



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- The Silk Road
- Scenic Rim Father's Day Social Run
- Zagame Morning Tea
- September Club Night - Harrop Engineering
- The Lotus Europa Design and Modifications



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Graham Smith launches off the line at the SA Hillclimb Championships
Photo: Andrew Stevens

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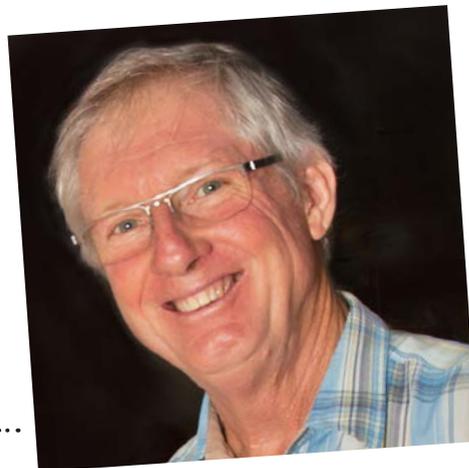
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President's Waffle

By CLIVE WADE, President, LCQ



Like I said last month; life's good, I was espousing the joys of finally having winter kick in with local weather making Lotus ownership an absolute pleasure. Well, I couldn't have said it more correctly. We have enjoyed a perfect start to spring with cloudless skies, perfect temperatures, and heaps of Lotus steering wheel in hand.

For me, to make it even better, all the bits & pieces arrived from Old Blighty to enhance ownership of a Honda power plant even more, matching the new found horse power and torque with new suspension springs etc., making the little bus even more fun, particularly on the race track, where I can enjoy my Lotus in the manner in which it was originally intended, without drawing the wrath of the law.

And thus, September turned into a very Lotus month for not only me, but many Lotus Club Qld members also.

Along with many in the club we have enjoyed/will be enjoying September's full schedule:

Starting with John and Penny Barram's Scenic Rim Run, with a huge turnout of members, gave us a very pleasant drive from Springfield through Peak Crossing and Boonah, then on to the Mt Alfred Brewery for morning tea/coffee (don't you just love the little contradictions in life?). After morning tea it was on to Beaudesert then Tamborine Village for lunch at the Bearded Dragon Pub.

The monthly meeting bubbled along, more on that to be said shortly.

Morgan Park Sprint Round 3 where only 6 LCQ'ers turned up, but we had a ball, particularly me tuning the dampers to the new springs and stuff secreted away under the car out of sight. My ever helpful and friendly mentor said I would know the "Sweet Spot" when I found it. Yer thought I, knowing my lack of subtleness might not notice the subtle "Sweet Spot". How wrong I was, when, after turning yet another adjustment notch on the damper followed by 3 "assessment laps" the car turned from "good" to "WOW" with all the tyres

talking to me and the car wonderfully responsive to steering inputs. There is a lesson here for all of us; don't take your car's set up for granted, get some professional help to ensure your car is perfectly setup.

Mt Cotton Hill Climb was well attended, going very well for some and a little disastrous for others.

We had a big turnout of 37 Lotuses for the All British Day where Alan Bent was awarded "Best Sports Car" for his beautiful red Esprit. Congratulations Alan. Of course it was also our annual Concours d'Elegance, I'll leave the details for you to read in Dick Reynolds article (isn't it great to have so many active Past Presidents in the club still contributing!).

Of course by the end of the month we will have enjoyed Morgan Park Round 4 and also Mt Cotton Hill Climb being the MG Club's contribution to the Inter Club Challenge. We're still trailing Porsche Car Club in the outright points, so hopefully a successful Hill Climb result might reduce the gap even more. Isn't it amazing how one missed round can so severely affect the outright results?

So is October going to any less frenetic? Well, yes, as the warmer months arrive Qld's outdoor activities start to reduce in number, thus October will only see 3 official events:

03 October: Club Meeting at Shannons
08 October: Sunshine Coast Hinterland Day hosted by Gloria and I

29 October: Norwell Driver Training Circuit Sprint hosted by the 86 Club. Maybe Dick Reynolds might be tempted to announce an impromptu EMR up Mt Glorious for breakfast. Maybe someone else will feel an impromptu something. We'll see.

New Business:

At the September meeting we discussed the possibility of LCQ taking over the responsibilities of running the Magazine from Peter Murray and Peter Hill on LCV. Peter and Peter have most ably managed Lotus & Clubman Notes for many years, they are both ready to retire from the role,

thus both LCV and LCQ are searching for aspiring editors/publishers to put up their hands to assist in taking on the what will be a most rewarding role. Shane Murphy, Vyvyan Black and myself have had extensive discussions with both Peters and LCV President Damian Hartin in regard to this and feel with the right input from members, especially any members with publishing knowledge, LCQ can take over the role into the foreseeable future. There is of course, a well-defined structure to the running of the magazine already in place which will be an invaluable guide in the managing the magazine.

With some succession planning put in place early, anyone who raises their hand will know they are in for only a 3-year period, introducing new blood annually, will ensure a steady roll over of people through the role.

Please, if you feel in any way able to contribute to continuing a fabulous publication, a publication envied by many clubs throughout Australia, please contact either myself, Shane Murphy or Vyvyan Black.

Emails are:

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Vyvyan Black, Web Master:
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And on that note, as ever,
I bid you cheerio for this month,
Happy motoring and keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 3RD OCTOBER 2017
7.00 FOR 7:30 pm, PIZZA 7:15-ish
Lotus Cars Queensland
1-11 Old Chatswood Road
Daisy Hill, Queensland 4127

President's Message

By DAMIAN HARTIN, President LCV



So I'd love to say that I'm quite organised in ensuring I have something to write to you all at least once every two months. Truth be told I'm probably not, but what better time to put keyboard to screen than when I'm stuck at Melbourne airport for seven hours waiting for the lousy weather in Sydney to improve? Whilst I sit here and lament my situation, I'll try and catch up on something more enjoyable, like Lotus.

The last two months has seen our usual run of events; an EMR to Clarkfield and Healesville, club nights at Monash Motorsport and Harrop Engineering, the later where they unveiled their brand new TVS1900 integrated water-cooled supercharger kit. We had MSCA motorsport events at Winton and Phillip Island and our own LCV day at Broadford (which I wrote about in last month's mag). Plus, by the time you are reading this we will be running (or have just run) our inaugural LCV ATC (Auto Test Challenge) at a skid pan located in Kilsyth.

Coming up, we have a tentative date booked for our October club night at the brand new Simply Sports Cars dealership in Melbourne, plus we have our annual Christmas Party get together and AGM. Add in some more EMRs, three more MSCA rounds, two more VSSC rounds, another trip back to Broadford, plus a Simply Sports Cars Lotus only day at Winton and a pilgrimage to Bathurst, and its pretty plain to see we aren't slowing down at all (it may take me a year to recover... but hey)

Now, something I've been meaning (and promising) an update on, is the LCV Motorsport Championship. With seven possible rounds left before the end of the year, there is still plenty of time for the leader board to change, so have a look where you are and make plans for a strong finish.

Those of you participating will remember we changed some of the categories this year, so a quick recap:

Classes/Categories:

CLUBMAN CARS

- L71: Clubman Cars 0 – 1599cc
- L72: Clubman Cars 1600 – 1999cc
- L73: Clubman Cars 2000cc and over

LOTUS CARS

- 4NS: 4-Cylinder, Naturally Aspirated, Factory Standard Cars
- 4FS: 4-Cylinder, Forced Induction, Factory Standard Cars
- 4NM: 4-Cylinder, Naturally Aspirated, Modified Cars
- 4FM: 4-Cylinder, Forced Induction, Modified Cars
- 6NS: 6-Cylinder, Naturally Aspirated, Factory Standard Cars
- 6FS: 6-Cylinder, Forced Induction, Factory Standard Cars
- 6NM: 6-Cylinder, Naturally Aspirated, Modified Cars
- 6FM: 6-Cylinder, Forced Induction, Modified Cars

RACE CARS / OTHER

- R1: Open Wheelers / Cars on non-road approved tyres / Other Cars All Cars
- O1: Outright

Championship Eligibility:

All competitors need to compete in a minimum of four events, with the best six rounds counted. If we end up tied at the end of the year in any category, we will extend to the best seven rounds for those competitors. To qualify for the Outright class, each competitor must compete at two events at each of: Sandown, Winton and Phillip Island

Scoring:

The fastest competitor in each class will be awarded 10 points, with the second fastest awarded 9 points, third fastest 8 points, etc... down to 1 point for the tenth fastest competitor.

The Outright class will be calculated taking the average fastest lap time's from two events from each of the nominated race tracks with 10 points awarded for the fastest, 9 points for the second fastest, etc...

Definitions:

The classification of a Standard or Modified car is as follows:

A Standard car is defined as any car that runs the same engine and same capacity that the car was delivered from the factory. Engine swaps and performance tuning are permissible, as long as the above applies.

A Modified car is any car that has a different motor, different capacity, different induction or a highly-modified engine. eg. built motor

So now on to the current standings (please let me know if you feel you are in the wrong category or if I have missed you and/or an event)

4NS

First Place, Tromp Hofmeyr on 49 points, followed by Guy Stevens on 36 points in second.

4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars

	Total Points	No. of Events
Guy Stevens	36	4
Johannes Hofmeyr (Tromp)	49	6
Kristian Cook	27	3
Michael Freeman	10	1
Joshua Robins	10	1
Rhett Parker	30	3

>>

4FS

First Place, Phill Nicolson on 50 points followed by Mike Moore on 30 (needing one more event for eligibility).

4FS: 4 Cylinder, Forced Induction, Factory Standard Cars

	Total Points	No. of Events
Philip Nicholson	50	5
Michael Moore	30	3

4NM

First Place, Lee Gardner on 57 points closely followed by Chris O'Connor on 53.

4NM: 4 Cylinder, Naturally Aspirated, Modified Cars

	Total Points	No. of Events
Alec Spyrou	19	2
Chris O'Connor	53	6
Christian Johansen	31	4
David Buntin	41	5
Joshua Robins	19	2
Lee Gardner	57	6

6NS

With a monopoly on the class, Andrew Dovey in first place on 40 points.

6NS: 6 Cylinder, Naturally Aspirated, Factory Standard Cars

	Total Points	No. of Events
Andrew Dovey	40	4

L71

Nick Ng has a dominant lead, in first place with 57 points, followed by Peter Astbury (needing on more event) and then David Barber.

