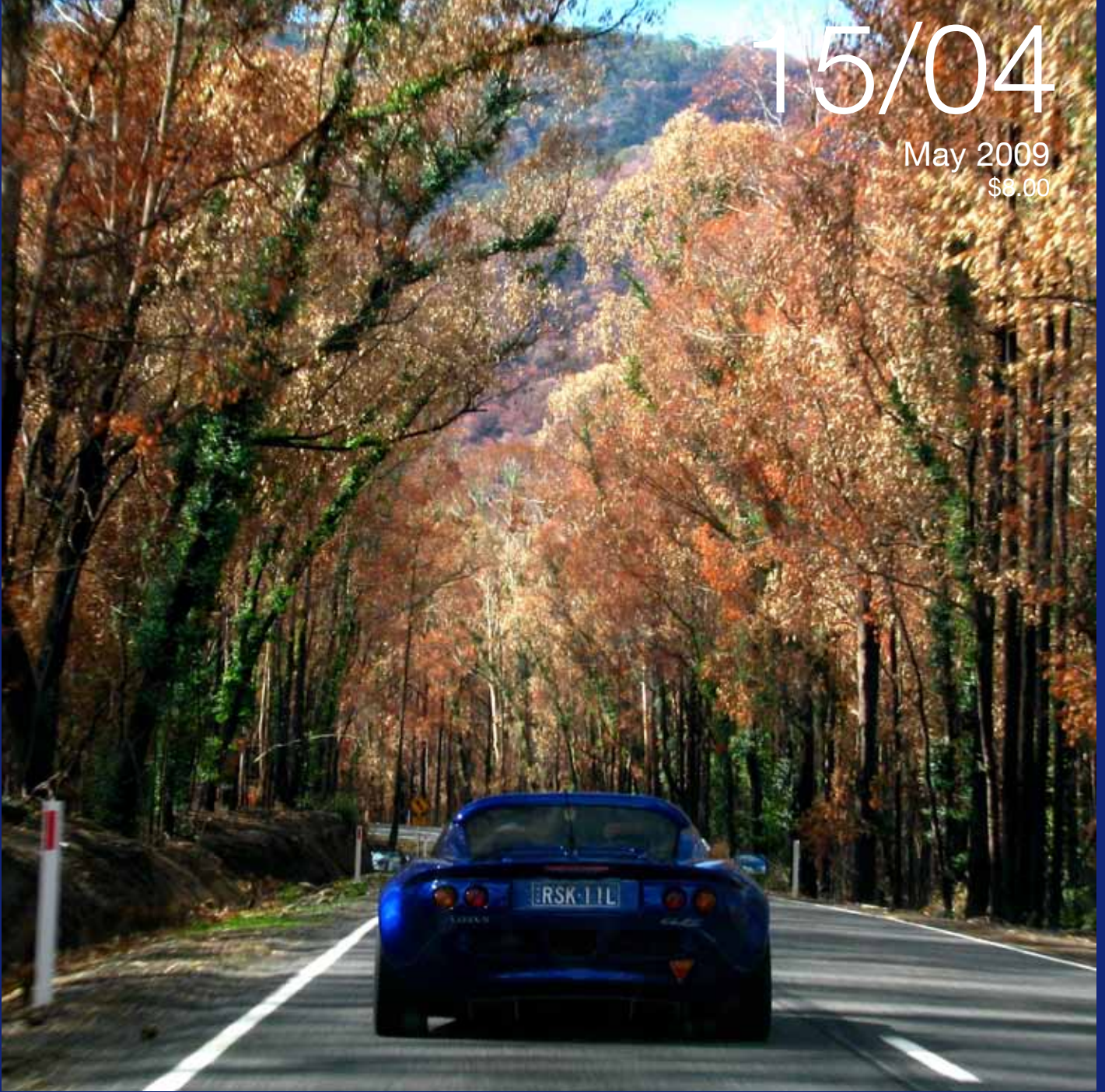


15/04

May 2009  
\$8.00



# LOTUS:09

## & Clubman Notes



The Official Magazine of  
Lotus Club Victoria &  
Lotus Club Queensland

**Features:**

LOTUS 2009  
Going the distance  
Fettling  
Mallala  
Winton





# Going the distance!

by Andrew Pearce

On the 4th of March 2009, as I drove my Lotus Elise into the morning rush one remarkable thing happened; my odometer clicked over to 100,000 miles.

