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LOTUS:11

& Clubman Notes



The Official Magazine of
Lotus Club Victoria,
Lotus Club Queensland

Features:

Lotus 2011
Peking to Paris
Jackie Oliver



Having enjoyed Jackie being with us at last year's Elise Garden Party charity weekend I invited him to be interviewed by my good friend Alan Henry, the prolific author and journalist, as the basis for a fundraising evening.

Jackie readily agreed and suggested we use the 'elite' British Racing Drivers Club clubhouse at Silverstone.

We sold out immediately..110 Lotus enthusiast guests at £25 each to include food and a very modest £500 (normally £2000) clubhouse hire. This covered costs and I reasoned this would allow more money to be spent on raffle tickets and our auction!

We then settled in to a 90 minute interview with slideshow (thanks Lawrence!!) detailing Jackie's amazingly varied career in motorsport..... his fractious relationship with Colin Chapman when he was parachuted into Team Lotus in 1968 after the untimely death of Jim Clark.... spells with McLaren F1 and the seemingly unreliable BRM F1 team.....

Jackie Oliver, Nikki Colverson (with her prized auction purchase) and Alan Henry



*Jackie's winning 917 – 1971
Daytona 24 hours*

AN EVENING WITH JACKIE OLIVER

April 23 2011.

By Michael Hipperson

Photos by Michael Hipperson, James Colverson,
Mark Piper, Peter Darley and Mike Hayward



Jackie donated two model GT40s for the Auction.

campaigning the DR Fabrications Mustang, Chequered Flag Elan and the Gold Leaf Lotus 47.....his time with the JW Automotive Gulf team winning Le Mans in Ford GT40/1075 in 1969 with Ickx..... winning ways partnering Pedro Rodriguez in the Gulf 917....racing in the USA with Shadow winning the CanAm championship in 1974.

Finally as team owner of Arrows F1 and all the litigation involved in the breakaway from Shadow F1 and it's mysterious owner Don Nichols.

Some fascinating stories!



Jackie Oliver on the front row Brands Hatch 1968



*Brands Hatch 1967 -
Class win Group 4 with
John Miles in Lotus 47/69*



Acting as auctioneer Jackie raised £6000 selling some great items relating to his career with all proceeds going to Little Haven's Children's Hospice. Add over £1000 from the raffle and the night was adjudged a great success.

A good formula so I feel another 'Evening with...' coming on !

*The Gulf GT40
drivers at Le Mans
1969 – Left to Right:
Mike Hailwood,
Jackie Oliver, David
Hobbs & Jacky Ickx.*





PEKING TO PARIS RALLY 2010

By Rhys Timms (Competitor)

Firstly, 83 cars and one motor cycle finished from 98 starters. It is estimated that at least half of the cars entered were subjugated to the "truck of shame" (ie were towed at some stage of the rally). Three cars were so severely crippled they endured the "plane of shame", the owners decided to fly them ahead of the rally. The going rate was approx. \$30,000 USD for a charter plane, cash in advance. One car burnt down to the ground in Russia. One Bentley crew flew in their replacement car (Lancia Aurelia) to the 'stans to replace their broken truck. Other crews flew in mechanics and chartered planes for spare parts. One crew flew their car to Istanbul to effect repairs, some 2 weeks ahead of the rally, so they had a 2 week holiday, before rejoining the event.

We incurred problems, predominantly associated with the severe pounding the event dished out, but drove every single mile.

My first breakdown was the indicators, which worked until the first day in Beijing. Our flasher can was of a type not commonly found in China (I thought everything was made in China these days), so we drove the entire route without a right hand turn indicator.

I was very pleased to state that NO engine oil was used in my saloon from China to Almaty in Kazakhstan (day 17 of 37 days). Each night, the big MG would pull into camp, and the first task was to check fluid levels, and the engine did not use a drop. Incredible. We even gave away our spare oil we



The route book said CBT... Choose best track



Creek crossing we were lost



Another flat tyre



were carrying to others more desperate. The oil still looked clean and light coloured when we decided on a precautionary oil change in Almaty. From this point onwards, our oil consumption increased using the local oil. Not by much, but not the same.

