

16/09

October 2010

\$8.00



LOTUS:10

& Clubman Notes



The Official Magazine of
Lotus Club Victoria &
Lotus Club Queensland

Features:

Goodwood 2010
Elsie the Elise
Speed on Tweed
Family Album

Created with



professional
download the software online at adobe.com/indesign/professional



ELSIE The Most Adventurous ELISE in the World?

Part 3 by Giles Cooper

Some of the highlights of the past 11 years of ownership are detailed below, and it is hoped, and expected, that this Lotus Elise will continue to be extensively used, and provide ongoing enjoyment to this family for many more years yet.

A bout with cancer in 2007 delayed some of the planned overseas jaunts with the car, but 2 currently under plan are 1) to the South Island of New Zealand, and 2) to drive the Alaska Highway Vancouver to Anchorage, and then drive across the Rocky Mountains.

Thank you Lotus for providing such an amazing little car that can give so much pleasure to its owners.



B&B Chateau, Central France

TOURING.

- When living in Aberdeen from 2000 to 2003, drive extensively in Scottish Highlands most weekends. Tut Towers 2002 and 2003.
- Driving tours of Europe twice, in 2001 & 2003, for 3 weeks each time.
- Drive Aberdeen – Lake District – Southampton – Hethel – Aberdeen in a weekend just because.....Now titled "The 3 Oceans Drive" – (Irish Sea, English Channel, North Sea).
- Drive Hethel to Aberdeen nonstop after car service in Feb 2003 (sub zero deg C), with roof off.
- Drive across Australia from Perth to Brisbane Queensland in July 2005, via Adelaide, Bathurst (multiple laps of the famous circuit), and Sydney, meeting with Aussie Elise groups in each location.
- Travel from Queensland to Tasmania and back together with 55 other Lotus', spending 2 weeks driving all over Tasmania (roads like Scottish Highlands) following pace notes of Targa Tasmania. 7125 klms total and fuel consumption of 5.97 litres per 100 klms, or 47.7 mpg. This includes not only spirited driving 2 up with tools and luggage on luggage rack, but also a track day at Baskerville.

Created with



*Top to Bottom:
Adelaide S.A. Aussie Elise's
Melbourne Victoria Aussie Elise's
NSW Aussie Elise's
4 Elise's at Norwich, Tasmania.*



Antibes, France



HILL CLIMBS.

- Competing at Mt Cotton (Queensland) since 2005, finally taking out Queensland State Title (Marque Sports Cars 1601 – 2000 cc) in May 2010. Also competing at other Hill Climbs around Australia whenever possible on a one-off basis

SPRINTS.

- Compete in track sprints primarily at Morgan Park Raceway series, plus individual Queensland Raceway, and Lakeside circuit events. 3rd in class at Morgan Park 2005 / 2006.
- Attend Club Lotus Australia training day at Wakefield Park in 2006, and 3rd outright at Lotus 2009 Sprints at Winton Raceway in Victoria.
- In July 2010 will be heading to Rockhampton to take part in Street Sprints, and Noosa to participate in Noosa Hill Climb.

TRACK DAYS AND OTHER COMPETITION.

- May 2001, May 2002, May 2003. Extended visits to Nurburgring with Scottish Elise's.
- 12th Aug 2001. Attended Lotus Driver Training Experience at Hethel. Won Track Challenge & team event.
- 2002 Attend official Lotus Track Day at Knockhill. Several other Knockhill track days as available.
- 2003 and 2004. Track days at Barbagallo Raceway, Perth.
- Fortnightly Autokhana's in Perth 2004 - 2005.
- Compete in Queensland Dutton Rally in 2006.

Concours at Lotus 2009, Beechworth, Victoria



Sprints at Lakeside, Queensland

OTHER SIGNIFICANT ADVENTURES.