L71: Clubman Cars 0-1599cc

	Total Points	No. of Events
David Barber	29	4
Robert Lancaster	8	1
Nicholas Ng	57	6
Peter Astbury	30	3
Peter Buczak	21	3
Stuart King	24	3

L73

Fintan McLoughlin has command of the L73 class, but still needs two events for eligibility.

L73: Clubman Cars 2000cc and over

	Total Points	No. of Events
Fintan McLoughlin	20	2

R1

Currently led by Michael Bouts on 40 points with Peter Nolan on 30 (needing one more event).

4FS: Open Wheeler's / Cars on non road approved tires / Other Cars

	Total Points	No. of Events
Ben Allen	18	2
Brian Buttigieg	9	1
Michael Bouts	40	4
Robert Lancaster	16	2
Stewart Richards	17	2
Nirangjan Nagarajah	10	1
Peter Knight	7	1
Peter Nolan	30	3
Chris Cameron	9	1

Outright

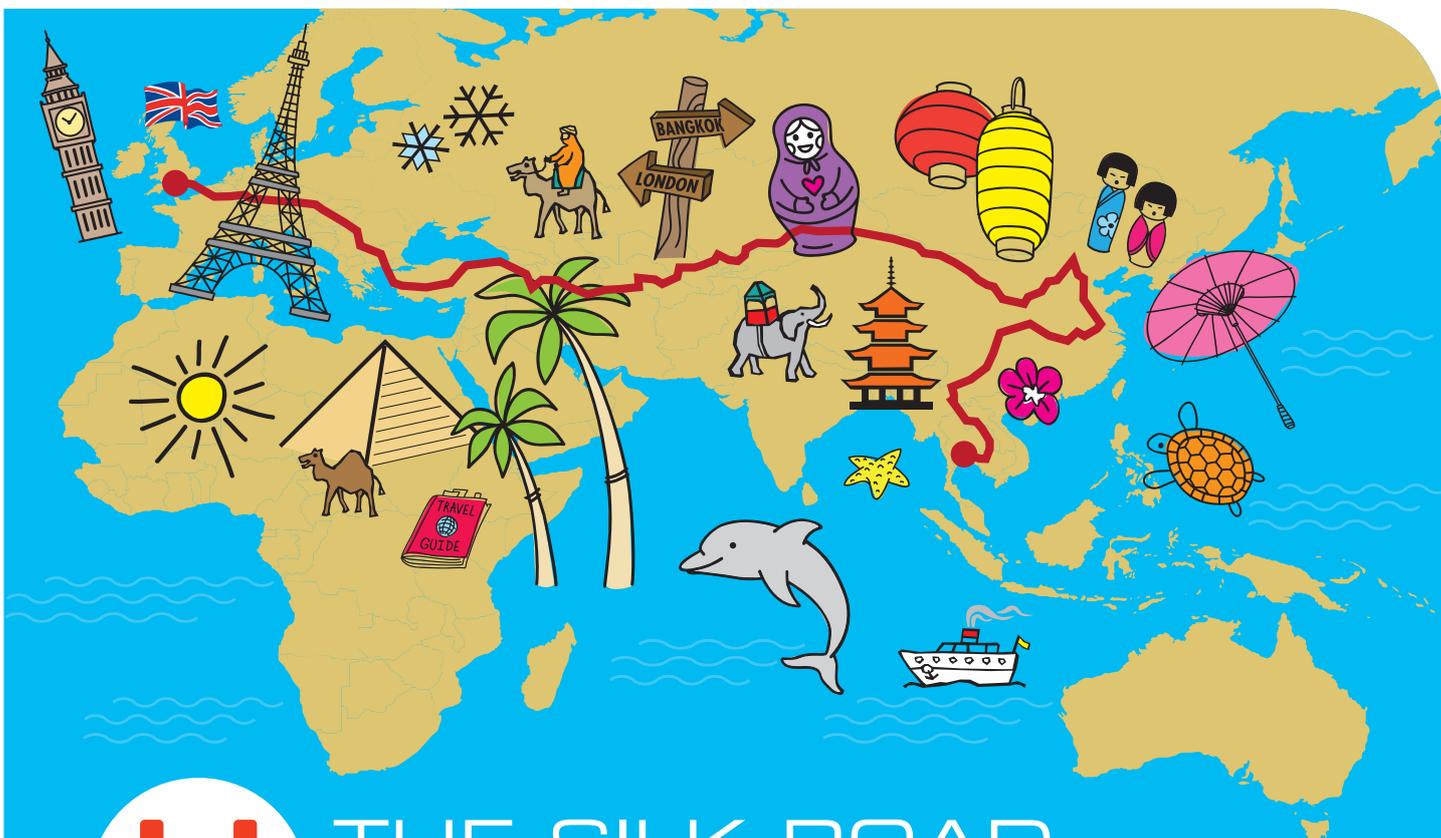
Our current outright leader is tied between Cris Johansen and Lee Gardner, both on 18 points. Second outright, tied between David Buntin and Chris O'Connor on 14 points.

Outright	Total Points
Guy Stevens	0
Johannes Hofmeyr (Tromp)	4
Kristian Cook	5
Michael Freeman	0
Joshua Robins	0
Rhett Parker	3
Philip Nicholson	7
Michael Moore	7
Alec Spyrou	0
Chris O'Connor	14
Christian Johansen	18
David Buntin	14
Joshua Robins	0
Lee Gardner	18
David Barber	0
Robert Lancaster	0
Nicholas Ng	8
Peter Astbury	4
Peter Buczak	0
Stuart King	1
Fintan McLoughlin	0
Ben Allen	0
Brian Buttigieg	0
Michael Bouts	10
Robert Lancaster	0
Stewart Richards	0
Nirangjan Nagarajah	0
Peter Knight	0
Peter Nolan	10
Chris Cameron	0

As you can see, the board is still very open, so get wrenching!

That's it from me, look forward to catching up with you at an event soon.





THE SILK ROAD

Bangkok to London in an MGB GT

story & photos: Tony Wheeler

There may have been no Lotuses involved, but I blame the whole thing on Lotus. February 2016 I'm chatting with David Mottram at a Richard Mann's shed gathering:

'I'm driving from Bangkok to London next year,' he announces. 'There are seven of us, all in MGBs and you can slot four cars into one shipping container so the second box still has one MGB-size space available, if you want to join us.'

A few weeks later I'd handed over \$15,900 for a 1973 Burgundy-red MGB-GT in Mackay, Queensland. By April it had been shipped down to Melbourne and handed straight over to Neil Hopwood at Plus Four Automotive, MG specialists out in Dandenong, with instructions to make it suitable, despite its 40+ years' age, for a little drive through 19 countries. I wasn't interested (even if I had the time, and I didn't) in doing any of it myself. Been there, Done that, was my feeling.

All eight cars had been named, and since one other 'B' was precisely the same colour as mine and had already been christened Shiraz, after the Iranian birthplace of that fine red, "Burgundy" seemed a suitable title for mine. Making Burgundy capable of handling 25,000km of sometimes 'interesting' roads was a task that took all the rest of 2016 and consumed an eye watering sum of money. I'm embarrassed to say just how much I paid for a total engine, gearbox, steering, suspension and anything else you care to mention rebuild, plus replacement of all the hydraulics, fuel lines, brake lines and, of course, deletion of everything with the name 'Lucas' attached to it. The Prince of Darkness was not coming along on this ride.

The idea was that all eight cars would be as far as possible mechanically identical so that spare parts could be shared between them. We'd bring along a spare starter motor, alternator and a bunch of other major components. Five of the eight cars were hardtops – MGB-GTs – >>



Burgundy about to be containerised, melbourne



Departing Thailand for Cambodia



Water festival deluge, Pakse to Thakeik, Laos



Running hot, Kasi to Luang Prabang, Laos

the other three roadsters. Curiously the Melbourne–Sydney split was right down that line, the five Melbourne cars (sensibly) were the GTs, the Sydney trio the roadsters. How many times did the roadster tops come down? Perhaps for five km out of the 25,000 – or 75,000 if you multiply the distance by three soft tops.

Of course there were some differences, three of the cars had Toyota five-speed gearbox conversions and Burgundy had two ‘improvements’ over the other cars. One was fairly useless, but the other proved to be very useful. The useless one was air-con, factory air-con no less, but let’s be honest, 1973 air-con wasn’t too impressive and these were English sports cars of the era, i.e. they overheated. Burgundy’s air-con worked surprisingly well, as long as it wasn’t hot. Which strangely enough is when you usually want air-con. The other, much more useful enhancement was a sunroof, a factory metal electric one, no less, which worked amazingly well and was frequently open.

Through 2016 I’d made a few train trips out to Yarraman on the Pakenham line, from where I pedalled over to Neil’s workshop on my folding Brompton bicycle. Finally on 22 December I picked up Burgundy and that weekend took it for a little run with some other MG owners and promptly acquired a speeding ticket. Some more serious running-in included a cruise from Melbourne up to Jervis Bay, via Canberra, and back. Having ticked all the is-it-working-now boxes, Burgundy and the other seven ‘Bs’ gathered together, snuggled up into two shipping containers and headed off to Bangkok.

Early April we all assembled in Bangkok, seven couples plus me. My wife Maureen had too many other commitments to be able to join me, but I had no trouble gathering together a series of co-drivers, starting with my daughter Tashi from Bangkok to Luang Prabang in Laos. The cars had been unpacked from the two containers and were waiting for us in a dockside warehouse ... and on Day 6 (it took a few days to pack the cars up and

MGB at Luang Namtha, Laos



sort out visas we couldn’t obtain in Australia) off we went. Two days later we were in Cambodia and on the right-hand side of the road, where we would remain until the Eurotunnel disgorged us in England on Day 102. One of our group wisely had a LHD car.

On Day 18 we crossed the border into China where we would be for the next 38 days. Tashi, would re-join me later in the trip, but through China I had a changing cast of co-drivers or passengers. Foreigners can only drive through China in their own cars if they’re accompanied by an official Chinese guide. This would have meant we would have had to get a car and a driver for our official guide if it wasn’t for my unoccupied seat. In fact the about-to-turn-30 young woman who would accompany us, attractively named ‘Green’, perhaps because of her green suitcase, which took up permanent residence in the back of Burgundy, didn’t ride with me all the way across China. Green would change from car to car each day and whoever she had displaced would join me.

