



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Binna Burra Social Run
- Visit to Europa Engineering - The toy shop I aspire to
- Happy 21st Birthday *Lotus Notes* Magazine
- 2017 CAMS Club Challenge
- Festival of Motorsport - Phillip Island



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Zaid Latif's 2005 Exige S2
Photo: Vyvyan Black

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LOTUS CLUB QUEENSLAND

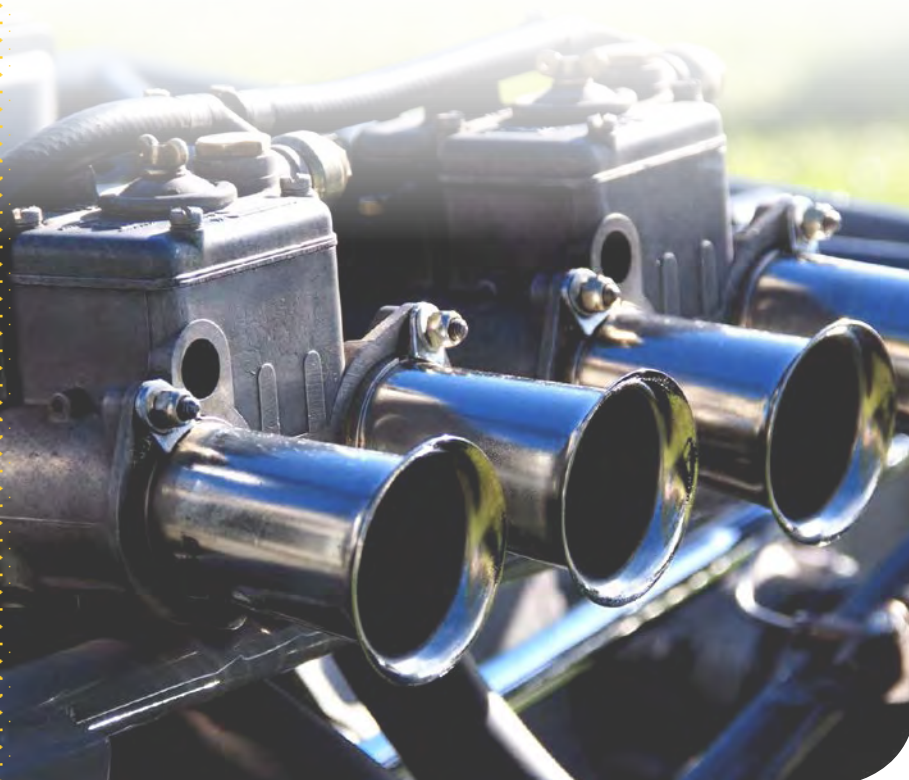
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President's Waffle

By CLIVE WADE, President, LCQ



Now this is going to be a quick Waffle. It is 4:00pm 18 April and about to start packing for an early departure for Lotus 2017. What a lead up! Honda engine is in the Elise, and only two ECU's down! What a saga! Last Thursday (the one before Good Friday) I bit the bullet, I phoned Simply Sports Cars and cancelled my track day for Lotus 2017. A pitiful run on a dyno-tuner proved my 2nd ECU was faulty, with no sign of getting a replacement before Lotus 2017. Then, on Good Friday SSC sent an email to offer a loan of an ECU....YEA I'm back in the hunt! So I'll be loading the car in an hour and on the road early in the morning.

So, to LCQ stuff:

A small turnout for last month's meeting left us with way too many uneaten pizza. The highlight of the night was Tony Galletly's arrival in his beautiful (and just completed) Lotus 11. What an amazing job he has done! This car is an

absolute credit to Tony, he is totally justified in the pride he (conservatively) displayed on the night. Well done Tony. No doubt we'll be seeing more of this car over the next year or two... or four.

Morgan Park B Series Sprint was postponed due to the resurfacing not being completed. Funnily enough there were a few sighs of relief by the odd one or two who hadn't achieved their own project completions. No names here, though I will admit to being one of them.

Our Day Run to Binna Burra on 2 April was a raging success. Our new member, Tony Smith, with the super support of wife Sandi, put together a delightfully relaxed drive into the Gold Coast Hinterland. Thirty odd attendees had a great day, there's a report in the magazine so I won't pre-empt. I need to say though how wonderful it is for a totally new member to step up to the mark. A BIG thanks Tony and Sandi.

Coming May events are:

02 May: Club Meeting

07 May: David Hack Classic Day Run to Toowoomba Airport

14 May: Inter Club Challenge Navigation Run

27/28 May: Morgan Park B Series Sprint Round 2

28 May: Inter Club Challenge Macleans Bridge Display Day at Belmont Rifle Range

Like last month, another busy month in the planning.

"That's it folks", I'm off to pack!

As ever,
I bid you cheerio for this month,
Happy motoring and keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 2 MAY 2017

7.00 FOR 7:30 pm

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



2017 LOTUS CLUB VICTORIA F1 GP DISPLAY

photos: Simon Messenger & Chris Simonis



| Name | Model | Year | Colour |
|--------------------|--------------------|------|---------------|
| Simon Messenger | Elan M100 SE Turbo | 1992 | Titanium Grey |
| Colin Hague | Elite 503 | 1978 | Blue |
| Brad Vernon | Excel | 1984 | Yellow |
| David Jones | Esprit Turbo | 1989 | White |
| Chris Simonis | Evora S | 2012 | Black |
| Mike Richards | Elise Series 1 | 2000 | Yellow |
| Jeremy Worthington | Esprit Turbo | 1985 | Gold |
| George Foo | Exige S 240 | 2008 | Black |
| Phil Gebara | Elise Series 1 | 1998 | Red |
| Claudio Vecchio | Excel SA | 1989 | Claret |





QUOKKA TALK

WA'S LOTUS SCENE



by Eddie Lankhorst

Another busy month has passed us by. Back in March we had a round of Speed Event Series down at Collie Raceway, where we saw Richard Cooper and Kevin Fitzmaurice shine. Richard had car issues with handling and asked Steve to have a drive to get his opinion. Steve quickly gave the car back saying that it was going to kill him, so they made some tweaks to the set up. Richard ended up winning his class. Upon getting home, Richard decided to check out his suspension and quickly found that one spring seat had collapsed. No wonder his car handled so poorly, but Richard still managed to drive it to victory. Steve Metilitzky on the other hand had his own on-going issues with firstly an oil hose coming adrift and then a loss in power due to supercharger belt slipping. And of course the trouble free Elise S1's ran trouble free on the day, with Kevin driving superbly doing himself proud winning his class followed closely by myself.

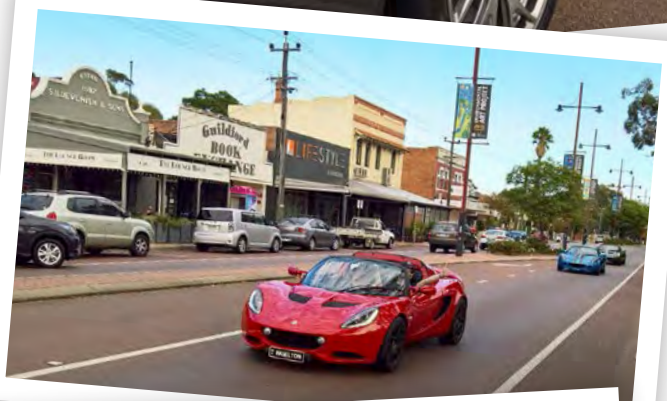
We have had two EMR's since last issue with great attendances. We have also seen two new Elise ownerships in Perth. So big smiles and congratulations to Olivia to her purchase of a very low Km White Elise S2 and also to John to his Blue Elise S2 with black stripes with a fine white edge. Lovely, look forward to seeing you guys at more drives to enjoy your car.

So its off to Lotus 2017 for Les, Marilyn, John, Robyn, Vicky and myself for a long weekend of fun with fellow Lotus folk.

May is looking a little quieter on the Lotus scene with:

BOAB Meet 'n' Eat on Monday 8th May, 6am Kings Park

EMR to Gingin All British Car Show on Sunday 21st May, meet 8am in Guildford.