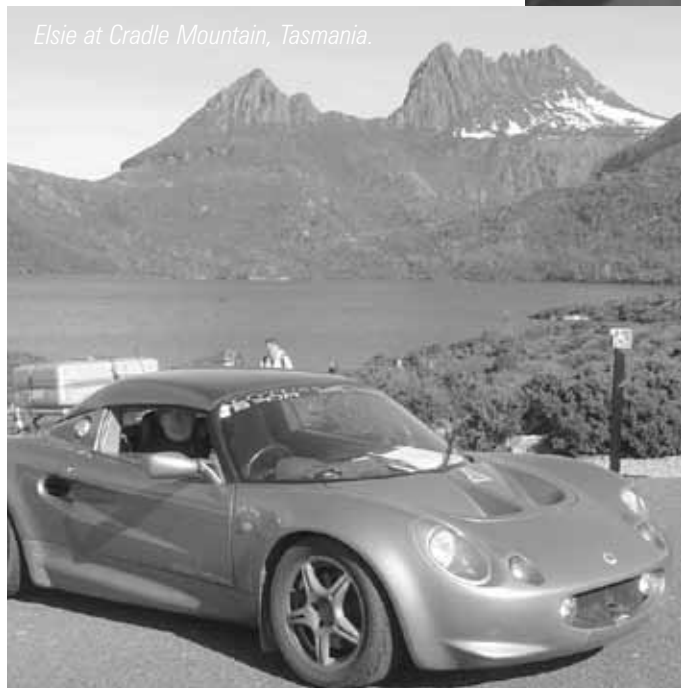
- Had LSS fitted to car at Hethel in Jan 2003, but issue caused by standard handbrake cable “grabbing” on suspension compression? Problem resolved by Gavan Kershaw on Hethel track, and longer brake cable fitted, curing issue while simultaneously having the pleasure of Gavan driving me in my car at speed on Hethel track.
- July 2003. Ship Elise from UK to Perth Australia.
- May 2005. Elise stolen from house in Perth, and used to bait police on roads. 2 day hunt resulted in car being found intact, albeit with fire extinguisher sprayed everywhere. Extensive forensic inspection failed to provide any fingerprints due to use of fire extinguisher.
- Drive across Australia in 2005.

PLANNED ADVENTURES.

- Ship car to NZ and tour South Island.
- Ship car to USA and drive to Anchorage Alaska, and then across Canadian Rockies.
- Go on track at Laguna Seca
- Drive up Pike’s Peak Hill Climb



Setting off in search of more adventures.



Elsie at Cradle Mountain, Tasmania.





At Peter Brock Memorial, Bathurst NSW



Elise's through The Cutting, Bathurst NSW

SPECIFICATIONS OF CAR.

- Engine - Standard apart from flowed head, 29.5 mm & 26 mm Paul Ivey inlet & Exhaust valves, and QED Q375H cams. 52 mm Throttle body.
- Exhaust – Janspeed SS 4-2-1 manifold, Lotus (Janspeed) SS Sports Exhaust (LOTAC05065)
- Suspension – Standard apart from Nitron Single way adjustable shocks, with 400 lb rear and 325 lb front springs.
- Brakes – Lotus UK fitted braided hoses, with Eliseparts Ali Belled discs and Pagid RS-14 pads.
- 5-point Luke competition harness
- Wheels – 340R 6J x 15 front and 7.5J x 16 rears
- Tyres – Dunlop DZ03 205/50R15 and 225/45R16
- Lotus luggage carrier for rear (LOTAC05079)

PROBLEMS WITH CAR.

- None, apart from hand brake cable as detailed above. Now 47000 miles (75200 kms) on clock.



Nurburging Nordschleife 2001

Nurburging Car Park 2001



The stunning Ferrari 512S – ex North American Racing Team



Ford GT40 Mk3 - Course Car

The greatest show on earth



The Sikorsky S38 flew over from the USA via the top of the w



Nice gals were everywhere!