One of the highlights of the rally was the route chosen to travel along the "Silk Road". These are roads and countries not often travelled by tourists, let alone driven by westerners in vintage cars. The inconvenience of language, culture, accommodation, currency and fuel shortages was all made up by opportunity to visit places famed for biblical civilisations.

The first testing section of the rally was the first day after we left China and literally left the bitumen, and headlong into the desert. The desert was indescribably rough. The stones and pot-holed surface, resembled a quarry, with no vegetation and no discernable track, welcome to hell ! 24 cars failed to make it on their own or with assistance, and either limped in or were trucked into Ulaan Bataar, our first rest day after only 2 days in Mongolia. The rear shockers fell off somewhere in the Gobi Desert. 5 more days of desert driving ensued, and a similar number of historic cars failed to make it into the next major rest day on the western steppes on Mongolia. Again, in Almaty on Day 16, a quarter of failed to make it on their own, and 6 cars had already retired.

Often police roadblocks into towns & villages were enforced, not to check our papers, but for the opportunity for local police to be photographed standing next to our car. After a while this became time consuming, and irritating. On a couple of occasions where there was no physical barrier, we slowed down enough to wave frenetically, as we deliberately ignored their request to stop and sped on. On one occasion, late in the evening, there was no apparent barrier, we slowed down, only to be greeted by a couple of greasy coloured motor bike chains suspended across the road to signify the toll point. On this day our brakes were working.

The most dramatic and draining day was the journey into Iran. The first approach into Iran from Turkmenistan was to



climb a long road from the plains up 1,200 metres to the Iranian border. The drive and the mountains were absolutely stunning, and sheer rock faces provided a natural fortress to separate the countries. A VW Beetle had run its engine, and couldn't risk being left behind, so despite lectures from the organisers at the start of the rally that they wouldn't do such a thing, they towed the VW up the hill climb, and into Iran.

On went the trousers, even males were not allowed to wear shorts, least we offend local customs. One lady in our rally refused to wear a headscarf, so wore a leather flying helmet for the next 5 days. We had 500 kilometres to complete after the border crossing, and it was getting late. We were being flagged down by locals, curious and also prohibited with contact with the West on any meaningful level. We couldn't stop as we had a long journey, soon to be completed in darkness. After half the rally passed through each curious gathering, the tensions became more extreme, and curiosity and enthusiasm turned into anger and revenge as we couldn't stop. For the rest of the daylight hours we were pelted with mostly stones, others were hit in open top cars.

After along session of night driving, we finally made the checkpoint at midnight. Only to be told that most of our hotels had been cancelled that night by the government. Others who arrived earlier, had already unfurled their sleeping bag and made camp in the hotel foyer, on the roof, or in their car. We were lucky as shortly after 1 am we were advised that there was another accommodation option made available to us, and to our relief the "motel" had 12 foot high walled courtyard, in which our cars were secured for the night. We arose at 4.45 am, sleep wasn't our main priority, but we wanted to be out at first light fearful for our personal safety.

From then on, the reception we received in more populated parts of Iran was overwhelmingly generous. The Iranian Motor Federation were exceptional in looking after us for the rest of the journey. The rally avoided Tehran, and drove along the seaside holiday spots of the Caspian, and enjoyed some stunning special stages of mountain climbs and passes. Probably the most enjoyable special stage was the third day in Iran, where we had a climb of 1,500 metres (we started at 20 metres below sea level), in about 15 kilometres of driving. There were a number of cars in our rally that were struggling uphill, from overheating to lack of power, and

we easily cruised past them highlighting how little effort our motor was under. The SA was truly in its element.

By the way our incapacitated VW was greeted by the VW car club in Iran, and they duly swapped over the VDub engine overnight, and had a well wishing ceremony for the 2 VWs in the field the next day.



ArcTriumphVignette

At this stage of the rally leaving Iran, there were 29 cars impeded in the rally due to mechanical fault. A further 10 cars had retired. The 1918 Buick car and crew had been detained by the authorities as they were driving at night, and the police commander feared for the safety of the crew in his own country. Another crew were still waiting in Tehran for their documents to be reissued and permission to exit the country after they had been mugged and passports and cash stolen. There had not been a rest day for almost a week and there were no rest days scheduled until the finish on day 37, 10 days to go.