So off we went across China, nearly 11,000km and nearly all of it on freeways, except they weren’t free, they were toll roads and pricey ones at that. At one point I calculated they were about 40 per cent more expensive than autostradas in Italy. They were at times remarkably traffic free, there were days where it seemed the only cars on the roads were Australian MGBs. When there were other cars the driving was, well ‘interesting’ was the word we applied. The signature Chinese driving manoeuvre was the undertake, you’d be lining up to overtake a slower moving truck and suddenly someone would come zooming up inside you and swerve in front of you. Right of way seemed to default to whoever

had a bumper in front – that gave them carte blanche to chop you off. In heavy traffic if you left a safe gap to the car ahead you would never get past that truck, a constant series of local cars would zoom up inside you and squeeze in front. After a while we learnt to tailgate the car in front in heavy traffic and perhaps ease over towards any car trying to squeeze up on the inside in order to push them out of the way. Remarkably we never saw the slightest hint of road rage in China (or anywhere else for that matter) you might get pushed around outrageously, but always with a smile and a wave. Frustrated undertakers who simply couldn't wait would head for the inside shoulder and overtake (or undertake) that way.

While all this was going on you were also being photographed. From one side of China to the other there was always a smart phone pointing out of a car window towards you. Don't use your phone while driving? It's the law in China, just like in Oz, but on one occasion I realized I was being simultaneously photographed by a bus driver and a police car driver. Quite often there'd be several people in the same car, all photographing you. We were a constant source of interest and entertainment and the 'where we're going' maps on our car doors made the whole thing easy to explain. Lots of onlookers would ask to get inside for a selfie, and one young man was amazed to discover something he'd heard of, but never seen in a car before: a window winder. There are no old cars in China, nothing pre-electric windows.

The first couple of weeks in China, from the mountainous border region with Southeast Asia most of the way to Shanghai, seemed to be constant bridges, viaducts and tunnels. And all of it looking brand new. The cost must have been amazing and coming from Australia, where getting any infrastructure project underway seems to be near impossible (ever heard about high speed rail between Melbourne and Sydney?) the sheer amount of building going on is stunning. Everywhere it seemed you looked from a new freeway to see a new high-speed railway line on one side, another freeway soaring overhead and (particularly in western China) wind turbines arrayed out in lines towards the horizon. The not-free freeways may have been pricey, but 15km long tunnels don't come cheap and we were also impressed by the steady supply of freeway service areas, all of them with clean and tidy toilet facilities.

Eventually Green waved us goodbye and we crossed from China into Kazakhstan, the first of four ex-Soviet Central Asian 'stans. I picked up a new passenger, Simon Calder, a London-based journalist friend who flew out from London via Ukraine, and who we collected, with some mobile phone text message co-ordination, standing 'outside the supermarket, just past the mosque at the traffic lights.' For me the 'stans were simply surprising. I'm thinking Islamic world, we're as far east as Pakistan, not far north of Afghanistan, and it's Ramadan, after that last cold beer in China there won't be another one until we cross into Turkey. Wrong on all counts. In 'stan 2 – Kyrgyzstan – I kept thinking I was in Switzerland, when I wasn't in New Zealand or on the Mongolian steppes. So the >>



Wushan to Yichang, China



The mottrams & Ginger in Shanghai, China

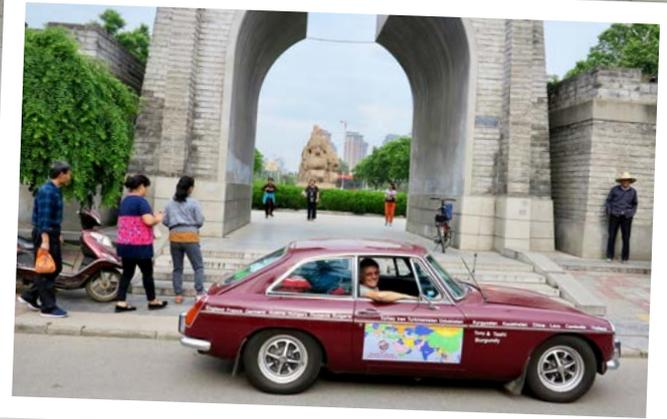


More interested onlookers, Qufu, China

Wind farm, Turpan-Kuytun, China



Local traders pose with the cars, Xining to Zhangye, China



Silk Road Memorial, Daqing Rd, Xian, China



MEBS at final stretch of Great Wall, Jiayuquan, China



Soon after the border from Kazakhstan, to Karakol, Kyrgyzstan

topography was nothing like I expected. Plus beer and often wine was always available and life seemed much more like Europe than the Middle East. Uzbekistan – ‘stan 3 – was rated the friendliest country we went through and then Turkmenistan – ‘stan 4 – ticked the box as the whackiest country of the whole trip. The white marble capital Ashgabat struck me as: Pyongyang crossed with Las Vegas, with a bit of Dubai on the side. Weird was the only description.

Next was Iran where my daughter Tashi flew in and joined me again, having announced she was pregnant and I was going to be a grandfather by the end of the year. Iran ticked the friendly box again although, unlike the ‘stans, we definitely were now in alcohol-free territory. Iran also provided the craziest driving of the whole trip, one of our group, a track enthusiast, suggested it was the closest to motor racing he’d ever experienced, without actually being on a track. Every roundabout in particular was a challenge to see how close you could get door handle to door handle, although on one occasion my daughter, in the passenger seat, engaged in conversation with a young women whose door handle seemed to be interlocked with ours:

‘Hello, where are you from?’

‘Australia.’

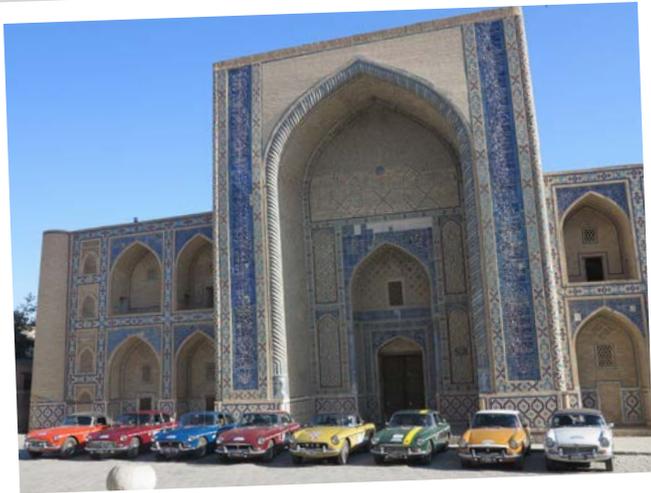
‘Welcome to Iran, please have this present,’ and handed Tashi a necklace, before we zoomed off on our exits from the roundabout.

My daughter wasn’t always in the passenger seat and I worried at how much she seemed to enjoy the cut and thrust of Iranian driving. At Erzurum, our first stop in Turkey, Tashi abandoned me again and another friend took over the co-driving role for the final 20 days across Turkey and Europe.

So a summary of 103 days Bangkok to London:

Mechanically – amazingly we had no serious breakdowns, everything that went wrong we managed to fix along the way. Despite banning the Prince of Darkness, electrical problems seemed to pop up most frequently (I had a wiper switch failure). I carried the team’s spare starter motor, which went into one of the Sydney cars on Day 102.

The roads – surprisingly good most of the way, although I never want to see another Central Asian pothole. From crossing out of China into Kazakhstan to crossing out of Turkmenistan into Iran potholes were always on your mind. Sometimes you drove for hours dodging between the potholes, other times everything would seem fine and then suddenly, wham, you’d fallen into an unseen pothole big enough to lose the sheep you’d just dodged. Then everything would be silky smooth for 10km before – wham.



Ulughbeg Medressa, Bukhara, Uzbekistan



Tashi at the wheel in Islamic headscarf, Mashhad to Bojnurd, Iran

Health – sure there were a few upset stomachs, colds and headaches, but apart from one of our number ending up in hospital in Beijing for a few days (kidney stones), we were as healthy as the cars.

Schedule, hotels, food – this was no day-by-day adventure, every single night had been pre-plotted and to general astonishment we managed to stay in every single pre-booked hotel. We took the Beijing hospital visitor's car along, he and his wife flew from Beijing to Xian to catch us up. Of course the schedule was far too tight, you certainly never got bored, but 203 days would have been a more relaxing schedule than 103. The hotels were amazingly good, I was constantly surprised at what comfortable hotels we stayed in along the entire route. The food was generally very good as well. And the beer. And the wine.

Finally fuel – in two countries it was very cheap (37 cents a litre in Turkmenistan, 47 cents in Iran), in Turkey it was A\$1.75 a litre. In Uzbekistan fuel was lousy (80 octane!) and hard to find.

Was it fun? Fantastic fun. Would I do it again. No. I've been there, done that and I prefer my Lotus. Incidentally Burgundy is up for sale – completely overhauled and then used for just one little trip ...

Anybody interested in more about the trip can look on my website



www.tonywheeler.com.au



Yet another police check near Toktogul Lake, Kyrgyzstan



Battery Problem in Arslanbob, Kyrgyzstan

From Tor Ashuu Pass along Sausamyr Basin, Kyrgyzstan





QUOKKA TALK

WA'S LOTUS SCENE



by Eddie Lankhorst

The past month we've had two new Lotus car owners in WA. Firstly, a big welcome to Dave with a very clean and neat Chrome Orange S2 Elise, and Ian with his good as new Titanium S3 Elise 1.6. Both joined us for our EMR this month and are enjoying their car especially in a manner that these cars were designed for. More fun and games will follow for all.

We have been invited to display a range of Lotus cars at the new BritFest car show at the Claremont Showgrounds on Sunday 29th October, so if you are interested in displaying your car and gaining free entry, please email me today or before end of September.

Plans are currently underway for a weekend tour to the Margaret River region, so if you're interested keep Fri 24th to Sun 26th November free on your calendar. An online poll will be conducted on our Club Lotus WA Facebook page, so this will be your opportunity to express your desire to participate.

Our Christmas BBQ is also in the throes of being planned for Sunday 10th December so please mark your calendar now so as not to overlook this very social event. This will be run in conjunction with an early EMR date.