GOODWOOD REVIVAL SEPTEMBER 17

Photos by our good friend in the UK – Michael Hipperson

and this little popsy was co-pilot!



Lotus 25/R4 No 25 and Lotus 29 – both ex Jim Clark cars..clo million a piece.

Fun signage on the fuselage



Nick Mason, Floyd drummer – he has a collection of 80 cars and a new book "Passion for Speed"



Legendary Team Lotus mechanic Bob Dance and Team Lotus photographer Peter Darley



Remember drum brakes? These were on a 1934 Alfa GP car



world...



GTO – last one of this 1962-63 shape sold in the US for \$28 million!



5/R5 No use to a



The Flower Power signature sign



She has a lovely set of brushes and a website – www.alfelstead.com

Created with

 **nitro PDF** professional

Oct 8 Clubman Notes October 2010 Page 17

download the free trial online at www.nitropdf.com/professional



There are quite a few pleasures in life, most of which are not appropriate in this forum. Today I discovered a few that are.

To drive down the Binna Burra to Nerang road following three (3) Lotus Elans at a brisk but not outrageous pace was nothing short of thrilling. The green and yellow car of Colin Mackay was directly in front of me, with Greg Bray's beautiful hard top ahead of it and Bob's Red Elan at the very front. The way these cars approach a corner, then carve their way through and out the end is truly a pleasure to watch. Hard to believe these things were rampant in the 60's. Made my somewhat clumsy "live rear axle" approach seem rather uncouth!

Then there is the pleasure of meeting a few like minded, mid week punters at McLeans Bridge and setting off in the brilliant South East Queensland sunshine for a days driving pleasure. As before, we followed John and Penny Barram in there ridiculously fast Elise, safe in the knowledge that they may know where they're going. Yes they did, and yes it was a thrilling run – thank you John and Penny.



LOTUS RUN TO BINNA BURRA

17th August, 2010 by David Reynolds

Then there's the pleasure of seeing a couple of (red) Sevens parked in the main street of Tamborine. Peter and Anne Yoemans always turn up in a great car, and give it a real Lotus nudge. Chasing them up that hill was nothing short of brilliant – so many flames - my God!

Did I mention the beautiful Europa S of Tim Moore? I should have, cos this car is going to become legendary when it's shown its true colours. There's some conjecture as to how much power this thing has, but mums the word – 260 hp will do for now! Shame Tim found me sideways like a "mug" returning the favour in what must have been a very pleasurable moment! ----- For Tim! I can only imagine how terrified Mal was, shackled to the passenger seat of a modern day super car!

Russ and Leigh Carter featured largely in my day. Right in my rear view mirror, most of the



morning, looking "Elise" like – you know, low, fast purposeful and positively pleasurable! Hard to believe Russ has another car as menacing as that bloody Carlton.

Get off your bums and take the car for a spin – it's a pleasure!



Created with





SPEED ON TWEED

11 – 12 Sept 2010
by Garry Sanderson.

LASS 9. CLASSIC SEDANS – 1961 to 1964 Under 2000cc

		LAP TIMES					
03	John Hoade Morris Cooper S	0:55.5830	0:51.8001	0:48.4420	0:50.05742	0:49.6559	0:48.3146
05	Allan Sanderson Ford Cortina GT	0:50.2247	0:48.7563	0:49.0618	0:49.1160	0:48.7113	0:48.7257
09	Ken Freeburn Neil Lewis Ford Cortina 240	0:52.6282	0:53.9165	0:51.5256			0:51.9797
10	Mark Broadhead Morris Cooper S	0:52.3992	0:50.1399	0:52.1936	0:48.3070	0:48.9682	0:48.2141
11	Benjamin Tebutt Morris Cooper S	0:51.9946	0:51.0222	0:50.8396	0:50.2297	0:49.6551	0:48.8299
112	Glenn Potter Michael Reading Isuzu Bellett	1:09.2605	1:02.2834	1:00.5145	1:01.8434	1:01.6557	
113	Gerald Lee Austin Cooper S	0:55.7647	0:52.1298	0:53.5536	0:53.4342	0:54.3009	0:53.4038



Arrived on Friday 10th Sept and it is pouring down with rain. Get out the tyres with tread on and replace the baldy ones on the car. Saturday and Sunday not a cloud in the sky. What a top weekend of racing only about 30 cars destroyed out of about 190 entries.