Sitting at the lights, I started to reminisce about all of the adventures and mishaps I'd had with the car and that it must be one of the most travelled Lotuses on the road.

I bought the Lotus back in 1997 from Bell & Colvill in the UK. I had just turned 30 yrs old and had landed myself a job where I could finally afford the repayments. The demand for the Lotus Elise at the time was huge so



I added my name to the 12 month wait list and kept my fingers' crossed that somehow I'd manage to jump the queue.

Impatience finally got the better of me and I decided to buy a second hand one, with very low miles. There were several Lotuses at the warehouse to choose from, but I eventually settled on the red Lotus Elise because it was the only one with headlamp covers which, at the time, was an expensive optional extra due to the different clam fittings. I'd also heard that red cars went faster!

As I drove out of the warehouse, I knew I'd have some serious fun with the car and I certainly have.

I've driven it through 11 countries and had it on some of the best racetracks in Europe such as Goodwood, Brands Hatch, Nurburgring and Silverstone.



On my first road trip in 1998, I went to St Tropez and Monte Carlo. Back then, the Lotus was such a rare car that the valet attendants at the Monte Carlo Casino motioned for me to park it right out the front, alongside the Ferraris.

One of the biggest and best adventures yet though has been the Stelvio Rally in 2000. My now wife and I packed up the car and joined 20 other Lotuses (Elises and a 340R) on a 2000 mile, two week adventure across France, Italy, Switzerland, Germany, Belgium and Austria. The highlight of the trip was the drive over Stelvio Pass in Italy. At 2757m, it's the highest paved mountain pass in the Eastern Alps and has 48 hairpin turns - guaranteed fun for any Lotus driver!

Since bringing the car to Australia, I've enjoyed many drives with one of the best being the trip from Sydney to Brisbane; the roads around Nymboida are amongst the best I've ever driven. I took the inland route, zigzagging across every windy road I could find and managed to condense what was supposed to be a two-day drive into 11 hours... oops!

The Lotus has also had its fair share of mishaps. Along with the odd

speeding ticket, it's been rear-ended and front-ended, and lost its soft-top whilst doing 100mph down the M3 in London (luckily there were no cars behind).

So as I pulled into work on that Wednesday morning, I smiled to myself and thought that after 12 years, the Lotus still runs like a dream and looks as good as they day I bought it. Bring on the next adventure!



#### *Parts replaced*

- 1 new clutch
- 2 sets of shock absorbers
- Several sets of wheel bearings, ball joints etc
- 2 sets of brake pads
- 2 full exhaust systems
- 1 alternator
- 1 coil
- 2 steering racks
- 1 new soft top
- 1 head gasket



# The Fettleing begins

*or (sequel to Long Way Home - Lotus Notes Feb 2009).*

by Cameron Campbell-Brown.

And so I sat on my front landing, the sun rising on a warm Monday morning, gazing at my newly acquired S1 Elise, mumbling quietly to myself "yes it is a Lotus, no... you don't see too many about... seems they're mostly owned by eccentrics..."

I'd never really understood people just gazing at cars. Getting in and having a jolly good look at them, in detail, working out why they'd done that like that... that was another matter. That I understood! But just gazing, letting your eyes stroke back and forth along the same lines. Trying to ignore the oily black soot spoiling the rear flanks in this case. Just staring. Always seemed just a little bit queer to me... But that morning... I suspect if it weren't for the mozzies and the fact I hadn't slept for 24 hours or so, I'd have sat there all day.

A few hours of sleep, a phone call to the boss, during which my unblemished record of speaking only the truth may or may not have suffered a little, and I was back out the front, engine cover open, looking and thinking

"Why would it burn so much oil? Rings?"

The words of my transportation saviours rang in my mind "We'll have to pull the head off it" and tremor from deep within my trouser pocket disturbed me... (No No! get your mind out of the gutter!)

"Ok wallet, calm yourself! Let's not jump to conclusions... Crankcase ventilation... how does it work on this motor, well there's a hose that runs out of the rocker cover into this thing... hmmm not sure what that is yet... loom plugs into it here."

It was around about now I discovered how useful a rather odd group lurking about in cyberspace known as the Aussie Elises really can be! I posted a request for photographs of the head and specifically the PCV plumbing of an S1 Elise and within an hour or so I had confirmation of my

suspicious...