Lastly, next year's Club Lotus WA calendar is being planned and I am looking for high resolution photos of your car (with or without you). Please email your photos to me before end of September... and only the best will do.



vicked3095@live.com

OCTOBER

Mon 9th

BOAB Meet n Eat 6pm Kings Park

Sat 14th & Sun 15th

State Speed Event Series sprints at Collie (either one of these dates qualify as part of WA Club Championship, not both)

Sun 22nd

EMR 8am from Guildford (delayed due to SES sprints)

Sun 29th

BritFest car display at Claremont Showgrounds

NOVEMBER

Mon 13th

BOAB Meet n Eat at 6pm Kings Park

Sun 19th

EMR 8am from Guildford

Fri 24th

Go Karting Cockburn (tbc)

DECEMBER

Sat 2nd

State Speed Event Series at Barbagallo raceway (final round of WA Championship)

Sun 10th

EMR and Christmas BBQ at John and Robyn's new home.

Mon 11th

BOAB Meet n Eat at 6pm Kings Park

EMR TO ROCKINGHAM BEACH

by Eddie Lankhorst

The day started fresh and clear at our usual meeting place at Guildford Railway car park with excited banter from everyone while awaiting the late comers. After a safety briefing, we proceeded towards a second meeting point where we picked up Andy with his beautiful V8 Esprit and Dave in his newly acquired Chrome Orange S2 Elise S. A quick hello and onwards we strived through some picturesque roads through the Perth Hills with ten Lotus cars and one BMW all up. We also had a BRG Elan S3 driven by Graeme, 4x Elise driven by Mike, Gavin, Robyn, Ian then there was 1x Exige S2 with John at the wheel and lastly 2x Exige S3 driven hard by Vicky and Les.

This was a difficult tour to arrange in two respects with us heading to Rockingham. One issue was that Rockingham is usually busy whenever there is nice warm weather. With one restaurant in mind, I struck a problem. They hung up on me twice when I mentioned we wanted to book a table for 22 people, their loss. As I was busy navigating and having trouble juggling two mobile phones, Marilyn (Les's wonderful wife) offered to do a ring around for a suitable café. Wahla, she found a cafe and right on the foreshore, overlooking



the beach and Garden Island. Thank you Marilyn you saved the day. The second poser was that the roads leading down to Rockingham tend to be boring and crowded. But I think I hit the best balance of roads that were fun to drive and managed to avoid the endless straight roads and traffic often found in this area.

Another successful Early Morning Run for Perth. Thanks guys for your continued support.

CAMS CLUB CHALLENGE – HILLCLIMB WA

by Eddie Lankhorst

A couple of months ago I noticed in the regular CAMS newsletter that there was going to be CAMS Club Challenge in WA. What a great idea this was. The date was 27th August and was being held at Jacks Hill. Yes, a Hillclimb. So I put the word out for people interested in forming teams to compete. We needed a team of three to five cars to enter and the response was a little slow to begin with, but eventually we had a team of 4 cars. Then the word seemed to get around that this would be fun and before I knew it I had another team of four. Awesome!

The day was a team effort. Each car was entered according to their regular Sprint class and each class having a recorded time for the hillclimb. Times were recorded by each team member and points allocated according how close they were to the circuit record for their class. Points were then added together for the team. The best results for the day determined placings.

We had team "Lots of Trouble" with Steve Metlitzky, Richard Cooper, Andrew Graham and Preston Adams. Then our second team was "Usually Serious" with Vicky Rowe, Kevin Fitzmaurice, John Edmondson and me. A great mix of cars and personalities.

The day was a big hoot and was lots of fun with a few spins and misadventures entertaining the crowds, and these were mostly performed by Lotus owners as they got that exuberant driving urge. However, all this exuberance paid off for team "Lots of Trouble" who claimed third place and won Club Lotus WA \$800 prize money. Closely beaten by team WRX and WASCC. Well done to all teams and a big thank you to CAMS for a well run fun day. We definitely need more team events in WA.

The prize money will be put towards a practice day on Jack Hill sometime next year.



SOUTH AUSTRALIAN LOTUS TALK

story & photos: Andrew Stevens



David's splendid Krypton Green 240 Cup

Father's Day Run

We supposedly live in the driest city, in the driest state, in the driest continent, but when it comes to our monthly run it seems that we are destined for rain! But if the weather was ordinary, the turnout for our Father's Day run to Meadows was excellent. Tim Pitt from Lotus Adelaide showed off the new Evora 400, while David Hopper debuted the Krypton Green Exige 240 Cup that he'd pried out of the tender fingers of its former Darwin owner. It certainly stood out!

Apart from a few drops around Flaxley, the rain actually stayed away for the run, although the wet roads resisted the attempts by the sun and wind to dry them off. After taking the scenic route, we converged on the famous Meadows bakery and the sunroom was quickly converted into a Lotus stable. Tim was formally introduced to the contingent, and Charles revealed that he'd managed a 1:20 around Mallala in his now supercharged Elise.

Our next monthly run is on Sunday October 1st, with a special run on October 29th (details below) ahead of the November run on 5th November. Anyone with an interest in Lotus is welcome. We meet in the Sikh Centre carpark at the bottom of the SE Freeway by 9:00am on the first Sunday of the month, for a drive in the hills, and coffee or cake.

Applewood Distillery SA Hillclimb Championships

The 9th and 10th of September saw two Lotus competing in the SA Hillclimb Championship at Collingrove in the Barossa Valley. Graham Smith had his Elise S in the Under 2L Road Registered 2 wheel drive, while Martin Wallace had slapped on a new set of Kumho's to take on the Over 2L Road registered boys in his very quick Elise 220 Cup.

Collingrove is at its best in spring, and the SCC-SA boys had done a marvellous job in getting it ready for the event. They'd landed sponsorship from Gumeracha's Applewood Gin distillery, who had converted the Collingrove clubrooms into a cellar door for the weekend. This made for a very agreeable way to watch the competitors as they tackled the twisty double hill venue.

While Graham kept the others in his class honest, the standard 1ZZ was no match for well-developed MR2's. Graham's attempts to make up the gap with driving expertise, led to a minor off on Saturday, and him presenting the remnants of his splitter to his wife over dinner. Despite that he continued to improve and stayed clean for the rest of the weekend.



Martin Wallace's class winning Elise 220 Cup at Collingrove

Martin's Cup 220 was the star turn, however, dominating the 2 wheel drive road registered against cars of much greater capacity, and earning a place in the Top 12 runoff. Martin has only had the car for nine months and plans to get along to the monthly runs and see how quick he can get it around Mallala. Maybe he'll bring along his trophy to the next run.

Lotus Run – Australian Hillclimb Championships October 29th

We're planning a special Lotus run for Sunday 29th of October to visit the Australian Hillclimb Championship in the Barossa. We'll gather at the Stratco carpark on Port Wakefield Road Gepps Cross at 9:00am before heading off to Collingrove via Gomersal Road, Bethany, Menglers Hill Road, and the Angaston–Mt Pleasant Road.

The SCC-SA have kindly offered us the opportunity to take a run up the hill at the lunch break! As an added incentive, the wonderful Kyneton–Sedan road is nearby.

Entry for SCC-SA members is free, while non-members get to shell out the \$15/hd entry fee. There's catering onsite, or you can bring a picnic lunch and Applewood Distillery are again sponsoring the event.

Please let Andrew know if you're planning to join us.

>>



Lotus Adelaide's Evora 400

Adelaide's New Lotus Dealer

Following on from last year's announcement of Simply Sports Cars as the Australian Lotus Distributor, came the revitalisation of the Lotus brand within Adelaide and the appointment of a new South Australian dealer. It's been a hectic time for the new Lotus team at Main North Road Medindie, but the passion and engagement is strong. When I dropped in the other week, the ex Juris Kuznecovs Exige was sitting in the showroom, awaiting shipping to its new owner, and another well-known Elise was in the service bay.

They've got an Evora 400 demonstrator parked out front, and have delivered both the first Exige 380 and Elise Sprint 220 in Australia, and a number of locals have found the service experience excellent, with direct reachback to Lotus Australia.

Service and Sales Manager Nick Louca, has been joined by Tim Pitt as Business Manager and their passion and ambition for Lotus in SA is strong. They're intent on offering the same experience and service to SA Lotus owners that our friends Simply Sports Cars provide in Sydney. SSC undertook training for the Lotus Adelaide mechanics, and are providing ongoing support and advice.

Tim and Nick are currently upgrading the Krauze Motors showroom to incorporate the Lotus Adelaide brand, and will soon be opening a new "WRT" venue alongside the current business at Medindie, where all the Lotus upgrades and improvements can be showcased (WRT stands for Water-Road-Track). They'll even have a coffee shop, so you'll be able to refresh while deciding on that brake or suspension upgrade, or adding that bit of bling. I hear that they're planning a formal opening so stand by.

Motorsport has always been a big part of Lotus and Lotus Adelaide is keen to promote enjoyment of our Lotus on the track. They're in early discussions about a Lotus Only Track Day at the new Taillem Bend track sometime next year. For those who haven't seen the details, the new Taillem Bend track is going to be the most exciting motorsport development

since Formula 1 came to town. It will consist of four circuits varying in length from 3.4km to 7.7km, a dragstrip, rally track, and even an airstrip. More details can be found at:



<http://www.thebend.com.au/>

Lotus Adelaide also recognise the value that Mallala brings for club motorsport and are looking for opportunities to get engaged with us through events at Mallala as well.

Tim and Nick are really keen to get engaged with the wider Lotus community in SA bringing their shared passion. Tim attended the September monthly run, bringing along the Evora 400, which attracted plenty of attention. We're looking at planning a joint Lotus Adelaide/CLA event later in the year. More details soon.

Lotus Adelaide can be found at 21–25 Main North Rd, Medindie. Whether it's a service, an upgrade for your car, or if you're after a new Lotus, you can contact Tim or Nick on (08) 8344 7777 or by email:



tim@lotusadelaide.com.au

nick@lotusadelaide.com.au

Mallala Drivers Day

The next Mallala Drivers Day on September 28th looks like being frequented by a few Lotus owners. The Lotus often have the "open roof" session to themselves, and with multiple 15 minute sessions on the hour there is plenty of time to get in the groove and really extract the most from your Lotus. There is even a passenger session! And lunch! Details at:



<http://www.mallala.com/>

Cheers, and drive safely



Outdoor refreshments



Inside the brewery

Scenic Rim Father's Day Social Run



story: George Row
photos: Gloria Wade



Brewery at Mt Alford

From pretty little Elans and Clubman's to the grown up Evora's, there were twenty Lotuses and a couple of ring-ins that enjoyed perfect spring weather for top down touring.