At this stage, we crossed borders into Turkey, and we were more optimistic of finishing. The car continued to perform well, and off the dirt roads was a very comfortable car to cruise in, the lack of rear shock absorbers were no longer a major issue. Quite quickly we covered Turkey then Greece – all the while the carnage from Mongolia and the stans'



2 SA s camping in the dirt

continued to break vehicles. Personally, the SA's times were improving and regularly within the top ten or so cars of the 60 cars still running in the class.

Italy - disaster when climbing in the Italian Alps, the clutch slave cylinder broke. The difficult choice was to attempt repairs on the run, 2 days from the finish, or drive to the finish without the ability to disengage the clutch.

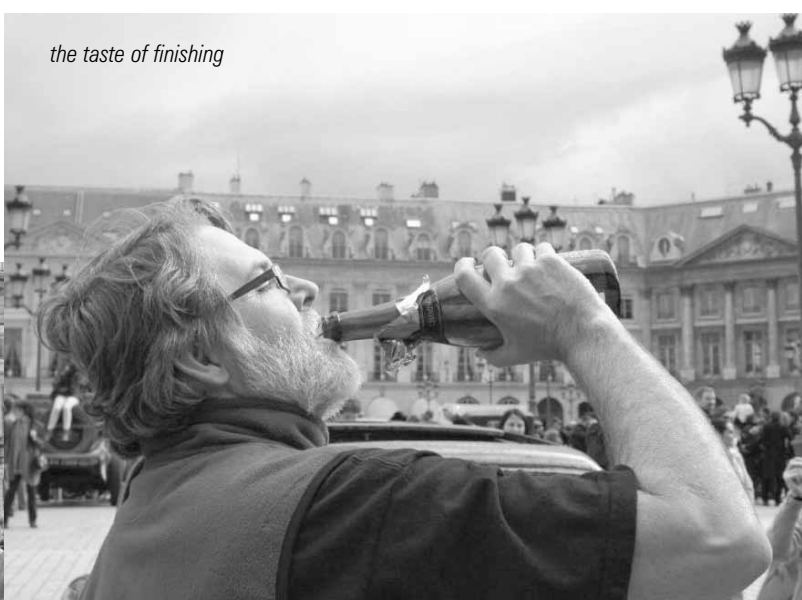


We choose to drive 900 kilometres straight that day (the longest rally section) by combining the 2nd last and last competitive days together, and arriving at the staging hotel, 150 kilometres from Paris.

The MG Car Club of France was alerted to our dilemma via our MGCC Melbourne Club President, and our French MG club members contacted us as soon as we arrived in Troyes, and arranged for a number of different options to repair our car. This was not possible on inspection at a garage they arranged, so they provided us a hot lunch and a local ale, we cleaned the car and ourselves and readied ourselves for the final parade into Paris. The camaraderie shown in such short notice when we were in need, and the generosity of spirit and time, and during the weekend of the MG 80 celebrations, was humbling. That night we were advised of strikes in France, hence fuel rationing, and also demonstrations. None of these political events impacted on us greatly, with no RH indicator, no lights, one rear shock welded up in Istanbul, and no clutch we headed to the finish line.

One French MG club member followed our progress online on the satellite tracking, and escorted us over the finish line. I felt like royalty, as he rode as our wing man on his motor bike, and physically stopped cars to wave us through, and blocked others on the busiest "round-a-bout" in the world, the Arc de Triomphe.

My family had arrived at the Place de Concorde about an hour before we arrived, so it was a very proud and emotional time. We kangaroo hopped, as we used the starter motor to propel the vehicle forward to forge our way through the path of well-wishers, and proudly received our finishers' silver



medal. All three MGs (2 SAs and one MG Magnette) crossed the line together. Both SAs were awarded silver medal status (based on the number of rally checkpoints visited within time without assistance) and came in the top 1/3rd of the field.

My saloon provided a lot more comfort than most of the competitors in the rally. The outcome was that we were not the fastest car, outgunned by engine size, and power to weight, but endurance was everything. Even though we had many tribulations in over a month of driving, we still finished well ahead of fancier rivals and fancier budgets. Our formula was based on the consistency of starting and finishing each day ourselves and the simplicity of the car to keep going. I recanted my policy of not naming my cars, my SA was christened crossing the finish line "The Indefatigable". This was due to its consistency, staying power, and to honour its completion of the toughest endurance rally for pre-war cars.