Idly tossing the idea of ringing Mr Guinness about the record number of times someone had topped up the oil of a vehicle in the first 48 hours of ownership I topped up the oil (bet you didn't see that coming eh?) and headed off to my father's place. Now it was during this 10-minute drive, top down, that I happened by chance to drop a lazy hand out of the window. The whistle stopped. That dam maddening whistle, yes the one I didn't actually mention in Long Way Home. I'd assumed that the whistle was just one of those "Lotus noises" I'd read so much about! But all it takes is a casual hand over this hole in the back of the mirror plinth and no more whistle.

"Ohh a Lotus, you don't see many of those about" started my father as I stepped out in front of his shed, going in search of two small rubber grommets.

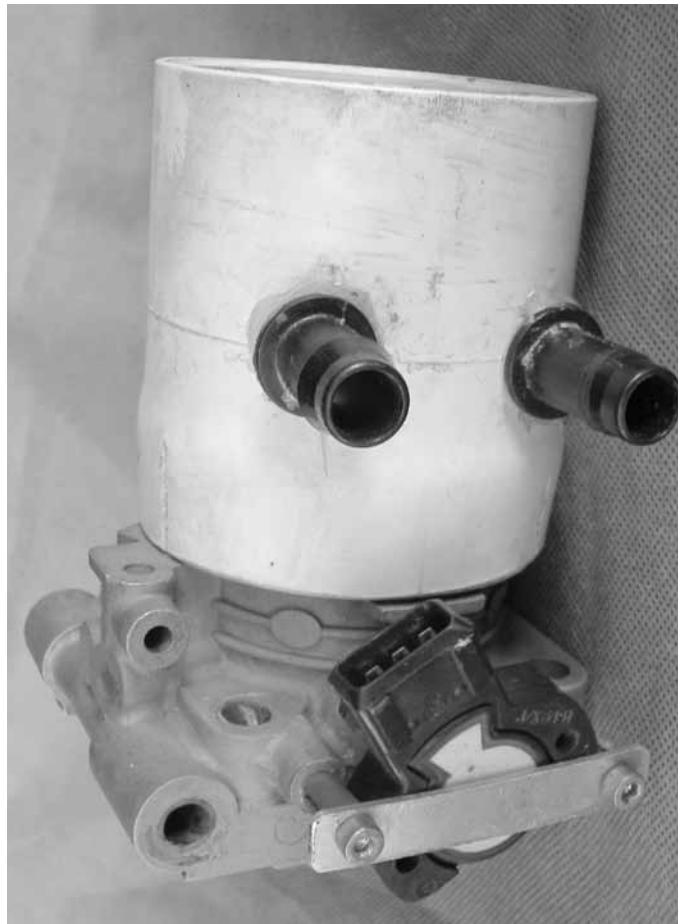
"No I'm not an eccentric!!"

"Eh?"

"Well it does seem like a hell of a lot of oil to be in there just from a dodgy PCV set up" doubted dad as we took the air-filter plumbing off the front of the throttle body and began mopping the quarter inch of oil out of the plenum, "but we can probably come up with something to find out."

It's a fact well known to those who know it well, that the plastic throttle bodys in the Elise can be an issue. Apparently somewhere in the history of my car, someone knew it, but perhaps not so well, and had replaced it with a nice alloy jobbie. Sounds spiffing. Except that the particular part this person or persons unknown had chosen lacked two spigots on the air-filter side of the butterfly, which left them with two homeless hoses, one from the idle stepper motor the other from the breather on the rocker cover.





I assume the thoughts of the sad benighted ... err... chap to have been something to the effect of "Bugger, two hoses left over. Oh well they were both connected to this big pipe here that must mean they should be connected together!" The rather unfortunate result of what I'll liberally describe as his thinking was that at idle the engine was breathing nothing but its own crankcase fumes!

My father is quite a handy chap, knows his stuff, and the mere fact that we don't happen to have the "correct" parts is no reason not to do something. So it came as no great surprise to me to find that a section of PVC downpipe, with two smaller garden hose fittings glued rather crudely into its side with great gobs of araldite, was soon hose clamped into place between the throttle body and the remote air-filter.

As confidence in our fix grew slowly over the next week or so I added to my first order to a particular English web based parts distributor a nice shiny new throttle body complete with the correct spigots! Now, just over a year later the car is still hardly burning any oil, which isn't to say that we haven't been madly fettling away. No sir! But more of that later, perhaps...





# Gatton Sprints

Fri 20th Mar – Sun 22nd Mar 2009

by Garry Saunderson.

My son Allan and I raced at the Gatton sprints again this weekend. We usually only get 6 runs but we got 7 this year. Allan's best time last year was 41.24 seconds, this year in the same car he lowered it to 39.75 seconds (last year Allan would have won the class with this time but he got second this year).