TOUR DE EDMONDSON

by Vicky Rowe

The routes for our monthly EMR's are usually carefully crafted by Eddie. He even goes to the trouble of typing up instructions so that people can navigate themselves if they fall off the tail of the group. But it is a long running joke here in WA that we rarely follow his plans, even though he is effectively lead navigator for most of these tours. I drive, he navigates, everyone follows. They've given up trying to follow the written plan.

Ed, skilled now at watching the map on his phone as we travel, calls the turns just in time. His written plans certainly do indicate at which streets and distance to turn, but out there on the open road I'm usually too busy looking ahead to be watching for the next turn. Wouldn't it be great if we had full pace notes for every EMR, detailing the severity of every bend and highlighting any adverse conditions? But that really would be a lot of work. This on-the-run form of navigation works pretty well though, allowing me to maintain some pace, trusting Ed's directions and noting some specific warnings he provides, based on his recall of the roads.

Sometimes our 'last minute' diversions are based on something Ed notices on his phone map. Never wanting to pass an unexplored squiggle on the map, we go off to explore with the group in tow.

The March EMR started with a written plan, as usual. With York as our end destination, the most accurate aspect of the written plan was that we had 6 Elise, 2 Exige and that we left the Guildford station car park. Almost immediately Ed decided to divert from the plan. You see Robyn and John are currently building their dream home, complete with massive garage, and it was sort of en-route.

John took the lead and guided us up around the windy streets of Jane Brook. Finally driving down a long narrow driveway we arrived at a large clear area at the foot of a building site. Through the trees was the beautiful vista John and Robyn will enjoy from their new home, providing spectacular views across Perth. The walking tour of the partly constructed residence began in the space between the house and the massive workshop / storage area, necessary for their impressive Lotus collection. Room by room, the layout was made clear by the fully constructed double bricks walls. Also, fully formed is the concrete pool aligned against the front of the house. I know it's been a long haul to get it to this point, but I think John and Robyn's commitment and perseverance will deliver an outstanding home they will fully enjoy.

Moving on, eventually to our plan, we headed out on some familiar roads that we thoroughly enjoy, including O'Brien's road that claimed the life of the late great Peter Brock. I guess it's because I'm always so focused on the road rather than a map, but I can rarely identify exactly where I am at any given time. Ed asked me if I recognised the road, and I did, but the true value of a navigator is their ability to give you the details you need, when you need them. Ed cautioned me as we approached the infamous bend. It does appear innocuous on approach, but then something unexpected happens as you take the bend. I think it's a change in camber. We've seen several damaged cars just past the bend, caught by the invisible tug. If we had some pace notes this bend would have one humongous CAUTION!

As the drive continued, Ed took us on a recently discovered gem of a back road, which twisted and weaved through the local farms of Beverley towards York. Well away from the praying eyes of the local constabulary. Enjoying the road so much we missed our turn off by about 5km. Oh well it was a great road, why not. Lunch in York was as usual at the Old Mill as you enter town and is a great place to chat. >>





MINSON MOTORKHANA

by Eddie Lankhorst

Being in charge of a car club you sometimes get unexpected email invitations to attend events. This was one of those invites which I thought would be fun.

This event was actually one of a few motoring events being held over Saturday and Sunday in Northam as part of the Round the Houses historics race called the "Flying Fifty", which is the main event on Sunday. The weekends' events started on Saturday with a hill climb at Mt Ommanney, followed by the Minson Motorkhana. Vic and I weren't particularly interested in the hill climb but having not done a motorkhana since Shepparton DECA in 2012, we thought this would be great to attend.

Arriving in Northam, we registered and got scrutineered before checking out the course. Viewing the course map and notes, we both thought "there's no way we're going to remember this" so we decided to walk the course with a few other competitors. The course started down Minson Road around a few cones before entering a carpark area where the real concentration was needed to navigate the slalom course and finish perfectly in the garage.

Being about fifth in line to start, it gave me a chance to see how good my fellow competitors at this. No mistakes, damn. Then it was my turn, upon entering the carpark zone all I could think of was direction, direction, direction and not stuffing it up. Well, I didn't stuff up the navigation part but finished in a big slide through the garage. Damn, I got a great time but got five seconds added for my braking exuberance. Vicky was next. She was perfect and didn't make a single mistake. Good on you Vic with an equally good time without error. As the day went on, we both achieved some great times compared to the others, but my failing was that garage area. I had at least another two slides through the area, but overall, Vicky came out ahead of me through her flawless driving. We ended up around 4th and 5th in the field, not bad for having little experience in these events.

We may not have won any important placings but we won the day in our minds, and thought we should do this again next year (with old tyres next time).



EASTER EMR

by Vicky Rowe

When we had our personal training business we would occasionally put together walk/run rallies, a bit like The Great Race. With cryptic questions and obscure directions clients would lose all track of time running around trying to find answers and navigate their way to the target destination.

Looking for a different approach for our Easter Sunday EMR we decided this would be a fun way to celebrate Easter and help to mitigate the danger of double demerits.

We were pleased to see a good crowd when we arrived at the Guildford station and delighted to see some were really in the Easter spirit. Both Rose and Karen were wearing bunny ears, Alan's Elise was wearing a big bunny tail, and Graeme had a strategically positioned Lindt bunny on the nose of his Elise.

David didn't have a navigator so he teamed up with Mike and Elly, communicating through walkie talkies. Good planning! These guys are serious.

We handed out the pre-prepared instructions / questions and sent them on their way. No one would be following us today. It was akin to sending the kids off on their first day of school. "What are we doing now Eddie?", I asked. "We'll confuse them by taking a different route, right past them", he replied.

When we arrived at one of the question points we found Olivia and her dad Clive wandering around aimlessly. I directed them to follow us, taking them straight past the answer. Somehow they still missed it. We then led them to Kalamunda where there were several more questions and left them to work out the rest.

Heading off in completely the wrong direction, on a road none of our Lotus should have been on, we happened across two of our brethren. How did they get here? Oh well, they'll work it out.

After a pleasant country drive we got back on the intended route, expecting to see some of the group on the road. No sign, but when we turned into Cherith Grove, our venue for brunch in Gidgegannup, there were already two Elise there. Oops! We were supposed to arrive first to set up the egg hunt.



The remainder of the 15 strong field soon arrived, all eager to recount their escapades. While they were distracted sharing stories I planted the eggs so the hunt could begin. Claimed eggs counted towards their tally, so they excitedly raced off to find their booty.

Over lots of laughs we counted scores for correct answers and collected Easter eggs. Graeme and Rose had a great score, but it was the competitive trio of Mike, Elly and David who won the day and were accordingly awarded chocolate Easter bunnies. How fitting.





Lunch destination



Binna Burra Social Run

Organised by Tony & Sandy Smith

by Russell Carter
photos: Gloria Wade



The gathering

After the weather of a couple of weeks, rain, winds and floods and the postponement of Tony and Sandy's run from the 2nd to the 9th April, we finally got things up and running. The meeting place was at McDonalds in Beenleigh at a respectable time of 10.00am. Tony had run the course on several occasions to make sure the roads were clear, after rock slides, land slips and fallen trees had caused some problems and all was OK.

People started arriving early and after fuelling up with Big Macs and coffee etc., it was time to get started, with the destination being at Binna Burra Lodge Restaurant for lunch. With approximately 30 persons attending, a variety of cars arrived. There was a good showing of Lotus with several Elise's, an Elan, Evora and Carlton. Several every day cars made up the balance.



Arrival at destination



Daryl & Vyvyan



Lamington National Park

The drive was straight forward to Binna Burra with no mishaps. On arrival, we parked and made our way to the outdoor area of the restaurant for hot nibbles, coffee and tea and to take in the most fantastic views of Australiana. Lunch was later served and enjoyed by all.