The Scenic Rim is sparsely populated prime agricultural and grazing country, undulating with a back drop of rugged mountains of The Great Divide. Roads have really improved over the last few years but traffic is still light and it is easy to keep to the upper end of the speed limit.

First stop was at Mt. Alford General Store built in the 1880's and recently renovated to a wonderful brewery with a choice of five beers

as well as coffee and fine food. The view from the large veranda was typical Australian landscape, little changed over the centuries. Some thought a mid-strength beer for morning tea was acceptable on fathers' day.

The mid-day stop was at The Bearded Dragon, a very popular indoor/outdoor restaurant at Tamborine. This gave us an opportunity to expose our marquee to the masses and a chance to socialise while waiting for lunch.

Lotuses, old and new proved 100% reliable over the 170k tour and our thanks go to John and Penny Barram for organising a perfect route on beautiful quiet touring roads.



Organisers, Penny & John



A deal done?



Is Nana shopping?

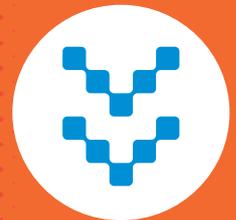


Petrina, Lee, David and Meg

The New Home of Melbourne Lotus

ZAGAME MORNING TEA

story & photos: Peter R Hill



Dapper Cris and host Bruce

I received an email from Zagame with an invitation to a Saturday morning coffee at the new home of Melbourne Lotus. Club member Bruce Astbury is now the Sales & Lotus Experience Manager for Melbourne Lotus and his operation has moved into the Motorsport facility in Cremorne Street that we visited several months ago.

I was worried that at short notice there may not have been many takers. Wrong. Obviously the Zagame hospitality was remembered, and when I arrived half the club seemed to be enjoying a coffee and muffin or croissant in the smart showroom. Ok, so perhaps not half the club, but plenty, including David and Nana Buntin, Bruce Astbury (obviously) and Petrina, Lou Silluzio, Peter McConnell, John King, Cris and Meg Johansen, Jo Vodopic, Tony Wheeler, Stuart King, Craig and Suzanne with their six month old son ("you can get a baby seat in an Evora"), Nick Ng, Stephen and Carol Harrison, Lee Gardner ... the list goes on.

This was like a club morning rather than a club night – a great opportunity to catch up with friends, admire the impressive surrounds and sip a coffee while peering into the new Lotus on display and the race cars in the workshop. Two new McLaren GT4s were impressive as was the Lamborghini that Cam McConville had co-driven with its owner at Sydney Motorsport Park the previous weekend. Cam was on-hand to share his knowledge and enthusiasm.

It was satisfying to see copies of *Lotus & Clubman Notes* on the coffee table in the showroom – a nice touch, as were the old films of Lotus F1 races. There were lots of Lotus in the street and, as this was a Saturday without football, parking was not a problem.

Thanks to the Zagame team: Bruce and Cam and the ladies who organised the catering and made great coffee, Liz from Cooper & Milla's catering and Elyse from Zagame's Marketing Department. Melbourne Lotus has a great new home.



60th Anniversary Lotus Elite



EASTERN CREEK 2017

story: Tony Galletly

photos: Seth Reinhardt
& Evan Jones



The invitation was out early for all interested in the 60th Anniversary of the famous Lotus Elite. Brian Caldersmith had rallied the troops and with Club Lotus Australia support it promised to be a good weekend.

Saturday's Sprint and dinner, Sunday's Shannon's Classic and Monday's Wakefield Park event meant that some had a very big weekend. Martin O'Brien flew the flag for the whole weekend in his Elise, which was great to see. Interesting to see Rex Hodder keeping up with Martin in his Exige around Eastern Creek's long circuit. For those who haven't seen the extra 'Amaroo' part of the track, it has some very challenging sections.

Brian had organised a dinner on the Saturday night, which was a real Elite night for present and past owners. A number of Lotus enthusiasts from around the world had sent letter of support and a rolling slideshow kept the memories running. Don Christopher, the Elite Register Editor flew in from Seattle with his family for the weekend.

On the Sunday was the annual Shannons Classic Display Day at Eastern Creek where almost 2000 cars attend. Club Lotus had secured the top dummy grid with a large paved area and secure shed for the interstateers. An amazing early 17 Elites were displayed in all their glory. Queensland was well represented by Wybe and Angela Geertsma with their red ex-London Motor Show car and John Wagstaff with his pale blue Elite, Martin in his Elise, George and Andrew Row took the S1 Seven and Tony and Lisa Galletly with the Eleven.

Other cars of interest were Ed Holly's ex-Norm Phillips Elite with the restoration almost complete and also his ex-Alan Swindles/Steve Austin/Leigh Vine S2 Seven finally on the road. Club Lotus was very lucky to have a few quiet laps of the long circuit with a photo opportunity on the main straight. John Wagstaff took out the overall Elite award.

I wonder if a Sydney gathering for the 70th Anniversary of Lotus in 2018 might happen and could well draw even bigger numbers especially from Queensland?





Ashton and Giles in the X1 in Sydney



Leaving the Gold Coast for Sydney

Lotus Elite's 60th Birthday

story: Giles Cooper



Lotus everywhere

The 60th birthday of the ground-breaking Lotus Elite was celebrated at the 2017 Shannon's Sydney Classic, held at Sydney Motorsport Park on 13th August. Since there was also a sprint meeting at the same venue on the 12th, as well as a Simply Sports Cars Lotus Only Track Day on Monday the 14th, I decided it was a good opportunity to not only enjoy many things Lotus, but also to catch up with some good friends who I had not seen since before I went away on my global travels in 2014. So, I set off down to Sydney in my Lotus Europa – My first long trip in the car since buying it almost a year ago.

Having travelled on both the boring Newell and New England Highways several times over the past few months, I decided to risk the ongoing road works delays on the coast road, and was pleasantly surprised to find it relatively delay free, and after a night near Taree, I arrived in Sydney on Friday afternoon. I had passed Wybe Geertsma towing his lovely red Elite

on the way, and it had been a perfect sunny drive all the way. I was to stay with Ashton for the weekend, as was Martin O'Brien who had also made the trek down from Queensland – Albeit on an airplane! We had a pleasant evening around a log fire with Ashton and his wife Caroline, discussing all things Lotus, including the fact that Ashton had seemingly "forgotten" to enter for the Saturday Sprint, and therefore was not able to run!

On Saturday, Martin left early for the sprint, while Ashton and I spent much of the day at his home sorting out cars, going shopping for parts, and other mundane matters. However, when we went shopping, in all the busy Sydney traffic, we went in Ashton's Lotus XI, and I have to admit that it was one of the most fun shopping trips I have ever been on. Anyone who thinks that they get a lot of looks and photos taken of them when in their Elise or other Lotus needs to go out in the XI – People are almost jumping >>

out in front of you all the time to take photos! And zipping through the traffic with the whine of the straight cut gears whining in my ears, I have not laughed so much for a long time. What a great shopping trip !

The next morning, we headed off to Sydney Motorsport Park for the Shannon's Classic and it was another perfect day weather wise. The Lotus Clubs all parked up near the entrance and apart from the many Elites with several from Interstate, there was also a collection of 7's who were celebrating their 60th birthday as well, not to forget the Elan +2's 50th, the Type 51 FF's 50th, and the Type 49's 50th. It was also birthday time for the Fiat Cinquecento, the Renault R8 Gordini, the Lambretta and the Pontiac Firebird! I have no idea how many classic cars were there, but there must have been several thousand, and it was wonderful to see them all arriving during the morning. In addition, all day from 9 am till 4pm there were different clubs taking their turn for a lap or two of the circuit, and that of Club Lotus Australia was prime time, at 12 noon.

We were led out by the many Lotus Elites, and following them, all the rest of the Lotus' streamed out – 7's, Elans old and new, Cortina's, Esprit's, Excels, Elise's, Exige's, Evora's, Europa's old and new – And one beautiful 1928 Bentley 4 ½ litre belonging to CLA stalwart, Syd Reinhardt. When we got to the start line, the Elites all lined up on the grid for a birthday photograph, and then the rest of the Lotus' moved down to join in the fun, before we drove slowly round the rest of the circuit and back to our car park.

We then gathered for the prize giving following the Club Concours for which judging had been underway all morning, and to spend even more time standing around talking to everyone and admiring the many cars present. Most people then spent some time wandering through the infield area where many of the other car clubs were gathered, as well as a good mix of trade stands there for everything from model cars to classic car wiring looms. What an amazing array of Classic Cars – A fitting salute to our very own Lotus Elite on this its 60th birthday.

We then left SMP to collect our bags from Ashton's house and head out to Wakefield Park near Goulburn for the Simply Sports Cars Lotus Only Track Day. Unfortunately there was a major accident on the freeway leaving Sydney which delayed us for an hour or more, so it was dark by the time we arrived in Goulburn. We had time for a quick supper with many of our fellow participants before heading to bed.

Monday dawned very cold, although thankfully no frost, unlike the last Lotus visit when it was apparently -10 degrees!! In the end, the day turned out to be a perfect winter day of blue skies and pleasant temperatures. Out to Wakefield Park where as usual Simply Sports Car and Race Solutions put on a brilliant day of on-track competition and off-track socializing. There was the very competitive Race Group, three Sprint groups, and also a Drive group for people who didn't want to go quite as fast as some of the others. Given that this weekend was so special for the car, it was lovely to see Pat Mottram out in this group in her Elite. Queenslander Martin O'Brien was in the race group in his Elise, and acquitted himself very well, giving the V6 Exige boys a lot of bother, and even showing them a clean pair of heels in the last round. SSC really do provide a full-service meeting, with mechanics to help everyone mechanically, instructors to provide tuition where requested, and passenger rides in the KTM and other race cars auctioned off to race money for Beyond Blue.

Once all the activity was over, it was back to Sydney and a great meal with Ashton and his wife, and then Martin left early the next morning to drive home. I had a couple of Austin Healey related errands to run in Sydney before I too left and headed north again, arriving back home late the same evening. An excellent Lotus weekend, and a chance to catch up with a lot of friends – What better way to celebrate both my birthday and that of the Lotus Elite!