We ran a 1964 GT Cortina log booked historic group NB (painted white). It was built in Ipswich in 1993 by my mate David Andrews. We purchased it in August 2007 and have been racing it for 12 months. The Cortina has the original 1500cc motor with twin 45mm webers and extractors, close ratio gearbox, Quaife 4.4 ratio limited slip diff centre, 13 X 6 inch Hustler mag wheels with Kumho 175 x 60 series race tyres. The car also has adjustable Koni shockies and has been lowered 3 inches.

Changes since last year to the car are limited slip diff instead of the locked one, reset the pressure on the Tilton pressure plate from 2900 lbs

clamp pressure to 1550 lbs clamp and put in a 3 pronged paddle clutch plate with ceramic buttons (makes the car much easier to drive) close ratio gearbox with a 2.9 first gear, thermo fan and oil cooler.

Only drama we all weekend was the bolt that holds the alternator bracket to the water pump stripped the thread, so we raced with the bolt rubbing on the back of the water pump pulley for 5 of the 7 sprints. We were running in the 1300cc to 1600cc class unregistered with 5 cars all up.

The car that won the class was a white Honda Civic number 147 with a 1600cc single over head cam engine with twin Delortos with a time of 39.55 seconds - refer engine picture.

Our car was the only one in the class log booked historic, all the other cars are stripped out with Perspex windows and nothing inside except for





a seat and cage. We had everything still in! Allan wants to light weight one of our cars for next year. We will have to give that a bit of thought.

My mate Porky Edwards was the only other Cortina racing in the registered class; he had a new \$4000 motor in the car and got 3 runs in before the engine developed a rattle (not good).

Another mate Allan Greenbery (Hillman Imp) and Max Parnell in his old Jaguar both went real well. I would own any one of these 3 cars they are absolutely bloody beautiful.

The last couple of photos are of Allan racing.

See Ya

Saundo





## an LCQ Perspective Text by Clive Wade

### Photos by Gloria Wade

Did I ever make comment about our glorious autumn, winter and spring weather we have in SE Queensland? I can't remember, but if I have never mentioned it, I should, it's great. Blue sky, lovely temperature through the day, and nice cool evenings to enjoy.....AND WE'VE BEEN TRUMPED! Hats off to LCV; great weather, great organization, great evenings, great concours, (though I didn't win), great cruise through the Beechworth hills, great track day, great autokhana and great cheese & chocky tour.....and we didn't need our "hotties".

LCV did themselves proud, though they did make use of Mr Toads' help (toot toot), and more pertinently, Janet's help.

Our Easter commenced on the Wednesday before, 2½ days of driving the trusty Land Rover, Elise in tow, in the company of the Barrams, John only too happy to point out the difference in fuel consumption between

a Land Rover and a Pajero (80 litres to his 57). Anyhow, I'd prefer to be pushing my pommie collection of fuel guzzling aluminium and plastic than ..... no, we won't go there.....I think I can feel a diesel coming on.

But I digress, for the six Queensland couples the true week-end commenced Friday afternoon, Registration & Welcome by LCV..... faces to names. Rain, unpack, afternoon drinks with part of the AE contingent..... faces to names. Shower, dinner at La Trobe, meet the committee, meet Ned Kelly and his two companions.....faces to names. Reading many copies of Lotus & Clubman Notes and each Christmas the joint magazine with CLA it's wonderful to put faces to names, meet the personalities, so many past articles become far more meaningful, as, no doubt, the future articles will do as well. And this is what the Lotus bi-annual meets are all about, meeting the personalities.

Hats off to LCV, fixed seating at the dinners ensured we all met new folk, regardless of our personal levels of shyness, we met, we talked, we





mixed. By the time of the Presentation Dinner the dance floor filled with people who, three nights earlier, were mostly strangers with a common interest, and were now dancing together as old friends.

Saturday morning had us quickly breakfasting before washing away the road grime and polishing our stone chips, then onto the concours. A magnificent collection of Esprits, Europas, Elites, Elans, Sevens, Elises, etc. and the Lotus 18. The prize for the best Esprit went to the beautiful Esprit of Andre Cezanne. John Barram stood Queensland in good stead taking 1st place for the Seven Class. The rest of us couldn't have put enough elbow grease into the aforementioned stone chips.



