CLA WA Contact:

Eddie Lankhorst
0414 431 589
vicked3095@live.com

South Australia – CLA

1st Sunday each month
Contact Mike Bennett
Ph 08 8339 2605
bennett453@ozemail.com.au
16 Woorabinda Drive,
Stirling SA 5152

Magazine Design & Layout:

Polar Design Pty Ltd
www.polar-design.com.au
Steve Blackie (07) 55611777
steve@polar-design.com.au

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Blake Arrowsmith

Engineering Director

T: 0430507676

E: blake@arrowspe.com.au

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Lotus at WA's LOTD



Some of the 50 Elites at the UK Elite 60th.