Entries were down a bit this year as there was a sprint meeting on at Morgan Park Raceway Warwick. John Lungren in his red Lotus 7 was the only other QLD Lotus Club guy racing the rest of the club boys went to Warwick.

Allan was in class 9 - Classic log booked sedans 1960 to 1964 under 2000cc. There were seven starters 4 Cooper Mini S, 2 Cortina's and an Isuzu Bellett. I have included a photo above of the times the cars run in the class. Allan ended up 3rd behind 2 Minis, the same as last year. The times were 1st 48.21 seconds, 2nd 48.31 and Allan 3rd 48.71 seconds.

About 4 weeks ago we found a crack in the engine block 25mm in front of the welsh plug behind the alternator and about 75mm behind up on to where the engine mount bolts on. Not a problem for us we put a can of gook into the radiator chucked and old engine block up on the bench and made a bracket to bolt on to the top engine mount bolt that went over the

Created with



download the free trial online at nitropdf.com/professional





welsh plug to stop it from coming out and then covered it with silastic. It had been emptying the top tank in the radiator during every race for about 12 months. We left the radiator cap loose and raced all weekend and never used a drop of water.

Grant Bingley towed his green FX Holden from Launceston to do the sprints. A long way to do 7 X 60 seconds runs. Just as well he brought along his wife and kids and made a holiday out of it. There was a display of speedway cars and a nice lone bantam BSA motor bike.

Our next race meeting is at Baskerville Hobart Tasmania on the 16/17 of October and Allan will be driving Max Freeland's newly completed 1600cc BDA Escort for the weekend.

See ya

Saundo



What is that you may well ask?

I bought my 1967 Moto Baldet S/E coupé Elan in 1974. The start of my life long passion for all Lotus cars. My Elan was supplied new by André Baldet a Frenchman who ran the Moto Baldet Lotus dealership in Northampton, England. He upgraded some S/E Elans with: metallic silver bodywork, metallic dark tangerine bumpers, back panel and wheels, rear bumper over-riders, rear guard finishing stainless strips, French knock-on wheel nuts, larger chokes and jets in the carbs.

Graham Arnold [ex Lotus PR man and head of Club Lotus in England from 80's to 90's] told me at a club track day that only about five of these



MOTO BALDET ELAN

by Greg Bray



AREA DISTRIBUTORS FOR

MOTO BALDET LTD
Northampton. Tel. 33376 (8 lines)
Head Office: WESTONIA GARAGE
WESTON FAVELL
NORTHAMPTON

Lotus Distributors for the South and East Midlands

SILVER STREAK

Based on our experience as one of the original Lotus Distributors, we are pleased to address to all the best features of the 1967 Elan, a superb performance and a desirable look which sets the Lotus Elan apart from the luxury range of cars and into the sports car class.

The silver specification includes special fabric styled panelling, a high gloss metallic finish, modified carburetors, new valves and jets, and four French valves. See us for further details of this exclusive car.

MOTO BALDET LTD • NORTHAMPTON

Moto Baldet Elan's were ever made. I have never seen another one. I have a few 1967 club Lotus magazines with ad's for these Elans named ' Silver Streak ' [see pic]

In 1982 I did something I have always regretted. In a line up to go out onto the track at Castle Combe on a club day. I swapped cars with a friend to get a chance to drive his SS '7' twincam. He only did a lap and a half in my Elan and lost it, putting the rear of the car into the armco barrier, bending the chassis. Following that the friendship was rather strained to say the least.