Saturday afternoon brought the Touring event and a jolly good chance to add to the chips. Lovely country-side to enjoy sadly marred in places by the recent bush fires. Then we arrived at Tawonga Gap Look-out. A bevy of Lotus were parked at the top, and, after watching a powered glider display it's ability to trim tree tops we convoyed down to Bright. Now, which ever bright spark included this stretch of bitumen into the route should be held up for many accolades, we were last in the procession, what a joy to drive, and what a joy to observe the other 6 Loti weaving their way down the mountain. We all earned our coffee on arrival in Bright.

Saturday evening dinner at Lindenwarrah Winery, songs on the bus, good food, and tired little Lotusphiles made their way back to La Trobe for.....

Sunday.....Winton track day. The perfect track for a Lotus or two. Short, winding, challenging. And the challenge was taken. To ensure nobody was bored between runs Janet Cooper ran the autokhana, intermittently interrupted by Giles. Now Giles is always one to participate, and participate he did, yep, he managed second in the autokhana and similarly in the track times (for Elises), second to Geoff Noble. Which makes an interesting note to point. The 1st 3 places in the autokhana were Geoff Noble, Giles Cooper & John Barram. Clive failed miserably in U

turns and was never seen again.

Then the final event for the day at the track.....the Interstate Relay Challenge.....3 cars per team, eggs in spoons, drivers in sacks, demerit points for errors, enough said. Thanks to Geoff, Giles and everybody's errors I managed to get onto the winning team.



Sunday night Presentation Dinner found a group of very tired Lotusphiles on the bus merrily singing. All Saints Vineyard restaurant with it's exemplary food made a wonderful venue for the presentations and lots of dancing....and dancing....and dancing. The number of people dancing together said it all, the ice was definitely broken, the dance floor was full to over stretched with old friends and new, all tripping the light fantastic.....they had to send us home, Lotusphiles even more tired, though very, very happy.

I won't attempt to cover the presentations, no doubt LCV will achieve such far more accurately than I ever could when relying on my wine distorted memory.

Top marks to LCV, on behalf of LCQ, Thankyou.

## Vale Lila

*We wish to advise club members that Lila Evans, wife of John, one of the founding members of Lotus Club Victoria, passed away on Saturday, April 18th following a long encounter with cancer.*

*Many of you will have known Lila through her continuous support of John in their participation in track events in which he participated both within the Club and also in Historic Racing in both his very successful Europa and his Seven.*

*The Committee, on behalf of you Club Members, offers its condolences to John and their families.*





# LOTUS 2009 *Friday*





LOTUS  
2009

# Super Saturday



Photos by: Col Croucher, Helen & Ian d'Oliveyra, Leni Livingston, Jeanne Murray, Peter Murray, Chris Reid, Ash Simmonds, Gloria Wade and Michael Wright.



For more of Col Croucher's photos see [www.coljanfotostok.com](http://www.coljanfotostok.com) Note: the photos will be removed about end of May, so if you want to grab any pictures you will have to make a move pretty soon.



LOTUS  
2009

# Sunday Track Day



SAY 476



LOTUS  
**2009**  
*Memories*



# Lotus 2009: Results



## Concours Results

Outright Winner	Richard Pringle-Jones	1960 Elite
Lotus 7	John Barram	1962 Seven S2
Elite	Richard Pringle-Jones	1960 Elite
Elan	Rex Beach	1968 Elan S4
Europa	Iain Palmer	1969 Europa
Excel	Alistair Browne	1986 Excel SE
Elan M100	Peter Hill	1995 Elan M100
Esprit	Andre Cezanne	1996 Esprit S4
Elise	Greg Oakes	1999 Elise S1



## Lotus 2009 - Winton Track Day - April 12 2009



No	Driver	Car	Fastest
<b>Lotus 7</b>			
61	Devine Mike	Super7	1:09.50
57	Barram John	Super7	1:15.69
7	King John	Lotus 7	1:18.01



<b>Clubman</b>			
6	Chalmers Craig	Leitch Clubman	1:13.15
25	Wilson Mike	Syd Fisher Special	1:18.50



<b>Lotus Elan</b>			
36	Hodges Rohan	Elan	1:14.18
34	Meldrum Kyran	Elan	1:27.01
20	Partington Les	Elan	q1:32.21