Elites on display



Passenger rides for Beyond Blue

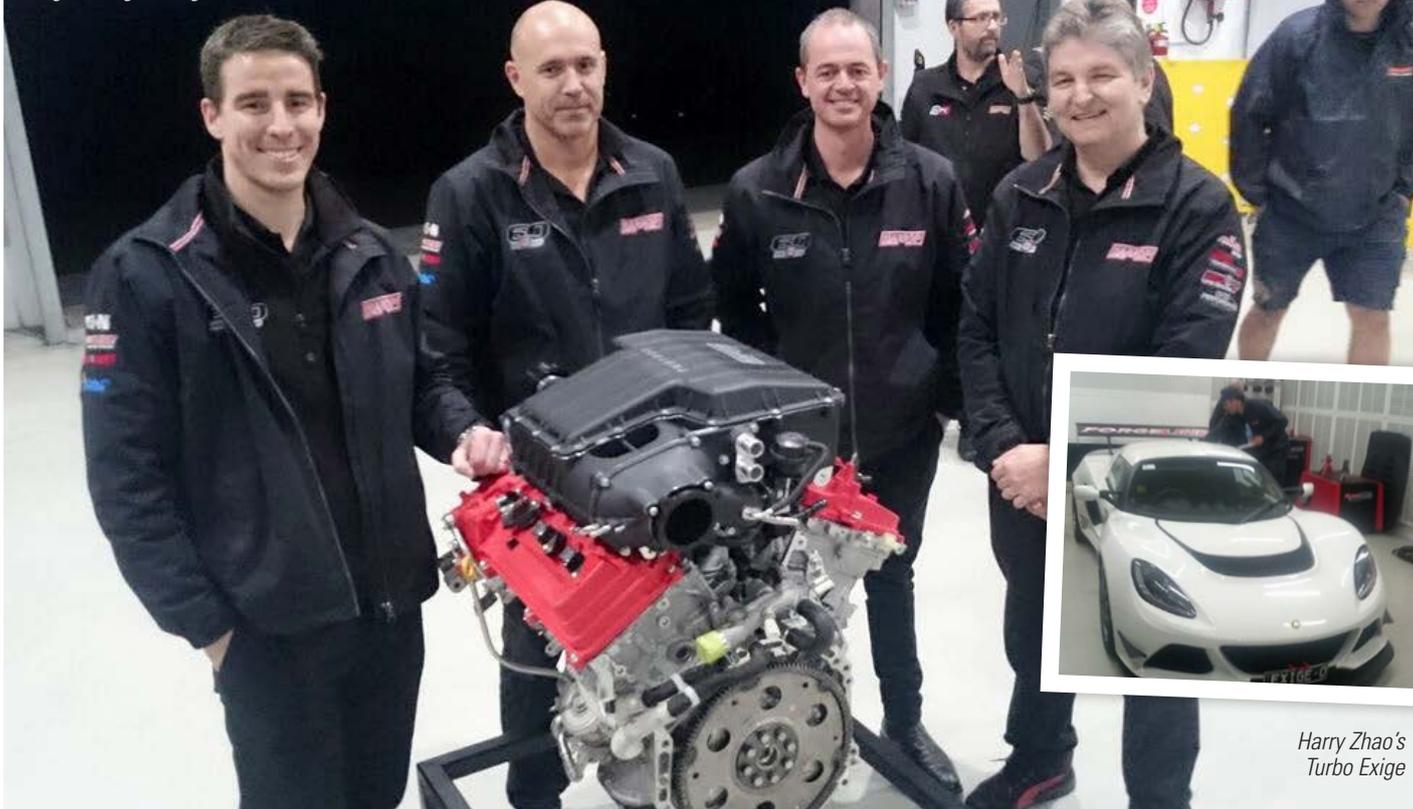


Martin and Syd



Martin amongst it

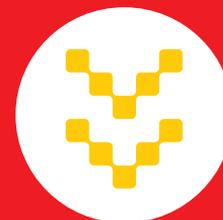
The Harrop group around the Toyota V6 engine (Exige and Evora) with the new Harrop TVS1900 supercharger. They are from left to right: Heath Moore – General Manager, Clayton Stairmand – Research & Development Manager, Tim Harrop – Operations Manager, Alex Kathriner – Engineering Manager



Harry Zhao's Turbo Exige

September Club Night – Harrop Engineering

story & photos: Simon Messenger



This was my first time visiting Harrop Engineering in Aussie rock star Courtney Barnett's 'DePreston' (YouTube it), where: 'If you've got a spare half a million, you can strip it down and start re-building'.

Harrop's General Manager, Heath Moore, and his staff, showed us around their factory and gave very interesting commentary on their varied activities. They are operating two x nine-hour shifts a day to churn out superchargers for high powered cars, as well as brakes for all manner of vehicles from Melbourne trams to wet brakes for underground mine vehicles.

We were shown a rack full of new superchargers for the Exige 360 and 380 waiting to be run on a dyno for a full nine minutes to bed in the rotating blades. The casting of the casings are now, rather ironically, done in Harrop's foundry in Adelaide, as they could not get enough reliable power to run the foundry in Preston! Perhaps they need their own wind turbine. The data for every single supercharger unit is recorded against the serial number and used for comparison in the unlikely event that one should be returned under warranty.

As we had a looked around the cars in the garage, Harrop kindly laid on pizzas and soft drinks, which were much appreciated. A white BMW 4.0 V8 M3 was on display, which we learnt had been boosted to 500hp at the rear wheels courtesy of its Harrop supercharger. The car is one of a number of test bed cars where new Harrop units are put through their paces. A silver

HSV GTS was also on the hoist having the Harrop go-faster treatment. But, what was hiding on the engine trolley under the black cloth?

Heath Moore gathered us around the shrouded centrepiece and we were soon privileged to witness the official unveiling of a brand new Harrop supercharger, designed by R&D Manager, Clayton Stairmand, and Engineering Manager Alex Kathriner. The TVS1900 is a supercharger that can give a V6 Exige or Evora more HP than the current crop of new models. It is a closed-circuit intercooler system with its own front mount radiator and manifold intercooler 'brick' that is almost 10cm deep. Each rotation of the supercharger creates positive displacement of 1900cc of air pumped into the engine, hence the name.

Club member, and track day YouTuber, Harry Zhao, is an official Harrop test pilot and his white Harrop race-prepared 3.5 V6 Exige will soon be the lucky recipient of the brand new supercharger. Having watched a few of his Winton lap videos, I reckon he can crack a 1:25 lap, with the additional help of a new tall short-shift stick.

It was also a good opportunity to meet Mark O'Connor, Operations Manager Victoria for Simply Sports Cars, who is in the process of setting up the new SSC showroom and service centre, which will be located at 379–383 City Road (cnr of Market Street), Southbank in Melbourne. We look forward to holding a club night there once it is up and running.

Thanks to the team at Harrop Engineering for hosting us and feeding us.



All rugged up and ready to go, Ben & Angus Rose



Venus Lane & Carol Koch



September Morning Run

story: Peter McConnell
photos: Venus Lane

Spring had barely made its entry prior to Sunday 17th September. We were glad to read the forecast of clear skies and a temperature of 18 degrees. As the participants set out from home, temperatures were as low as zero for some participants. Our meeting point at Melissa's Cafe in Templestowe was a chance to greet our fellow travellers, look over the cars and enjoy a coffee.

A total of twenty-five cars arrived for our event including three clubbies. There was a wide selection of Lotus including three Elans, three Esprits, and four Elises. The first section of the run of 86 kms was through Warrandyte and across to Woori Yallock and Hoddles Creek. A range of interesting and quiet roads led us to Neil and Elizabeth's home at Healesville for morning tea. Liz had arranged a superb spread including chicken sandwiches, freshly baked muffins and much more. In appreciation, participants made a donation to the Badger Creek CFA Brigade, with the Club matching this. The total raised was \$520.00, a magnificent effort.

The run to lunch was shorter at 66kms. Again we avoided most of the major roads, heading out of Healesville, along Old Healesville Road then on to the very narrow Buttermans Track – a perfect run for our cars, and one all members relished.



Pristine white Evora

We arrived at Nillumbik Estate for lunch before 1.00pm, where we were served excellent pizzas and a complimentary glass of their quality wine.

The group was in good spirits, thanks to a really great run, a superb morning tea, a casual and relaxed meal, and the easy drive home. Our thanks to Neil and Liz Roberts for their hospitality and organizing such a great day.



A colourful display outside Neil & Liz Robert's



Morgan Park Sprints Round 3

by Clive Wade

photos: Gloria Wade



Well, a much reduced Lotus field this time round, no pun intended. Not our usual cast of thousands, no, we fielded just five Lotuses shared between six drivers. The Ringuet family sharing Darryll's (dad's) Exige.

Now it is interesting to see how we are perceived by outsiders. Joe Arico, in Group 6, driving his now well bedded in Duratec Elise, was inadvertently classified as 3,000cc to 4,000cc, obviously due to his previous performances of the year, of ably near emulating the supercharged cars. Thus, he was sharing the grid with Geoff Noble, always renowned for his slow pace, and Darryll Ringuet who "potters" about in his Neil Trama prepared Exige, which still likes to pop and fart flames from the exhaust at every opportunity. Darryll's times are not insubstantial as attested by his 3rd in class finish behind Geoff and son Mitch. Yes, Joe was moving pretty rapidly in substantial company in his under 2,000cc naturally aspirated Elise.

The Ringuet's obviously needing to purchase a second Exige so father and son can compete bumper to bumper in equally matched cars. This would negate Darryll's parental excuse for being slowest in the family due to "dad warming the tyres so son can have a full three laps on hot tyres".

As we only had four cars and five drivers in the Elise/Exige classes, then Mitch Ringuet was sharing the circuit with my good self in Group 11, thus he was off by himself for every run. I like the reasoning of dad warming Mitch's slick tyres as my excuse for not keeping up, though I fear superchargers, youth, and good driving may have a little to do with the results too!

Suffice it to say we all had, other than John Barram, a thoroughly great weekend on the track with perfect conditions all weekend.

John, who was running his 1962 (that's not cc's) Lotus 7 this year, was going quite well for most of Saturday until the 4th run. Sadly when he came in the faithful Ford heart of his 7 was seriously (noisily) protesting

in regard to continuing a race track life when it had every right to be enjoying its retirement. John decided to call it a day rather than run the risk of further damage until he knows what all the commotion was about. Good luck John, we all hope it is nothing too serious.

The other great reason for Morgan Park weekends to be so much fun is the camaraderie. Always good hearted banter in the pits throughout the day, the evenings no less continue in a similar strain. Usually we go out, but this time Geoff's Maree suggested roast vegies served with Geoff's professionally chefed steaks, and cooked by our good host Chris, would be far more preferable to the Stockyard Pub, which is our usual haunt on a Friday night. This was so well received by all that Saturday night was carried out in the same vein.