Congratulations are to be given to Tony and Sandy for the organisation that went into this drive. They are new members and entered into the occasion with gusto. The information given to Members leading up to the day of the run was great, keeping us all in the loop as to what was happening because of the floods etc. On the day information packs were handed out to all with maps, directions, and info on the Lodge and the Scenic Rim etc. There was also a Lotus cap...and just to keep us occupied an 'Observation Questionnaire' with prizes of chocolate Easter eggs with "REAL GOLD" trophy cups for those who correctly answered the questions, or not...

Our thanks for a great day and well done.



Pre lunch nibbles



Catching up



Taking in the fresh air



At Binna Burra Resort



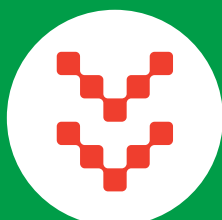
At lunch



Europa

Visit to Europa Engineering

– The toy shop I aspire to



by Stephen Harrison



Lotus 72



Lotus 79

Recently I was summoned to the UK for a business meeting and despite stamping my feet and holding my breath they said I still had to go, so I decided to get something out of the trip for myself.

As I needed to organise parts for my '69 Europa I fitted in a visit to Europa Engineering near Southport, only a relatively short drive west from Manchester. At this garage style business run by Richard Winter, you can pretty much get anything for a Europa, or get a new and modernised recreation built for you.

I had spoken to Richard previously and he had struck me as a character, but driving into the courtyard I wasn't quite prepared for the extent of his work and passion for big boy's toys. From the various Europas and Smart Roadsters (the Chihuahua version of a Lotus Elise) through the restored and custom bikes, to the full sized helicopter, there is plenty of evidence of his tinkering. My guess is he doesn't sleep and probably hasn't for the last 20 years.

Richard was generous with his time and freely offered knowledge and advice on a few things that he could have just sold me parts for, a real enthusiast for all things mechanical. Most of the manufacturing is traditional with only a small CNC machine being a significant departure from equipment used for the original Europa.

There were a couple of vehicles in particular I was hoping to get a good look at and they didn't disappoint. The Smart Europa is a period looking Europa fitted with the running gear and electronics from a Smart Roadster, so includes ABS, ESC, AC and various other acronyms along with the Roadster dash and nice carbon seats; Richard claims it is quicker than a stock Elise. I don't know what Richard calls his Escort, but I think Escort Elan sums it up. It looks like a MK1 Escort, but is actually a set of lightweight Escort panels grafted onto a rapid Elan underneath.

Bikes



The bikes were a surprise, and included restored early 70's Guzzis, Kawasakis and various others through to a more recent Supersports and beautifully crafted three and four wheelers that UK registration laws allow for full road use.

So for the Europa owners, if you happen to be in the UK and up north, give Richard a call to see if you can call in.

The other thing I did was visit the Donnington Grand Prix collection, somewhere I haven't been for more than 30 years. Maybe my memory is fading but I'm sure it actually had a better display of vehicles and engines back in the '80's than it does now. Still, any opportunity to check out a wide ranging display of racing cars is one I will take.

By the way, the business trip was a waste of my time.

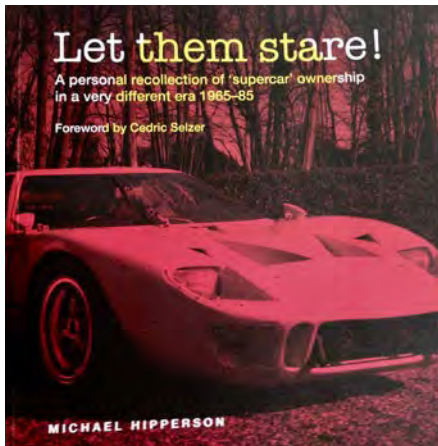
Stephen Harrison



Courtyard

Norfolk ...the Home of MX5s

by Peter R Hill



I was recently in Norfolk in England, the home of Lotus. For various reasons, I decided not to visit the factory or Classic Lotus, having been lucky enough to have great experiences at both many years ago. (In fact I recently discovered that on my visit to the factory in 1995 I sat in one of four pre-production Elises built for the press, before they had even been released to the press—but that's another story). Back to Norfolk...during the four days I motored around the countryside in my rental car I saw a zillion MX5s, but only one Lotus, an Elise at speed near Kings Lynn.

I did make a trip to Snetterton Race Track (close to the St George Distillery that Iain Palmer recommended) there were no Lotus at the track but as it was an F3 test day there was some amusement. I once again found the Archie Scott Brown memorial which has been relocated to a decent position rather than being on the back of the dunnies.

When I left Kings Lynn I took the train to London. It passes through Cambridge, a convenient place to catch up with Michael Hipperson, a regular contributor to this magazine who some of you will remember as the author of amusing and politically incorrect stories of his adventures with exotic cars and exotic women. Michael arrived at the station in his Evora. Hmm...where to put the suitcase? Michael was unfazed, "stick it behind the seats, there's plenty of room."

I gingerly inserted the case but Michael was unconcerned and we were soon nipping between taxis and out of the station car park.

"I think we might have accidentally been in a Disabled spot back there."

"If they watched us getting into the Evora we will get away with it."

He had said that we would eat at a pub close by, fortunately for me Michael's idea of close by was a blast out of Cambridge and into the countryside, my first experience of travelling in an Evora. It was great fun.

A couple of hours later with scampi and a pint under my belt we were heading back to Cambridge. The time had flown by as we nattered about things motoring, political incorrectness and Michael's fund raising activities for Little Havens Hospice. I was given a signed copy of *Let them Stare!* a compilation of Michael's tales about the super cars he owned in the sixties and seventies. A chunk of the proceeds goes to the Little Havens Hospice for children. It's a fun read and can still be purchased at:



Letthemstare.co.uk

I saw another Elise during my time in London, so all up, two Elises, an Evora and a squillion MX5s. There's a message there somewhere.

◀ Archie Scott Brown Memorial at Snetterton.

Learning French

by Matthew Arnold



Dear Readers,

Well its been a while.

For those of you not already afflicted with alcohol induced memory loss, AND have been a life time member of the Lotus club, you may recall that many years ago I wrote a few articles on how Mrs A and I ended up buying a rusty hole in the water optimistically referred to as a Dutch barge, and I recounted the joys of restoring her. After the addition of several tonnes of steel it now floats. After a new engine it now moves. And with several hundred cubic metres of insulation it is now keeps out the cold. So five years of "it will be finished next year", we find ourselves finally living on Mathilde, a 30 metre 1912 Dutch barge on the Canal de Midi in the south of France.

So we now have a roof over our head, we have a bathroom, a kitchen and a fridge, but no beer. Quelle damage! Time to go out and buy some provisions. So I get myself to the local bar. On one side there is me with a thirst that could drain a swimming pool, and on the other a range of frosty cold trapist craft beers and a bartender completely non conversant in Oustralien, and seemingly disinclined to learn any. So what to do? There was nothing else but go down a path few Australians venture down, namely learn a foreign language.

Now Dear Readers I should point out that the French language was not a complete mystery to me. For my sins in a previous life I went to an English boarding school and consequently endured several years of French lessons. At the end of fifth form my fluency was such that I was one of the very few students that did not have to take the mid school French exam. As my chalk throwing Teacher told me "Arnold, there is just no point, we both know what the result will be."

Forty years on and a need to try again. But where to start? Probably best with the numbers I thought. One through ten was fairly easy but hey there are a lot of beers to get through over here. However, I was to learn things get funky pretty quickly. To explain let me take you on a little detour into French history.

Way back in time when the croissant was but a concept, the French never really had that much of anything so numbers progressed fairly rationally up to a point. The French King had the most of anything, namely sixty-nine mistresses. For reasons that escape me he was quite fond of 69 (who isn't) so therefore there was no need for the number 70. Then unfortunately one day a delightful new maiden knocked on the palace door so a new number was required. The King called on the services of the famous French mathematician

Bastien Couilles to fix the problem. Monsieur Couilles was diligent and enthusiastic and after several years he not only developed the word for 70 but went on to develop lots more. And because he was a mathematician and not a linguist he came up with the following.