<b>Lotus Elise</b>			
1	Noble Geoff	Elise	1:05.69
30	Mackie David	Elise 340R	1:09.25
111	Cooper Giles	Elise	1:09.75
147	Spyrou Alec	Elise	1:10.32
26	Wade Clive	Elise	1:10.95
168	Mather Barry	Elise	1:11.25
85	McGregor Alistair	Elise	1:11.39
12	Holmbeck Randal	Exige	1:12.09
110	Roskill Ashton	Elise	1:12.63
8	Clendinning Craig	Elise	1:17.51
24	Toogood Greg	Exige	1:19.30
86	Wright Michael	Elise	1:22.88





### Lotus Elite

14	Bisley Warwick	Elite	1:31.28
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### Lotus Esprit

17	Winder Geoff	Esprit	1:19.13
5	Cezanne Andre	Esprit	1:19.75
70	Jones David	Esprit Turbo	1:23.10
4	Blackie Stephen	Esprit	1:23.46

### Lotus Europa

19	Palmer Iain	Europa	1:17.44
74	Reid Chris	Europa	1:22.48

### Lotus Elan M100

27	Hill Peter	Elan M100	1:24.20
16	McConnell Peter	Elan M100	1:31.33

### Non-Lotus

60	Lankhorst Eddie	Mazda RX7	1:23.73
22	Silluzio Lou	Nissan 350Z	1:27.09
160	Rowe Vicky	Mazda RX7	1:32.32
9	Jones Marney	Commodore	1:39.68

### Lotus racing

31	Mackie Tim	Elise	1:01.23
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## Winton Track Day - April 12 2009

No	Driver	Car	Fastest
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### Clubman

11	Stoeckel Jonathon	Westfield	1:03.47
77	King Stuart	Westfield	1:09.08
53	Youl Richard	Leitch	1:10.94
2	Fisher Sam	Elfin Clubman	1:14.71
51	Miller Steve	LoCost	1:17.23

### Elise

101	O`Conner Mark	Lotus Exige	1:03.09
33	Alcock Greg	Elise	1:08.83
13	Madden Chris	Exige S	1:11.70
38	Chan Min	Elise	1:12.55
39	Madden Ian	Exige S	1:12.61
139	Madden David	Exige S	1:14.11
28	Chan James	Elise	1:15.91
10	Hartin Damian	Exige	1:16.23
32	Schapel Gunther	Elise	1:17.13
118	O'Connor Chris	Elise	1:17.68







## Europa

54 Mann Richard Europa 1:14.10

## Non-Lotus

91 Walton Cris Toyota Celica 1:15.01

56 Lloyd John BMW coupe 1:19.41

## Racing

69 Brown Jeff Brabham BT8 1:13.24

72 Brown Joel Elfin F2 1:17.59

18 Segat Phil Lotus 18 1:18.21

# Winton Autokhana - April 12 2009

Driver	Car	Run1	Run2	Run3	Fastest	Position
<b>Lotus 2009 Attendees</b>						
Noble Geoff	Elise	54.70	50.94	47.62	47.62	1
Cooper Giles	Elise	50.65	48.77	54.40	48.77	2
Barram John	Super 7	50.82	49.95	49.65	49.65	3
Spyrou Alec	Elise	52.37	50.36		50.36	4
Mather Barry	Elise S/SC	50.95			50.95	5
Holmbeck Randal	Exige	58.84	50.98	50.98	50.98	6
Oakes Greg	Elise	55.79	57.64	53.40	53.40	7
Roskill Ashton	Elise	54.61	53.53		53.53	8
Clendenning Clive	Elise	55.63	77.27		55.63	9
McGregor Alastair	Elise	55.77			55.77	10
King john	Lotus 7	56.28	55.95		55.95	11
Palmer Stephen	Elan	56.94			56.94	12
Hodges Rohan	Elan	56.98			56.98	13
Lankhorst Eddie	Mazda RX7	62.10	60.54		60.54	14
Barram Penny	Lotus 7	62.19	61.07	62.14	61.07	15
Palmer Cliff	Elan	61.63			61.63	16
Mackie David	Elise 340R	65.03			65.03	17
Wade Clive	Elise	65.45			65.45	18
Rowe Vicky	Mazda RX7	68.29			68.29	19
Winder Geoff	Esprit	92.36			92.36	20

## Day Only Entries

O'Connor Mark	Exige S	46.52	46.68	46.79	46.52	1
Youl Richard	Leitch	56.69	48.15		48.15	2
Alcock Greg	Elise	59.37	57.69	48.83	48.83	3
King Stuart	Westfield	51.38	49.49		49.49	4
Schapel Gunther	Elise	54.45			54.45	5
Chan Min	Elise	78.95			78.95	6