The car was only 7 years old, but already had, had the front chassis turrets plated due to the damp and salt on the roads in England. I started

Created with

nitroPDF[®] professional
download the free trial online at nitropdf.com/professional





considering a Spyder Space frame chassis for its rebuild. I already had friends and customers who had them on their cars. I realized the servicing benefits to these chassis. As Spyder's advertising brochure states they have: closing plates fitted to strengthen front turrets and stop dirt and water, strengthened engine mounting brackets, gear box, diff and top strut mounting points strengthened, 50% increase in torsional rigidity, redesigned engine mounting brackets to make engine and gear box removal easier, easy removal and grease of prop shaft, easy access to gear box output seal, exhaust manifold, easier removal of diff and much more. Making the car more pleasant to work on.

So I have never regretted choosing the Space frame chassis for my Elan. To complete the cars rebuild I had to make good the body damage by fitting a new rear quarter body section. Plus everything else that needed to be done for a total rebuild. Then had it resprayed silver again [second time in my ownership] so within a couple of years I had it like a new car again.

The last engine I built for the car was about 25 years ago. I gave it a long stroke block, big valve Sprint head, Cosworth L.2. cams, Q.E.D lightweight steel flywheel and electronic ignition from a Lotus Excel.

The final big job I did to the Elan before bringing it over to Australia in 1996 was to modify and fit a 2ltr.5 speed Ford Sierra gear box. Which made the car a quieter more economical long distance touring car.

After just a few years here I felt the car was due new paintwork and having had the car in silver for so long, I felt like a change. At the moment it is in a pale metallic blue.

More recently whilst rebuilding my Lotus 61 the Elans water pump started a small leak. I decided to stop using it at that time, not wishing to come off of working on the 61. I had my Europa to keep me happy in the meantime. How I regret not bringing a 1972 rebuilt twincam Europa I owned in England as well as the Elan to Australia [but that's another story]

Once the 61 was completed, I stripped the Elan, did the pump, de-coke, new guides and tappets, both master cylinders, new tyres and new Odyssey battery. I have now given the car a few long runs and after all these years of Elan ownership. I am still amazed at what a brilliant car it is. The Elans competition in the 60's was the M.G.'s, Triumph's, Healey's that were so antiquated, with poor handling, brakes and steering. I could never understand why anyone would buy one, but they were of course a bit cheaper. Even so they could never have driven a Lotus, am I biased or what?

One of the most desirable special Elans is the BRM Elan. These also had 33mm chokes and large jets long before Lotus decided to do so for their Elan Sprints. The BRM Elan of course had a completely reworked engine with either Cosworth L.2 cams giving 130bhp or L.1 cams giving 140 bhp. They were repainted BRM green with blaze orange bumpers and BRM letters around the nose badge. I have only ever seen one of these Elans. A real performance car of the 60's and still is.

LEYBURN SPRINTS

21st and 22nd Aug 2010

by Garry Saunderson



Leyburn Sprints time again, last year it was a dust bowl because of the drought this time it was nearly a swamp. It rained Thursday night and when we arrived at 1500 on Friday arvo a storm had just dumped 20mm on the place. I bogged my XR6 Falcon trying to get into the trailer park. It cleared up after the storm and turned into an excellent weekend with clear skies and NO DUST. Sunday Morning it was minus 3 in Warwick.

I recruited for the Army reserve again this year while my son Allan drove our new race car on its first outing since we bought it last year from Chis Freeman in Geelong. Since buying the car we have stripped and reconditioned everything except the gearbox and steering box.

Allan had his 28th birthday on Sunday and we gave him some presents outside the recruiting tent. My other son Andrew turned up from Ipswich to wish him a happy birthday; he is the one in the pic with the recruiting sticker on his head. My wife Leila organized the rest of our family and gave him a surprise party when we got home at 1930 Sunday night.