70 became "soixante-dix" or translated 60-10

71 became "soixante-onze" or 60-11

72 (you get the drift) 60-12.

Please note, Dear Readers, that the hyphen is not a minus sign, its a silent plus. Clear and logical so far.

By now he had got to 80. He quickly rejected "soixante-vingt" or 60-20. Non, that is far to simple he thought.

Having imposed reverse arithmetic on his fellow citizens from 70-79 he then thought it a good idea for a bit of skill development in multiplication.

So 80 became "quatre-vingt" i.e. 4-20

81 became "quatre-vingt et un", etc.

The hyphen by now had become a silent times sign. Obvious to Monsieur Couilles so no need to tell anyone he thought.

By 90 he had got bored with this approach so he then decided to use both arithmetic and multiplication

So 91 became "quatre-vingt-onze" i.e. 4-20-11.

92 became "quatre-vingt-douze" i.e. 4-20-12.

Etcetera, etcetera.

By quatre-vingt-dix-neuf (99) the French peasants revolted.

Now the French Revolution is popularly described in history books as a revolt of the Proletariat against the Elitist rule of Louis XIII, But, Dear Readers, you would be wrong. The truth is the French just got the arse with such a complicated numbering system that they took to the streets, rounded up poor old Louis the Treize and Monsieur Couilles and chopped their heads off. Then things just got out of hand. Because nobody could work out this crazy numbering system, they sort of lost count, the guillotine went into overdrive and before they knew it, the French had a Republic on their hands. Exhausted by their efforts no one could be bothered to change the numbers to something simple and logical so they were stuck with them.

So, Dear Readers, next time you are in France and feel thirsty and need quatre vingt dix neuf beers remember to bring your calculator.

Until next time, happy motoring.

Matt



Happy 21st Birthday *Lotus Notes* Magazine

Compiled by past and
current editors

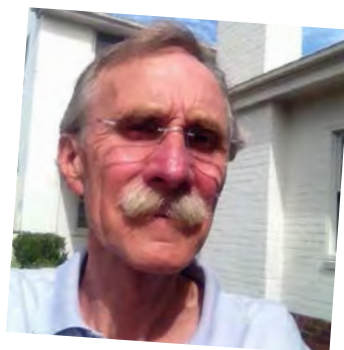
Editors' Introduction: May 2017 marks the 21st year of *Lotus Notes* magazine. What a milestone achievement. To celebrate this birthday we thought it was appropriate to indulge in some reminiscences and show how quickly the original concept progressed and blossomed. The initiative, energy and enthusiasm of Dave Webber (then Membership Secretary) and Terry Seymour together with Kyran Meldrum and shortly after Ian Smith, who significantly enhanced the magazine with colour printing at his South Mebourne business, certainly helped the rapid growth of our club.

Thanks to everyone who has contributed articles, photos or expertise over the 21 years—it's been an interesting journey.

We'd like to re-affirm the then editors' desires and aspirations for the magazine set out in the first edition, May 1996. "Welcome to the first edition of *Lotus Notes*. As with all club activities it is dependent on the input and enthusiasm of its members—let's hope that this is the beginning of a new and exciting chapter in the history of the Victorian Branch of C.L.A." (see footnote)



Dave Webber



Terry Seymour



Kyran Meldrum

From Acorns Great Oak Trees Grow



by Dave Webber
(one of the team of three who
created the magazine)

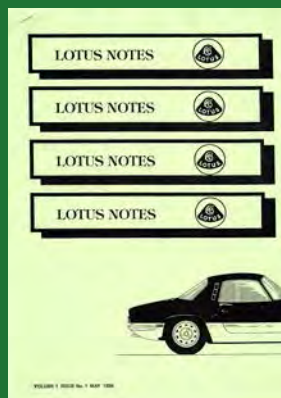
Peter Murray recently contacted me to ask if I could jot down some memories of how the *Lotus Notes* was originally created to which I replied that I would attempt to remember how it all came about.

So here we go...

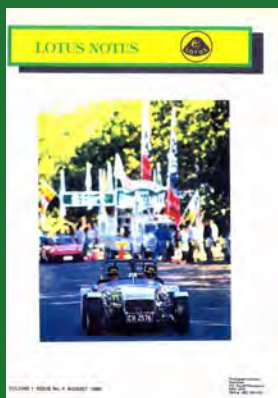
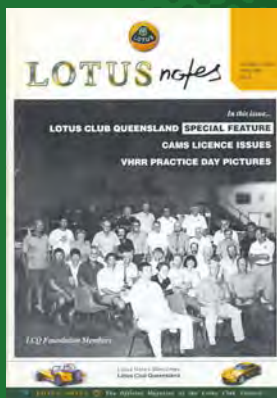
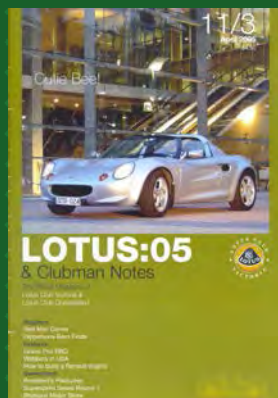
Sometime around March 1996 [I think, but I'm not going to bog you down with dates], after yet another committee meeting that highlighted the fact that we in Victoria were only marking time, Terence Seymour, a real character and a wordsmith by trade, and I were in deep discussion for about one and a half hours in the Autumn cold outside one of the then committee member's house in Templestowe. The topic was how we could give things a bit of a lift and have Victorian members enjoy more of a local focus.

It was decided there and then, after too many cigarettes (we smoked then) and much thought about how we could inject some down home interest, it was agreed to produce some sort of small newsletter to get things rolling. Terry being the trooper that he was thought he would produce an A4 sheet with a theme of local items of interest. We discussed some possibilities, and the first flyer was produced. It seemed to be well received so we then followed on with another one, this time with a little more content. We both believed, and still do, that the best way to unite a club is through an ongoing magazine.

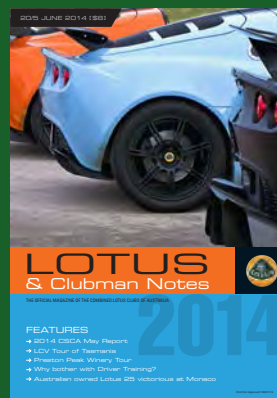
The late Kyran Meldrum, a great guy, came onboard suggesting that we could produce something a little more substantial than just the A4 sheets. Various meetings, phone calls and catch-ups in each other's homes followed and in May 1996 the first of the magazine format 'Lotus Notes' was produced by the three of us—Terry Seymour, Kyran Meldrum and me, Dave Webber. After a few editions the original magazine compilations >>



Issue 1 May 1996

Issue 4 August 1996
First colour coverLCQ join magazine
March 1999

Issue 100 April 2005



Issue 200 June 2014

in our homes ceased. Kyran suggested a much better alternative, that we should move production to the drawing office in High Street Ashburton where he earned his living drawing up build manuals for GMH. At this point it is probably relevant to point out that even though we three came together to create the issues we all had our areas of expertise—Terry the wordsmith, Kyran the draughtsman, and myself with a printing trade photography background. All three of us wrote the articles until members started handing in their contributions. It was hard work as it was all done manually. Back then there were no easy cut and paste programs but it was great fun, we had a ball on the production nights and we became firm friends.

Enter Ian Smith, the then proprietor of Custom Colour in South Melbourne. Ian was, and still is, one of the better known motor racing photographers in Australia and at that time had a photography and processing studio. Ian then was part of the new push around the club and was competing in a highly modified Westfield. Back then non Lotus Clubmans weren't as common a sight around the Lotus Club as they are now, and not everyone was completely in favour of them. I was fully aware of this as I was also the Membership Secretary and had one of the original PRBs. The reason why I bring this up is because Ian, with his non Lotus Clubman, became the valuable fourth member of the team and, through donation of his company's efforts, took on the responsibility of the colour copying of the magazine cover, giving it a real edge over most of the other car clubs at the time. Without this valuable support it may have been a very different story. Thank you Ian.

Time went on and the club grew stronger until it was time to be an entity in its own right and, as everyone knows, LCV has now become a very strong club.