As said above, a great weekend, though we did miss our usual contingency. Results were: Circuit D: 1.2km x 4 Laps = 4.8km

Outright (93 competitors):

01: 3:00:884	Geoff Noble	Elise HPSE
02: +0:10:143	Mitch Ringuet	Exige
07: +0:15:517	Darryll Ringuet	Exige
15: +0:22:732	Joe Arico	Elise Duratec
20: +0:24:414	Clive Wade	Elise HPE
85: +0:59:407	John Barram	Lotus 7 (Year 1962)

Sports Cars 3,000 & Over

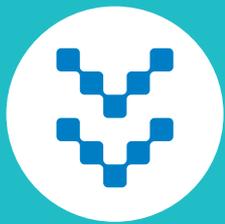
01: Geoff Noble, 02: Mitch Ringuet, 03: Darryll Ringuet

Sports Cars 1,500 to 2,000

02: Joe Arico, 03: Clive Wade

Pre 1977 Classic Sports Cars 0 to 1,500

08: John Barram



Some Europa Progress

story & photos: Iain Palmer



Straight again and beautiful



Amputation complete



Ready for cutting



It's down there somewhere

The 4th of August was a day of some significance for several Europas. One of these was bound for Sydney, more about that another day, and another, Peter Fortune's, moved a step closer to resurrection.

As you may be aware Peter's Europa 54/2251 was written off in 2008 after an altercation with a Commodore. Didn't do it much good at all. However, not one to be easily deterred, Peter wanted to keep his Europa. The chassis was bent and the front of the body was no more. For eight years what remained of the body was leant up against his house in the back yard looking very forlorn. He considered options and eventually settled on a sight unseen Europa, in bits, advertised in Newcastle. After purchasing this and trailering it to Melbourne, let's just say the car turned out to be a little disappointing. It was found to be almost as bad as his written off car, with a bent chassis, wrong gearbox and a wreck of a badly repaired body. All had looked OK in the ad!

Well we could fix the chassis, after all it's just folded sheet metal. A new rear leg on one side, half a leg on the other, new rear hoop, rear frame and a bottom of front cross-member, all in the jig. Welding by Robert Nowlan

and voila – better than new. The solution for the body caused a lot of head scratching – a LOT of head scratching. Repairs to the Newcastle car were hopeless after what was certainly a crash filled career. The lick of undercoat on the body only served to partly hide the situation. The passenger door didn't even fit into its aperture. On the other hand, Peter's car needed significant work in many areas not affected by its latest accident, where fifty years of life had taken a toll. It did however have a half decent fire wall, a blessing not to be sneezed at! In the end Gavin Taylor came up with a solution. (Note to self: must talk to Gavin about this). The front of the Newcastle car "looked OK" and so could serve to replace that missing on the original body. Just where to cut the body, was the next problem. A complicated line was eventually determined to allow access to both sides of the outer and inner bodies. Out with the angle grinder and two Europas became four fibreglass lumps.

Using the bonnet and a roll-over jig to get the bits in place we discovered that they didn't even line up. Surprise, surprise errors of 20mm. More head scratching. We could almost line up the outer body but not the inner.

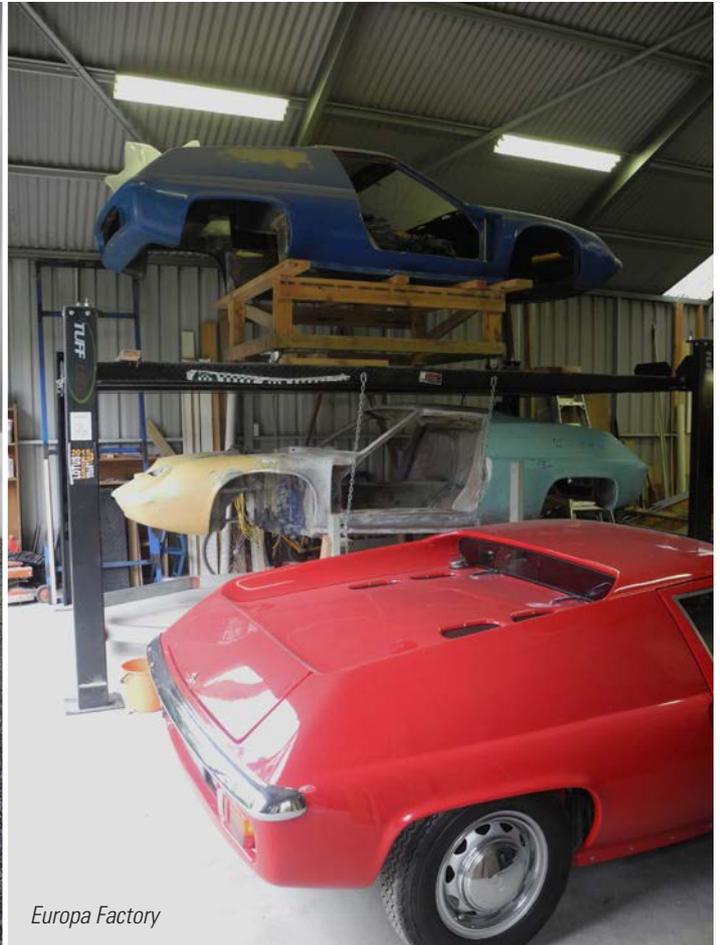
Solution: cut 30cm out of the inner body and glass up the outer. It could be done but it then it became obvious that much of our new nose was filler and badly repaired glass. In some large areas only filler was holding it together. After a lot of work this now seems to be sorted – mostly. The inner body had been significantly damaged and had been repaired out of shape. The Newcastle body would have not even gone back onto its original chassis. This car had had a very decent hit and the owner must have been glad to be shot of it. Lots more work and using the chassis, the inner was fully aligned and glassed. Significant sections of

the original rear body were cut out and renewed with fabricated glass panels. Old poor repairs were redone and eventually the start of a reasonable body was established. The car came off the roll-over jig and left the workshop for further repairs on the 4th of August. Let's see how long this all takes.

Dead and buried it may have been, but it also may just have a future. Peter just has to stay flexible enough to get in and out of the car when it is finished. Time as they say, will tell.



Blue? Yellow? Peter's decision



Europa Factory

VALE Don Kinsey

Many members would have heard Don Kinsey when they attended Historic race meetings at Phillip Island, Winton and Sandown. His velvet voice coaxed even the shyest driver into answering his roving microphone questions. Sadly we will no longer hear Don's dulcet tones as he died last month after a short illness.

Don was a true gentleman. He loved historic motorsport and worked tirelessly for the Victorian Historic Racing Register. He will be missed.



by Rob Barker



THE LOTUS EUROPA

Design and Modifications

PART 2

CONTINUED from the *Lotus Notes* August magazine ...

Some Background Facts: As a young boy growing up in the 60s my dream car was a Ford GT40. My pocket money was spent buying any magazines that had pictures and/or articles on the GT40. To this day I have a collection of magazines, some in German, French, Italian, even Japanese, the only thing they have in common is containing something about the GT40. And no, I can't speak any of these languages.

However I realised that both the availability and price of a GT40 meant it was an unattainable dream. However, in an American *Road and Track* magazine (1970) there was an article on a Series 2 Lotus Europa. What got my attention was it referred to the Europa as 'a poor man's GT40' and 'the closest thing to a formula one car that was road registerable'. Whilst I kept buying mags with GT40 articles in them, they were joined by any mag' with articles on the Lotus Europa.

From these articles it became apparent that the Europa was a flawed car, namely an under powered engine, it often suffered from poor build quality, and the rear 'Chapman Strut' suspension was not totally suited to being attached to a rubber mounted engine/transaxle set-up. Through my research I learnt about the Type 63 which I liked the look of, especially as it resembled the GT40. Then I read about the Type 53, a car that's specifications were drawn up, and some broad concepts were sketched out, but was never built. This car was a race coupe derivative of the Type 30/40 that was designed to accommodate engines ranging from a 2 litre, 4 cylinder, through to a small block V8. This was Lotus' unsuccessful design for Ford's Le Mans car, the GT40. I believe it was also the starting point (at least) for the Esprit.

All this time I was developing ideas on how I could make the Europa a much better car; not only improving its performance but also improving its 'quirky' some said 'ugly duckling' appearance. Anyway, what with university, starting a career, marriage, purchasing a home, a family and putting the kids through university and the associated residential accommodation expenses, my priority of buying my dream car took a back seat for many years. Then in 1990 Ray Gulson Motors in Canberra advertised a Europa for sale at a relatively cheap price. I made a phone call and it became apparent it had been on the market for a long time and that there had been a number of people who had looked at the car but decided against buying it. I was also told it was a "bit of a diamond in the rough" but the "basic bones were very sound". So while there had been a lot of lookers, it appeared that no one saw it as viable for restoration, so much so that when I showed some genuine interest Ray Gulson volunteered to take \$1,500.00 off the asking price.

So, after putting it up on the hoist to check the chassis for twists and rust, and taking it for a test run, a deal was struck and I had

myself a not so perfect dream car. But a car that was perfect for what I wanted, something that was not worth restoring to its original specifications, but an ideal car for 'rescuing and re-engineering'.

I decided to drive the car for the first five years of my ownership and make a list of the things to do. This became an extensive list which included air conditioning to overcome heat soak, change the hand brake's location, and remedy the gear linkage issue, resolve the heavy clutch issue, add a footbrace into the chassis, upgrade the electrical system – especially the lights, increase the fuel capacity by adding a second tank, replace the Uni joints with CV joints, and fix the door hinge mechanism.

All these were addressed in the re-engineering process. During this time the late Paul Samuels took a close look at my car and concluded it had, at some point in its history, been raced. This was based on the large number of repairs to the bodywork, (full front and rear right corner (requiring the replacement of the chassis' right Y-arm) and the replacement of the front bonnet and both doors), non original tail lights



that I hated, the condition of the interior and some additional features, such as the very large oil warning light; and the carbon inner skins of the doors (yes, he tested them and they are carbon). How they come to be on the car is unknown, but the chassis number on the right hand door is much later than my car's chassis number. Also he thought the engine modifications and tune were more suited to track work than road use. Despite all of this he also concluded the car was very sound, and given what I wanted to do with it, had been the perfect buy for both me and the car.