Allan was in class 15 for Historic Touring Cars Group Nb log booked. He came first followed closely by Claude Ciccotelli in his very quick and well presented EH Holden, then Ken Freeman in his Mk1 Cortina. I have included a pic of the cars and there times, you will notice Allan did a 53.12 second run which was in the top 20 cars out of 218 entries. Plenty of cars got damaged and I have put in a pic of a MG that hit a bale of hay at high speed.

Captain Graham Palmer is the Welfare Officer for the troops in Afghanistan and was in charge of the recruiting stand. We organized a 1 minute silence at 1200 hours on the Sunday at the start line for the 2 soldiers killed in action on Friday. He had his picture taken with Dick Johnson on Sunday morning and is going to send it over to the troops.

Till the next race meeting.

Saundo





HISTORIC LEYBURN SPRINTS
21st / 22nd AUGUST 2010

Car #	Entrant Name	Driver Name	Year Car / Make	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7
Class 13. Historic Racing Cars - Group V (log book)										
20	Len Don	Len Don	1974 Stag Formula Vee	1.11.0753	1.03.345	1.03.0500	1.11.0753	1.07.0077	1.00.1077	1.03.0601
27	John Ritter	John Ritter	1975 Gas Formula Vee		1.01.4007	1.01.0700	1.11.0753	1.00.0000	1.00.0700	1.03.0601
28	Alan Don	Alan Don	1978 Nimbus Formula Vee	1.06.1075	1.03.0700	1.04.0600	1.00.0077	1.00.0700	1.00.0700	1.01.0600
25	Adrian Holmes	Adrian Holmes	1982 Ethn NG		1.01.1075			1.00.1070	07.1075	07.0600
Class 14. Historic Touring Cars - Group Na (log book)										
30	Robin Todd	Robin Todd	1968 Austin Lancer Series 1	1.11.0753						
Class 15. Historic Touring Cars - Group Nb (log book)										
31	Ron Duffield	Ron Duffield	1963 Hillman Imp	1.11.0753						
32	Neil Lewis	Ken Freeburn	1964 Ford Cortina	1.00.1075	07.0601	1.00.0700	09.1075	1.01.0700	1.00.0600	
32	Neil Lewis	Neil Lewis	1964 Ford Cortina							
33	Claude Ciccotelli	Claude Ciccotelli	1964 Holden EH	1.04.1075	1.00.0700	07.1075	07.0601	06.1075	1.01.0700	1.00.0600
34	Garry Saunderson	Allan Saunderson	1964 Ford Cortina	1.03.1075	07.1075	07.1075	07.1075	07.1075	07.1075	07.1075
Class 16. Historic Touring Car - Group Nc - 1001cc to 1500cc (log book)										
35	Tristan Fitzpatrick	Tristan Fitzpatrick	1970 Morris Cooper S	1.01.0753	1.00.1075	07.1075	07.1075	07.1075	07.1075	07.1075
Class 17. Historic Touring Car - Group Nd - 1501cc to 2000cc (log book)										
36	Neil Lewis	Neil Lewis	1967 Ford Cortina MK11	1.01.1075	07.1075	07.1075	1.00.0700	07.1075	06.1075	1.00.1075
36	Neil Lewis	Ken Freeburn	1967 Ford Cortina MK11							
37	Kevin Gray	Kevin Gray	1969 BMW 2002		07.1075	07.1075	07.1075	07.1075	07.1075	07.1075
38	Paul Shergold	Paul Shergold	1970 Ford Cortina MK11	1.10.1075	1.10.1075	1.00.0700	1.00.0700	1.00.0700	1.00.0700	1.00.0700
39	Harvey Black	Harvey Black	1971 Ford Escort							
40	Errol Stratford	Errol Stratford	1971 Ford Escort RS1600	1.00.1075	07.1075	07.1075	07.1075	07.1075	07.1075	07.1075
Class 18. Historic Touring Car - Group Ne - 3001cc to 3500cc (log book)										
41	David Malone	David Malone	1972 Holden Torana XU1	1.00.0700	07.1075	07.1075	07.1075	07.1075	07.1075	07.1075
Class 19. Historic Touring Cars - Group Nf - Over 5101cc (log book)										
42	Ken Oliver	Ken Oliver	1968 Holden Monaco GT8 327	1.00.0700	07.1075	07.1075	07.1075	07.1075	07.1075	07.1075
43	Peter McConnell	Peter McConnell	1971 Ford Falcon XY GT HO	1.01.1075	07.1075	07.1075	07.1075	07.1075	07.1075	07.1075
Class 20. Historic Touring Cars - Group A (log book)										
44	Brian Marshall	Brian Marshall	1985 Ford Mustang	1.01.0753	1.00.0700	1.00.0700	1.01.1075	07.1075	07.1075	07.1075
45	Peter Herlihan	Peter Herlihan	1986 Toyota Corolla AER2	1.00.1075	1.00.1075	1.00.1075	1.00.1075	07.1075	07.1075	1.00.1075
Class 21. Group 3D - Sports Sedans / 0 - 2000cc (log book)										
46	Ken McAndrew	Kristy McAndrew	1968 Datsun 1000			1.00.1075	1.01.1075			
46	Ken McAndrew	Ken McAndrew	1968 Datsun 1000							
47	Jeffrey Bird	Jeffrey Bird	1970 Morris Mini K		1.01.1075			1.01.1075	1.00.1075	
Class 22. Group 3D - Sports Sedans / Over 2001cc (log book)										
48	Patrick Weston	Patrick Weston	1970 Ford Escort MK1	07.1075	07.1075	07.1075	07.1075	1.01.1075	07.1075	07.1075
49	Garry Ford	Garry Ford	1970 Ford Escort					1.01.1075	07.1075	07.1075
50	Roger Bartlett	Roger Bartlett	1970 Ford Escort	1.01.1075	07.1075	07.1075	07.1075	07.1075	07.1075	07.1075