Nowadays the magazine is a very slick and polished affair, a credit to all those that have taken on the role in the subsequent years, making it the continuing success that it is.

As for my own part in the play I feel enormous satisfaction to see where it has all come to. It was a great joy to be a part of building something that did not exist, and experience the joy and camaraderie of like-minded people of the calibre of Terry, Ian and Kyran (may he rest in peace). Sadly, digital cameras and phone cameras were not around in those days so no photos exist to accompany the article. I do remember taking some light hearted shots but once again the originals

are not to be found. Seems so weird these days when there is nothing but stupid posts of meal images and holiday brags all over social media.

Oh! As for the name, "Lotus Notes". That was Terry's little in-joke. Being a wordsmith, he was at the time using the word processing software program of the same name. We all thought it was a bit of a giggle and decided to go with it. Terry then became little concerned that we may have crossed some sort of copyright line but as it turned out we stuck with it and no problems ever eventuated.

The real joke is however that the magazine lives on and the "Lotus Notes" software program appears to have gone the way of the CD and My Space.

Great times.

SOME MILESTONES

First Edition – May 1996

First colour cover – July 1996 (Courtesy Ian Smith, LCV member and owner of Custom Colour, South Melbourne)

March 1999 – Lotus Club Queensland join to produce a joint publication for both clubs.

Issue 100 – April 2005

Issue 200 – June 2014

PAST EDITORS

1996 – 1998: Kyran Meldrum, Terence Seymour & David Webber.

1999: Sue Byrne.

2000: Craig Read.

2001 – 2002: Peter Hill.

2003: Andrea Johnston.

2004 – 2009: Peter Murray, David Harris.

2010: Chris O'Connor, David Harris, Peter Murray.

2011: Peter Murray, David Harris.

2012: Jon Hagger, Steve Blackie & Jo-Anne Ridgway

2013: Cris Johansen, Steve Blackie & Jo-Anne Ridgway

2014: Cris Johansen, Peter Hill, Peter Murray, Steve Blackie & Jo-Anne Ridgway

2015 – 2017: Peter Hill, Peter Murray, Steve Blackie & Jo-Anne Ridgway

FOOTNOTE: Lotus Club Victoria did not become a legal entity until 1997. Prior to that Victoria was a branch of Club Lotus Australia



Barry Leitch

by Neil Roberts

Burt Monro of "World Fastest Indian" fame came from Invercargill in the far south of New Zealand's south island. Burt demonstrated the ingenuity and tenacity I admire. These characteristics, often shown by our Kiwi cousins, are evident in Barry Leitch, another speedster from Invercargill. Barry runs his own business building and restoring sports and racing cars. His clients come from New Zealand and around the world. He never advertises. All of his work comes from repeat clients or client references. For example, an American competing in the recent classic series for Formula Juniors in New Zealand was referred to Barry to assist in preparing his Lotus 18 for each race. The new client is now about to send Barry three of his cars from the United States for full restoration work in Invercargill.



Lotus 18



FJs in the pit lane at Teratonga

Leitch Motorsports and Restorations can carry out restoration work on cars which may have suffered "abuse" by previous owners in the form of non-original modifications or worse. This generally involves careful research of the car's history and finishes with the car being returned to its original paintwork and signage.

Here is the 1981 Jacques Laffite Ralt RT4 back to its exact specifications and livery as raced by Jacques Laffite under Gitanes cigarette sponsorship. When Barry acquired the car it was a complete wreck and he had to build a new monocoque tub to complete the restoration.



Barry's RT4 in Laffite livery

Here are the Leitch boys, side by side in Atlantic action in the Wigram Cup race at Ruapuna 1/11/15. Damon Leitch in the # 41 1986 Ralt RT4 was the eventual winner with Brendon Leitch 26 1981 Ralt RT4 second. (RALT racing cars were built by "Aussie" Ron Tauranac who had been Jack Brabham's engineer/designer/partner [the T behind all the BTxxx cars]. After Ron sold Brabham Racing Developments he produced a series of very successful formula cars under his RALT badge. Many of these are still racing in classic events in Australia and around the world)



Ralt RT4s raced by the Leitch boys

Two very rare Matra F1 cars have gone through full restorations in Barry's workshop. This MS9 (the only one ever built) was built for Ken Tyrrell's private team and raced by Jackie Stewart in the 1968 South African Grand Prix. Stewart led the race before being overtaken by Jim Clark and then Graham Hill in their Lotus 49s. Stewart's race ended with a con-rod through the side of the engine or a dropped valve (depending on whose history you are reading!)



Matra MS9

This rare car was the first “private team car” to be supplied with a Cosworth DFV engine. The car is really a modified MS7 F2 car into which Matra shoe-horned the V8 engine at Tyrell’s insistence. It was hurriedly prepared in time for the 1968 South African Grand Prix and when tested had to be fitted with a larger (ugly) nose cone to prevent overheating. As raced it was still in its green primer coat. Naturally, Barry restored the car back to green primer! Here is the restored car in the race-park at Teratonga raceway.



Ugly nose

The Matra MS10 was Matra’s big success in F1. Ironically, the V12 Matra engined car (MS11) was less than successful, but the Cosworth powered MS10 built for Ken Tyrell (and his driver Jackie Stewart) was very successful, taking both Stewart and Matra to third place in the drivers’ and manufacturers’ championships, respectively, in 1968. This car was a monocoque chassis but with stressed aircraft type fuel tanks (later banned by the FIA).

Here is the MS10 during final re-assembly in Barry’s workshop.



Matra MS10

Repairing or re-creating classic cars often means making parts from scratch. Here are some pieces ready for machining after coming back from the local foundry. Lotus 23B rear uprights on the left and Brabham BT21 uprights on the right. Note also the famous “wobbly” wheels—a must for a faithful period restoration—once again, Lotus on the left and Brabham on the right.



Fresh castings



Hub assembly time

Here is an example of faithful fabrication to original specifications. The original Lotus 23B pedals did not have mesh faces like later Lotus sports racers. Barry has fabricated these and re-cast the pedal mounts exactly as they should be. The Chairman of Honda Motor Company has a Leitch reproduction of the 23B.



Pedal set



Body ready

Where does all this skill come from? Barry Leitch (and his wife Marguerite) have been motor racing enthusiasts from an early age. Barry races anything he can get hold of and still campaigns his original “Leitch Super Sprint” version of the S3 Lotus 7 as well as his Ralt RT4. Over 60 Super Sprint clubmans have left his workshop since this car was built, many going to Japan and Australia.

>>



Leitch Super Sprint

Barry's professional training (after Invercargill Polytechnic) was as an electrician. He is a great networker however, and picks up skills that he needs from the experts and tradesmen wherever he can find them. His welding and fabrication skills are of a high standard and he employs tradesmen with diverse engine and fabrication skills also. Check this damage to a carbon fibre tub on a Raven race car. The mounting lug for the main front suspension pivot pulled out of the carbon fibre tub. Tapping into the skilled knowledge of a military carbon fibre tradesman, Barry reinforced the area with an alloy plate, then re-bonded the carbon fibre to finish with a repair stronger than the original.



Raven repair

Whatever the challenge, Barry and his team seem to be able to find a solution that meets the standards required for classic racing and sports racing certification. Equally, if you want a faithful replica of a period classic, that can be done too.

Here is one of Barry's early BT21 replicas back for some refreshment in the same workshop it came from.