After five years of exploring the car's strengths and weaknesses the car was taken off the road, the body was lifted off the chassis, and work started on the chassis. A fourteen year adventure of blood, sweat and a few tears had begun. Very quickly I realised that I had bitten off more than I could chew and was chewing like crazy ... thank god for friends and a local community of world class engineering facilities, without them this project would have been abandoned.

The three main changes to the cars rolling chassis:

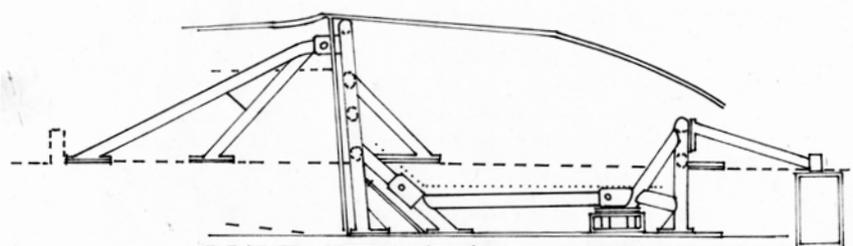
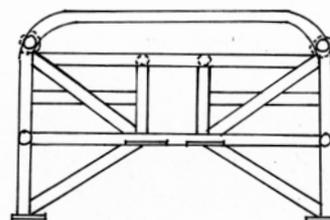
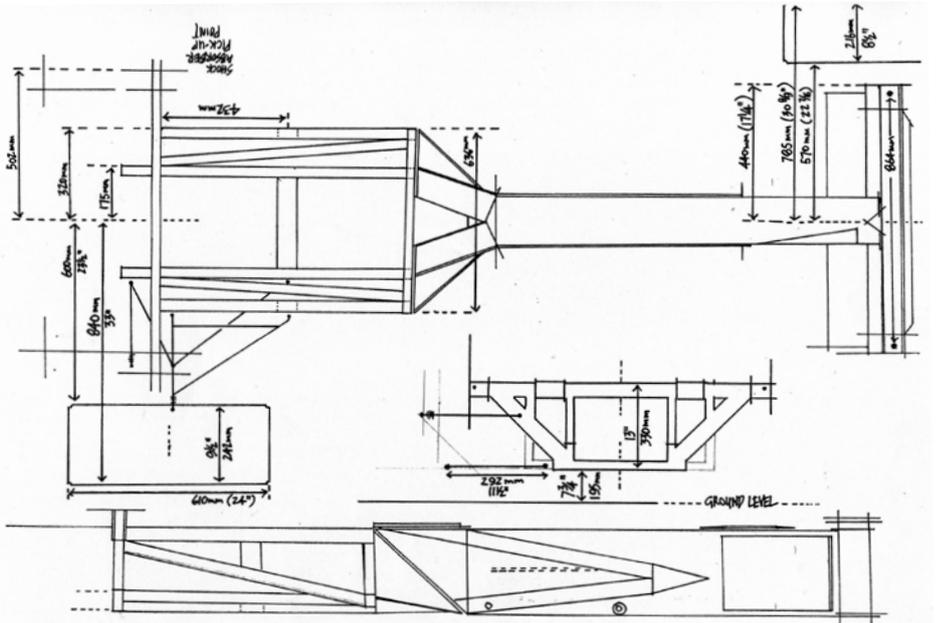
The Integrated Chassis, Roll Cage and Internal Sub-Frame – The overall aim of these changes was to:

Accommodate a newer, bigger engine mated to 5 speed transaxle, and a fully adjustable double wishbone rear suspension setup, and, to create an integrated chassis structure that was much more rigid and significantly stronger than the sum of its three main components.

The overall strength and rigidity of the structure resulted from not only the actual strength of these three components, but how the three components were integrated/joined to one another, an integration that allowed both load and impact to be spread/dispersed over the entire structure. It was this integration that made the overall strength much greater than the sum of its three components. The body is treated as a non-structural component of the car and fibreglass techniques and materials were used to make it as light weight as possible. Any additional structural strength of the body was seen as a bit of a bonus.

Changes to the chassis to accommodate the new engine/gearbox and rear suspension setup.

The chassis was re-engineered to accommodate a range of engines; ranging from an in-line two litre, four cylinder through to a alloy small block V8. My initial intention was to install a 3.5 litre, fuel injected V6 engine but the inability to get a suitable transaxle at a affordable price meant that I settled for a 2 litre, fuel injected 4 cylinder engine.





The chassis was truncated/cut off at the firewall and a new rear section was designed to accommodate both the power plant and the rear suspension. Ears were added forward of the new rear component to prevent the junction becoming a potential impact pivot point and the front section had braces and straps added, designed to disperse torsional load. Also hard points were added where the roll-cage and internal sub-frame were attached. The wheelbase was lengthened by 40mm as per the Type 53 specs. Also a foot well was engineered into the right side of the chassis. The chassis alone passed the Load Test required for engineer certification. The structural engineer said the whole chassis was over engineered.

DESCRIPTIONS OF THE MAJOR COMPONENTS:

The Roll Cage is a major component in the strength of the chassis' central/cabin section. It is constructed, on the engineer's advice, from 38mm diameter x 4mm wall thickness cold drawn seamless steel, rather than chrome moly. It is also the heaviest modification to the car with a weight of 80 kilos. The roll-cage is built in five sections; the main hoop, the front hoop, the side bars, the rear bars (within the engine bay) and the front braces (located in the front hatch). It is bolted together and can be removed from the car. The extra weight of the roll-cage moves the weight distribution forward by two per cent.

Internal sub-frame

The car's cabin is essentially two tubs located on either side of the backbone chassis.

This internal sub-frame structure is constructed from 6mm thick, aircraft grade aluminium alloy flat (20cm wide), L-section (10 x 10 cm) and 10 x 10 x 10 cm U-sections welded together, then glued and bolted into the floor and lower sills of each of the cabin's two tubs. It is then bolted to the central chassis via a number of hard points which extend through the chassis to prevent any crushing of the chassis in the event of a side impact.

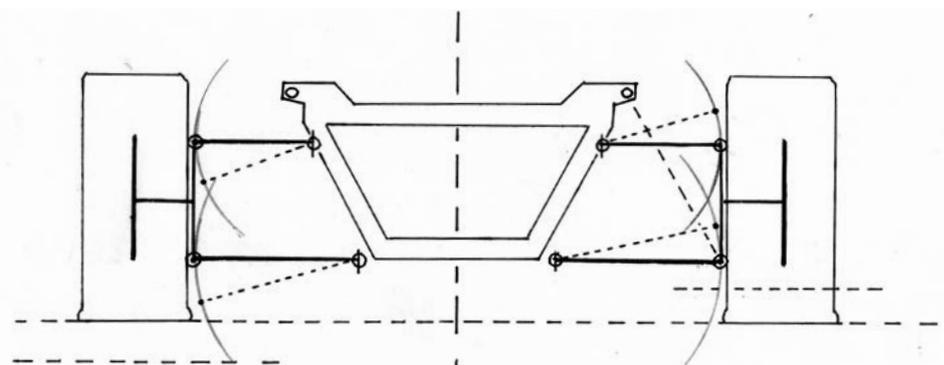
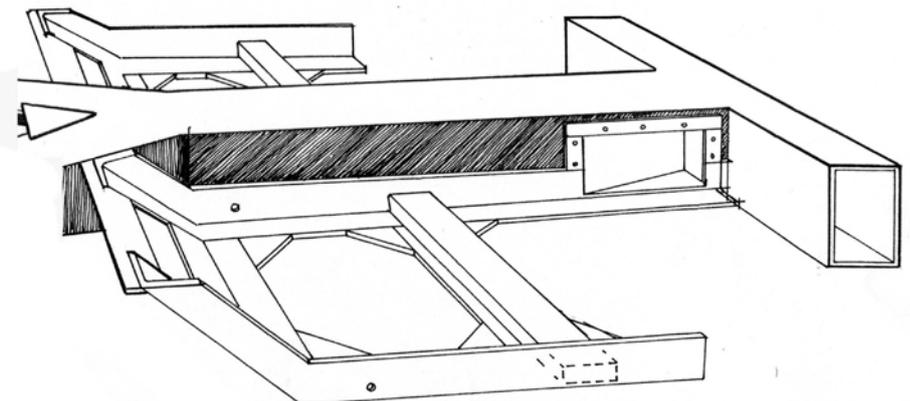
The engine/transaxle

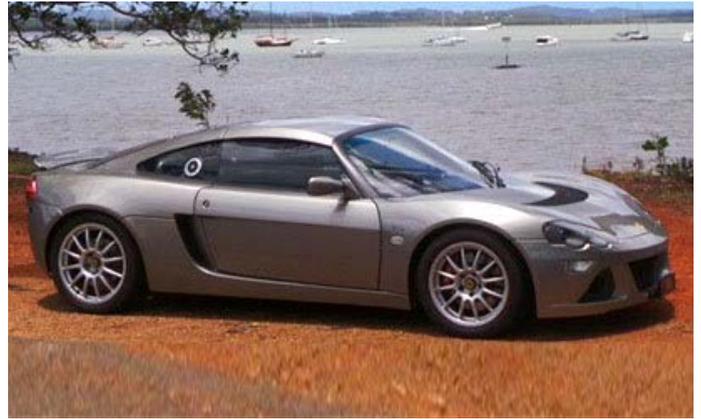
The fully blue printed and balanced motor is a Nismo modified and tuned "HO" specification Nissan SR20 motor. The Renault Fuego GTX 'Turbo engine' close ratio five speed transaxle

has a vacuum assisted clutch and limited slip differential. Surprisingly, the overall package was less than 15 kilos heavier than the Renault motor/4 speed transaxle combo. A larger radiator and an air conditioner condenser were required. This necessitated the relocation of these components to the front of the car.

The rear double wishbone suspension, four wheel disc brakes and larger, wider wheels

The front suspension had been given an upgrade by a previous owner. I was told that this upgrade was common on racing Europas, which further suggests that at some time in its past my car had been raced. The rear suspension is a fully adjustable double wishbone set-up, with coils over fully adjustable AVO shock absorbers. The double wishbones are made from tubular mild steel. The wheel base is widened to Type 53 specification and the rear uprights were specially fabricated units to accommodate the rear disc brakes, upgraded drive shafts, ball joints and rear end adjustments. The brakes are larger ventilated disc brakes with vacuum assist. The wheels are 15" x 7" fronts and 15" x 8" rears.





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Temptation in Zagame's new Lotus Showroom Melbourne. Photo: Peter Hill