Created with



LIONS ROAD AND SURROUNDS RUN

Fathers Day 5th Sept by Garry Pitt

The morning of the run dawned to rain in Brisbane. My son James and I headed to the start point South MacLean. It rained nearly the whole way. When we arrived (in the pouring rain) only 4 other cars had decided to brave the poor driving conditions.

Ken in his late model Europa, Peter and Norma in their yellow S2 Elise, David in his recently purchased silver S2 Elise, Daniel (future Lotus owner) in his '97 Lancer and James and I in my Red S2 Elise, strangely not a clubman in sight ;-).

We set off in the pouring rain and not long into the drive David turned off at Beaudesert as he had an "engagement" on the Gold Coast, can't say I blame him. That left 4 off us to pedal onto our first stop at Rathdowney.

At Rathdowney we took the opportunity for a quick photo op (as it wasn't actually raining), had a quick snack and coffee. At this point Daniel left, he had an "engagement" he needed to get to, can't say I blame him. This left 2 Elises and the Europa, where were all the "old" models? Mine leaks like the best of 'em.

We pushed on to Ken and Margaret's farm, travelling on some great roads enjoying good weather on mostly dry road for the best twisty bits during the last half hour before reaching the farm.

James and I had stayed overnight at Ken's farm last year when the WRC was in town, one stage came right through the middle of Ken's neighbours property. We enjoyed a great BBQ lunch, hospitality and company eating on the veranda talking cows and cars.

A huge Thank You to Ken and Margaret whom not only hosted us, but Ken also put a lot of effort organising the run, including lunch at the local café (another story) and multiple options for the run back to Brisbane for the dozens of people coming, hmmm.

As for our run home, via the famous Lions Road, well it pi**ed it down soon after leaving and pi**ed down all the way home. Just another perfect day in the Someshine State! I still enjoyed the day, Father and son sharing a drive in the Lotus on Fathers day, the best present!