The racing bug remains in the family with both of the Leitch boys doing well in open-wheeler racing. You can follow Brendon Leitch's progress in 2017 in the US Formula 4 (Honda powered) series.


www.f4uschampionship.com


Damage to Raven front suspension



BT21R back in the workshop



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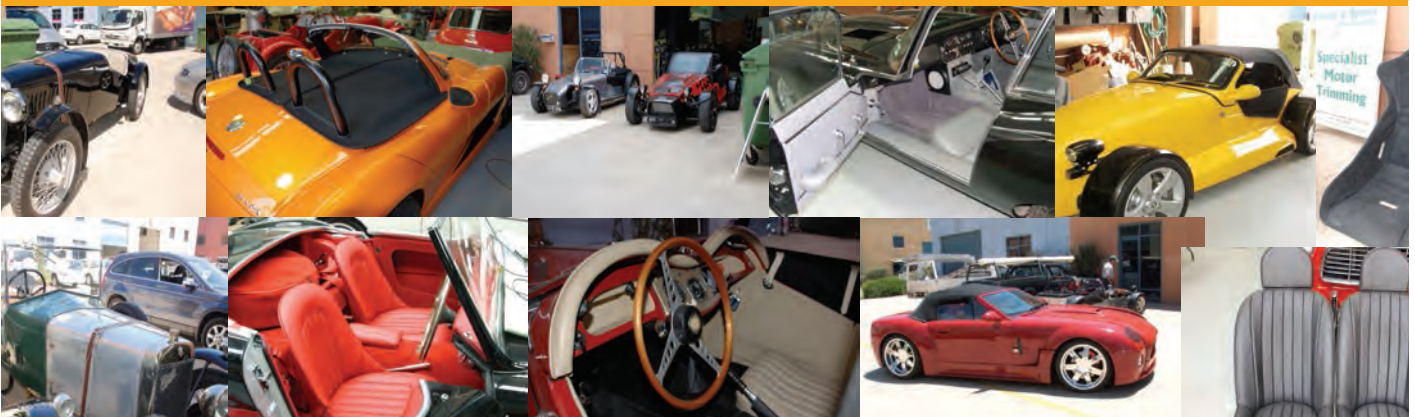
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My Barn Find

by Andrew Fellows



27-JM-34 during Bob Keys ownership

An ex-works Lotus 27 missing for 37 years, a Formula Junior and along with the Lotus 25 the first of the monocoque cars. About 36 were constructed, some had tub replacements later, but allow me to introduce myself.

I was first involved with Historic Motorsport in 1970 as a gofer for my brother who retired that year from real racing. I then graduated, 10 years later, to restoring and driving my own car – correction the car belonged to Barclays Bank who after five fun-filled years decided they wanted their money back!

The cheapest car I could find to replace it with in 1984 was a Brabham BT23-1, and for £3,000 on the button ready to go. Pre-1970 had only just started in the UK and we were lucky if we had seven cars on the grid. 30 years and four cars later I thought it time to quit. That is until Bryan Miller spotted an interesting post on 10:10ths. "Don't know what I own, can you help me?"

It was Kenny Gibbard from Sylmar in California who had what he was told was a Lotus 32 Formula B, but he had a feeling it might be a 27. He'd owned it since 1975, taken in part exchange for some work he'd completed on a Curtis sprint car. Destined to be an oval racer he never got around to restoring it. The tub number was the only identification, 63/12 which rightfully should be 27/JM/35 the 4th out of five Formula Junior team cars from 1963, those being 27/JM/32, 33, 34, 35 and at the end of the year 7. Kenny ummed and ahed as to its future. I came clean and told him what I thought it was. \$21,000 and three months later the car landed in Melbourne, derelict but having been dry stored in his house for 37 years, no engine, no gearbox or instruments and a bit dented and cut up in the engine bay. On arrival, two points to note, it is very unusual for a 27 to have a gear lever gate, and the engine bay has had a very amateur alteration for an SCA, cut out in the side wall, modified gear linkage change, and unequal length drive shafts. Was this car run in Formula C?

On examination, it looked every bit a Lotus 32 and this is where the fun starts. A Lotus 27 has rubber bush suspension whereas a Lotus 32 has rose joints, but the tub is identical save for a steel centre bulkhead on the Lotus 32 and different suspension pick up points. In period, it was a simple change to add external pick up points for the rear radius rods and convert to a 27/32 retaining the original Triumph Herald front uprights. >>



Under restoration



However, this chassis had no evidence of any changes, it appeared to be a Lotus 32 from new, magnesium front uprights and F2 wheels all round. There were two puzzles, why a Lotus 27 tub number and why a Lotus 27 aluminium centre bulkhead? I know only too well that just such anomalies can often happen but to say I was disappointed would be an understatement. That is until we started to look inside the tub itself. There in the rear were traces of the Lotus 27 pickup points. The original bolt hole for the bottom radius rod was still there. The tub had been re-skinned and when the panels were all un-riveted it was possible to see it had been re-drilled for the new skin.

The front callipers are dated 16/8/62, and 21/8/65 and the rears 3/9/62. Front shocks 2/65, but I'm told it was common place to replace shocks on a regular basis.

As of today, I still don't have the answer, possibly it's the car Peter Warr advertised in November 1964 as an ex works Lotus 27, used as prototype Lotus 32 with F2 wheels and suspension all round built in October 1963. That would also fit Alan Baillie's view that it ran a Cosworth SCA at some stage but there is no proof, and sadly Peter Warr fell off his perch two years ago, and the family have no photos of his car.

Peter raced a Lotus 27 at Fuji in May 1964 and after a bit of searching I bought a Japanese book with some close-up body off shots. Pure Lotus 27 so a different car and for those interested I think it was 27/JM/7 the 5th team car that never raced in FJ and is now in Mexico.

As well as the restoration, at the same time I've been researching Lotus 27s and Lotus 32s that raced in the US in the 1960s in the hope of hitting the jackpot. Research is addictive and highly rewarding sometimes, so here are some snippets found so far, (excluding those delivered new to the US).

Stew McMillan raced a blue Lotus 27 later called a Lotus 32, lovely guy, sent me photos, pure Lotus 27 so dead duck again. I sent a Christmas season greetings to find he'd since died, Mimi his wife told me how much he'd enjoyed our correspondence, like minded souls she said. How kind and what a painful reminder history slips away so quickly.

Bill Rutan from Connecticut had a Lotus 32, 'phoned him and found he'd also raced a Tecno in 1969 and a homemade VW Bathub with which he'd set numerous hillclimb records. Turned out he had bought two Lotus 32s from Fred Opert and two Lotus 35s, well so he said. Still has two Tecnos, both for sale, one a chassis only. His Lotus 32 was not my Lotus 27 either Bugger!

Competition Press and Autoweek is a good source of info, after days of reading I found an advert by Bob Keys for a green (Bob's car wasn't green when he got it so he repainted the car) ex works Lotus 27 in 1965. Whoopee, this sounded good! He was from Studio City near Hollywood, next to Sherman Oaks where the car came from, so Kenny had told me. I found a Bob Keys in Los Angeles but turned out he was long since deceased. Thanks to another researcher I came across a Bob Keys, secretary for the SCCA (Sports Car Club of America) in Hawaii. A phone call later and it turned out to be the owner of the advert but once again not my car (It has pure Lotus 27, parallel rear radius rods and 4 bolt front Triumph Herald front uprights. This is 27/JM/34). The bonus was that I now know where that car is today, and it was a delighted owner that I was able to give the entire history of his car. After Team Lotus in 1963 the car went to Bruce Eglington from the US, and was looked after by Ian Raby for the European season in 1964. Bruce lives only two hours away from where his car now is and he had sold to Bob Keys who sold to an aptly named Digger Helm, who owned a cemetery, though driven also by Marion Whittington. Digger had great results, in his words, "I either won or blew up"!

Dick Eisenmann drove a Lotus 27 and he sent me a photo of him winning a race, he sold the car to Tom Tufts who promptly rolled it and part exchanged it for a Chevron from Opert. The car was red from new so no go there.

Boyd Groberg had a green one too, bit of a mystery car but certainly not mine either, as it is pure Lotus 27. I don't think he liked it much!

Thanks to the legendary Frank Monise Jnr I got to talk to his pal Art Brisbane. Now Art had bought his car from Charlie Hayes. Charlie was the ultimate playboy, racer and West Coast car dealer of the 1960s. He now claims his memory is buggered, fried by too many drugs in the early 1970s. Actually, he's got quite a good memory but this Lotus 27 had twin rollover hoops, and is pure Lotus 27 as well.

Dave Ogilvy and Bob Parker both from the West Coast had Lotus 27s variously called Lotus 32s or even Lotus 35s. Dave did very well eventually cutting the engine bay off and substituting a space frame, sold the car to somebody in Eastern Canada and never heard of it again. Bob Parker got rear ended at the 1967 Rose Cup in Oregon, so he sold the car to a guy from California. Not long after that, there is a Competition Press and Autoweek advert for a restored Lotus 27 in a small town called Weed in California. Being that it was green I thought I'd try and find the seller. I Googled 'Weed California' – doh! You get every article about marijuana known to mankind!

In 1972 Jim Gross advertised a Lotus 32 for sale, again in Studio City. Jim was a film editor having worked on James Garner's 1970 film *The Racing Scene* all about a F5000 Surtees that Garner bought and was driven by Scooter Patrick. Gross is better known for things such as Cagney and Lacey but not even a private eye could find him for me, well it might have helped if I'd said Gross and not Goss! One of the film crew, Earl Rath now runs a film school and it was very hard to accept that Jim had died in May 2013.

Still to find is Greg Hodges who had the only team car now still missing. This car had gone to Robs Lamplough and then to Bob Winkelman in LA who sold it on for Robs. Bob's brother was the legendary Roy Winkelman who ran Jochen Rindt in F2 in 1967/8. I'm very enthusiastic on the histories.

Hugh Johnson from San Francisco is one I can't find, together with Ron Chiniquy, another Hollywood film director.

I've been on the phone to a lovely old boy from Illinois, Jim Pathe aged 84, and he is posting some photos of his car. As usual it's promising, was painted white (one of the colours on the old body) and when he had it broke a top left rocker arm, and full set of original Lotus wobblies but then on American magnesium wheels, this all matches but ... I hit it off with Jim straight away as he mentioned his F2 De Tomaso, 'Not the very first one that raced at Sebring?' I said, (knowing full well the answer) "Yes" he said "0001". It helps being a chassis anorak, though this was not a particularly successful car.

I've also got a lead on the prototype Lotus 32 that Peter Warr sold; the owner from 1965 now lives in Spain – again photos on the way.

I live in hope but at the moment the car is still a total mystery to which Clive Chapman can add nothing. It's now rebuilt but like all cars that haven't run for 40 years beset with problems. It handles well, but likes to share its oil. Possibly something to do with the weird Chapman designed oil pipes to the front cooler, a pipe within a pipe and the flow rate is frankly crap.

There are only about 12 of the original 36 known to exist and we have two here in Australia, the rest of the missing ones will be out there somewhere, indeed another turned up recently, cut and shut and a real mess. No ID at all but I am 99% sure I know the number, however the owner won't reply, so frankly his loss.

My Lotus 27 records I think are now pretty good, but more bits of information will appear and the reward for each snippet will be just as exciting as the first on day one! If I get anything positive, I'll let you know straight away!





CAMS Club Challenge

by Shane Murphy
photos: Shane Murphy
& Dick Reynolds



In late 2016 CAMS announced the Club Challenge Australia, with an event to be held in each state.

For many a reason, not enough entries were received so the Queensland event was cancelled.

Fast forward to 2017 and the event was back on as a one day team Hill Climb, with entries open to all CAMS affiliated Sporting Car Clubs. Of course, LCQ is a sporty kind of group so Dick Reynolds put his hand up to be team captain, rounded up the troops and put a team of five together, appropriately tagged as Lotus 1.

Dick Reynolds – 1988 Caterham Seven – Clubman Sports Cars up to 2000 cc
Vyyvan Black – 1968 Lotus Elan S4 – Group S

Jon Young – 1988 Caterham Seven – Clubman Sports Cars up to 2,000 cc

Zaid Latif – 2005 Lotus Exige S2 – Production Sports Cars, 1601 to 2000 cc

Shane Murphy – 1968 Lotus Seven – Clubman Sports Cars up to 2,000 cc

Our team line up, if not a mixture of the Good, Bad and Ugly, then fast and less fast, but a formidable team no less.

The scoring for the event was measuring the delta between the class record and the elapsed times of the day, with substantial prize money available for first second and third places.

We knew we were in trouble when Dick, Jon and I, competing in the Clubman Sports Cars up to 2000 cc were in effect competing against the class record set by Brian Pettit (who is a gun) at 44.18, statistically it would be very hard to get close to that time, thus our delta would be very high. Zaid too was up against it and even with a very hot lap of 48.68 ended up at a delta of 106 % against the record of 46.91.



Vyvyan on his first crack at "The Cotton" set a personal best of 58.41, but was pegged against an existing class record of 48.54, don't forget to ask Vyvyan about his tow point!

As the day progressed we tumbled down the leader board, however as usual with Lotus guys and girls we continued to have a ball, Zaid and Dick trading best times all day; at times Dick looked to have lost the will to live, disappearing for consolation time; Shane and Vyvyan set personal bests and Jon was smoking all day, he set some fast times as well.

As we approached the last few runs, Dick ever anxious to best Zaid, resorted to fiddling with his tyre pressures looking for that one thousandth of a second, in the round up Dick set a 48.52 and Zaid a 48.68, very close indeed.

Gayle and Jen worked the timesheets and videography all day, produced cups of tea and slice when required and were stoic in their support for their respective menfolk.

Annoyingly on Vyvyan's last run of the day, he had a gearbox failure and was stranded on the short run to corner one. Luckily a trailer was available and the team rallied to get Vyvyan's now motionless Elan over to Greg Brays workshop ready for Greg's return from his UK holiday ad those pesky cogs sorted out.

Congratulations to the "HRCCQ" Team, the "Five Shades of Grey" Team and the SX3Qld Team who ran First, Second and Third respectively, a well-deserved reward for a big days driving.

Next year, if CAMS run the event again, we should lobby to have the scoring methodology altered to measure the time deltas run on the day, now in that format we may be closer to the pointy end, which is where we should be!



Last run



HSCCQ Interclub Challenge Motorkhana



by Dick Reynolds
photos: Shane Murphy

If there's one thing about Motorkhana's, it's memory. No point being quick, if you can't remember where you are going. The tests for this event looked easy, but were in fact rather tricky.

Particularly Happy Birthday and Dragon fly.

As usual the HSCCQ guys, who do these all the time, sailed along pushing the cars hard as.

The rest of us had to be a lot more circumspect.

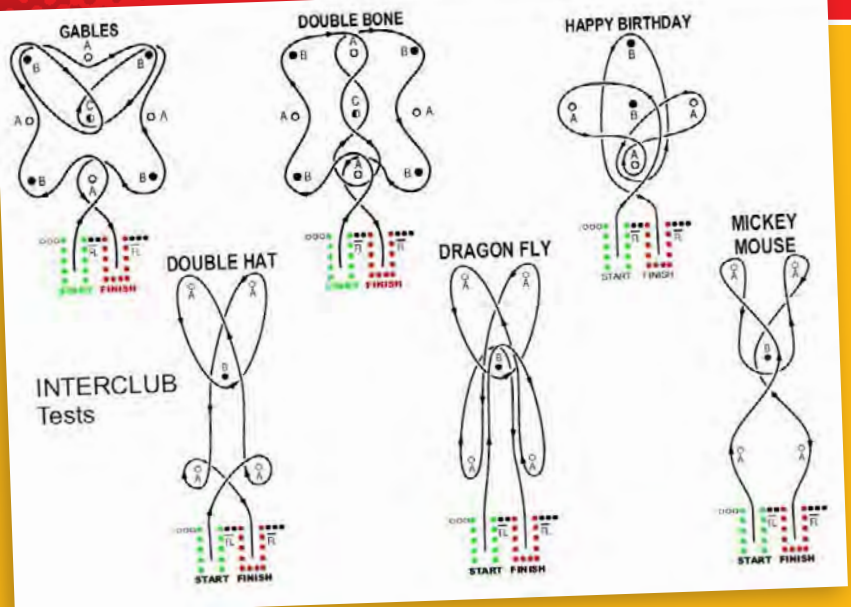
Having said that, between Shane, Phil and myself we only had three WD's (Wrong Directions).

Theory was to get one in the bank, as in take the first run easy so as not to WD, then go like hell in the second. (We only get two runs for each, fastest time counted.)

The problem being, if you WD, your time is the slowest run by the slowest competitor, plus five seconds. Basically, puts you out of the running.

A look at the run times will show Shane had little regard for the "bank" theory. Very courageous!

The other issue we Clubman / Elise people suffer, is no meaningful hand brake. This can be got around by going a circuitous route around the flags, keeping the speed up. Again, the times show we proved OK at this.



Left right



Closing in

Easily the quickest car was the Datsun 1600 of Ken and Pauline Graham. They comfortably won the event, and were nothing short of thrilling to watch. Likewise, the "Specials" of Noel Caplet and Keith Butcher. "Specials", being cars built specifically for Motorkhana's, are lightweight and unregistered, with trick hand brakes and slicks.

Given that we came fifth, twelfth and fourteenth in the event, Lotus/Caterham cars have proved their worth once again.

Having done a few of these events, I can safely say it was one of the best, and had a lot of very happy drivers at the conclusion.

As for the ICC component, Lotus probably haven't reached the top – by a long shot, but we are certainly in there with a chance. HSCCQ will clean up, and we hope to have kept the Porsche people at bay.

Thank you to the HSCCQ for another beautifully run event. Particularly Scott Longton, Clerk of Course, Keith Butcher, Chief facilitator or something and Mary Caplet and her protégé on the timing. Not forgetting the guys who set up the track of course.

It would be nice to get a few more Lotus entrants along next time. Have a look at the videos when you can, and we may just pique your interest.



A great day



Team Lotus



Slicks off



Phil – lined up



Jenny Murphy



Timing crew



Dick is go, go, go!



Tactics



The bleachers



Visualising



Nailed it!



Shane & Dick



Dick



Festival of Motorsport – Phillip Island

by Graeme Noonan

The VHRR's Festival of Motorsport classic meeting took place at Phillip Island on the 17-19th March with the usual high number of entrants and spectacular array of overseas invitees and their vehicles. I had the pleasure to again assist Bob Harborrow in unpacking these vehicles from their containers on the preceding Wednesday which, although it extends commitment to the three day meeting, is a privilege. The regular organiser and loadmaster at the shipping point in England is Andy Newell who also usually brings one of his family's extensive collection with which to compete. This time Andy drove an Elfin 622 in Q & R Racing and his regular pit-companion Rhea Sautter Stukenbrock from Germany brought her very fast Austin A30, complete with fringe-trimmed headlamps which, at speed, magically become alluring, startled eyelashes! Since many of these cars are regularly in demand to travel internationally, most have their own customised containers with fitted racks and hoists for multiple occupancy and allocated space for a comprehensive range of spares.

The top billing invited cars were obviously the two ERAs; Charles McCubbin from San Francisco had ERA R5B, the famous French blue "training" car of Prince "Bira", and charming Irishman Paddins Dowling out of Carmel California, brought his black ERA R10B on a return visit to the Island. Charles like me, is an air-cooled tragic and, amongst others, has a very late Cooper Mark XIII with Norton engine by famous tuner Francis Beart. ('Tis said, to own one air-cooled car is usually problematic, but two is simply masochistic, so I was lucky enough to be able to share with Charles some air-cooled anecdotes.)

Other notable overseas cars included no less than two stunning front-engined F1 Scarabs, one of three surviving open "Targa Florio" GT40s (for which the current owner reputedly forked out £12 million!), and the affable Rod Jolley's magnificent Lister Jaguar "Monzanapolis" Lister





Lister Jaguar Monzanapolis

Jaguar whose all polished alloy body is a credit to body-man Rod (whom I once observed at Albert Park spontaneously come to the rescue of a Jaguar D-Type fellow participant by expertly taking out a minor rear end parking dent in quick time with only available ad-hoc borrowed tools). Cooper was represented by very well presented T51 and T53 as well as a Cooper-Bristol. Plus there was a lovely 1952 Alta F2, a nice Lotus 18 out of Connecticut, and the welcome temporary return visit from Belgium of the ex-Lex Davison Aston Martin DBR4.

John Bowe was honoured as patron of the meeting and drove the F1 March 741, a Volvo in Group A and later took over Joe Calleja's red Corvette for its last two races (thereby obviating the need for me, in Group Sc, to try to pass this very wide car in my little Lotus Twin-Cam, since John was so far up the road, I didn't see him again after the off).

I was obliged to return to Group S after a year or more campaigning with the Brabham in Group M & O because the Lotus S4 was virtually the only car currently on its toes. But the twin-cam was a pleasure to run with its little used Mike Byrne-prepared dedicated race engine and "turn-key" operation. As it is on the market, I also determined not to overdrive, which is my tendency of late, so although I was a couple of seconds a lap off the capable, it was a relaxed meeting for me, and to progressively improve twelve grid positions at my decrepit stage of life, I now regard as good as a win.

I only experienced one hitch when, starting on only my third flying lap in qualifying on Friday, I saw in the early morning shadow at the Start/Finish Podium a dark flag held stationary which I took to be a black flag.

So I came in at T4 and enquired at S/F what the black flag was for to be told there was none, and that, "it was probably a stationary blue, because it was crowded on track". So my qualifying was ruined, and I had to start the first race from near the rear of the grid.

Whilst I concede it was mentioned at the Drivers' Briefing that stationary blue flags would be deployed during the meeting, I find re-adopting this procedure after many years of only waved blue flags being valid, is regressive. Until officials adopt the new international pale blue colour flag as standard (as the PIGPC has done with its recently acquired Evan & Evans flag sets) confusion of the standard dark blue flag when held stationary, with a black flag, will likely continue.

Mike Byrne's sister car was plagued throughout Saturday with uncharacteristic DNF's, simply shutting down after he had run a few laps and it had got up to temperature. After progressively chasing the fault and eventually eliminating fuel delivery as the cause, overnight thinking on Saturday resolved the problem for Sunday. The culprit proved to be a new whiz-bang high-powered coil he had been cajoled into fitting, which proved so powerful, it was shorting out through the rotor button at race condition revs. Replacement with his customary coil restored his prestige and rightful place as consistent up to 1600cc winner. Incidentally, his new paint job on #60 is "shmic" to say the least, and now puts my paintwork to shame.

The usual high number of entrants (450+) which in the past has resulted in sometimes unconscionable chaos in the Paddock for competitors and officials alike, and above all, serious delays and cuts to the Event Schedule, thus pleasing nobody, gratefully were problems which seemed absent this year. Perhaps my view was coloured by a dream personal schedule in Group S, with an early start each morning immediately after Regularity (about 9.30am), and being first up after lunch, all done before 3pm!

Were 'twas ever thus!



ERA R5B "Remus"



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Lotus & Clubman Notes is the official magazine of Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876. The views and contents of the articles printed in Lotus & Clubman Notes are those of the authors and do not represent those held by the Editor or by the relevant Club Committee.

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The magazine deadline is strictly the 18th of each month. Extensions are possible only by prior arrangement. Please send articles as MS Word documents, (text only) and images / photos / scans as separate high resolution, large jpegs (300dpi minimum for scans) to your Club Coordinator or editor@lotusclubvic.asn.au

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| 1963 | 1964 | 1965 | 1966 | 1967 | 1968 |
|---|---|---|--|---|---|
| INDIANAPOLIS 500 WINNER | INDIANAPOLIS 500 WINNER | INDIANAPOLIS 500 WINNER | INDIANAPOLIS 500 WINNER | INDIANAPOLIS 500 WINNER | INDIANAPOLIS 500 WINNER |
|  |  |  |  |  |  |
| PARNELLI JONES 143.137 mph | A.J. FOYT 147.350 mph | JIM CLARK 150.686 mph | GRAHAM HILL 144.317 mph | A.J. FOYT 151.207 mph | BOBBY U 152.882 |

Jim Clark – 1965



Len Terry designed Lotus 38 with Ford V8 power in which Jim Clark won the 1965 Indy 500.