Lotus 2011 was organized by the Queensland Club at the Cherrabah Resort, 28 kms out of Warwick in the middle of nowhere. We took 2 days to get there staying at Uralla on the way.

The proprietor at the motel where we stayed was straight out of a Mad Max movie and insisted that 'yer doan eat at the Chinky chew and spew but get yerselves up to the Top Pub if yer value yer guts'. I have to admit his advice was spot on as the chef at the Top Pub was a genius.

On Good Friday we stopped at Glen Innes for a coffee and lo and behold a few Lotus came into sight and joined us. Then we progressed on to Cherrabah, after Warwick, along deserted roads with lovely scenery.

The next morning was the Concours D'Elegance and there were several categories with ours being 1971 to 1990, a twenty year span



In defence of The **NOWHERE ERA,** 1971-1990 **Lotus 2011**

By Alastair Browne

described as The Modern Era but, regrettably, only 3 cars were displayed.

In the afternoon there were several runs on offer but we decided to visit Queen Mary Falls which were spectacular. The roads chosen for the return journey were a lot of fun.

Sunday was Race Day or, for the ladies, a bus trip to the Stanthorpe area.

In the evening was the Presentation Dinner with lots of prizes for bounty hunters. When it came to The Modern Era, some erk shouted out 'The Nowhere Era' which caused mirth amongst attendees but those who have knowledge of this era knew better.

What the erk did not realize was that Colin Chapman had reached a turning point in the





fortunes of Lotus. He surmised that with all the motorways being built in UK, he could create a niche for executive businessmen to travel in comfort and style with their wives or mistresses all over the country. Lotus created cars with room for luggage, comfortable armchair seats, power steering, air conditioning, clocks, radios, electric windows etc.

Consequently there followed superb designs in the Esprit, Eclat, Elite, Excel and even the Vauxhall Carltons. No one can deny that these designs were futuristic and had the wow factor (apart from the Poxall). These executive cars had space and pace, perhaps not grace (NB Shaguar) but they came with quite a price tag which helped Lotus considerably. To keep the lines low to the ground, the motor had to be canted over at an angle, quite an advance in technology at the time.

Chapman famously said to Ron Hickman, designer of the Elan +2, "I don't care what the car looks like as long as it looks like an Elite" – early Elite that is. However, his designers for the Modern Era had to consider cars into which Chapman's children would fit, hence the four seats with the exception of the Esprit.

We left early the next morning and made it back to Sydney in 12 hours. It would have been less had there not been huge delays on the M3 at Somersby. The Excel performed as it should with the 912 motor sweet as a nut. The advantage of the Excel is the use of Toyota Supra drive train and brakes – so reliable! So, don't write off the Modern Era when choosing a Lotus. They are great touring cars.



This mag edition is likely to have many articles about Lotus 2011, so I best clarify right now that these few coupled words are of a similar ilk. The main difference here though is that I've chosen to focus on the trip 'to' Lotus 2011, rather than the event itself.

There'd been lots of debate about the best way to get ourselves and the Elise to Warwick Queensland for Lotus 2011. The eventual plan was to tow from Melbourne to Sydney, and then to drive from Sydney to Warwick. Ed left home more than a week before the event for the first stage of the journey. Not because he needed that time, but so that he could attend a conference in Sydney and catch up with family.

I took the easy route and flew to Sydney in time to meet with the local CLA crew (namely Ashton, Caroline, James, Ngan, Sid, Nicky and Mike) on Thursday morning. In the meantime Damian and Georgia had flown 'Exige' style from Melbourne, to join our convoy.

Eventually we got away from our meeting point in Windsor....2 x Elise S1, 1 x HPE Elise S1, 1 x Exige S1 and 1 x Exige S2....and what a beautiful and head turning sight it was. We headed north to the Old Putty Road. This twisty piece of bitumen is considered a super bike Nirvana and our little machines enjoyed it as well. The aim was the Hunter Valley for lunch, but our prearranged venue obviously had a change of heart. With no backup plan we were forced to drive on further into the valley in the hope of finding somewhere that would accommodate an unannounced group of 13 late in the day. Thankfully Casuarina in Pokolbin opened it's doors for us, allowing us to wine and dine well into the afternoon.

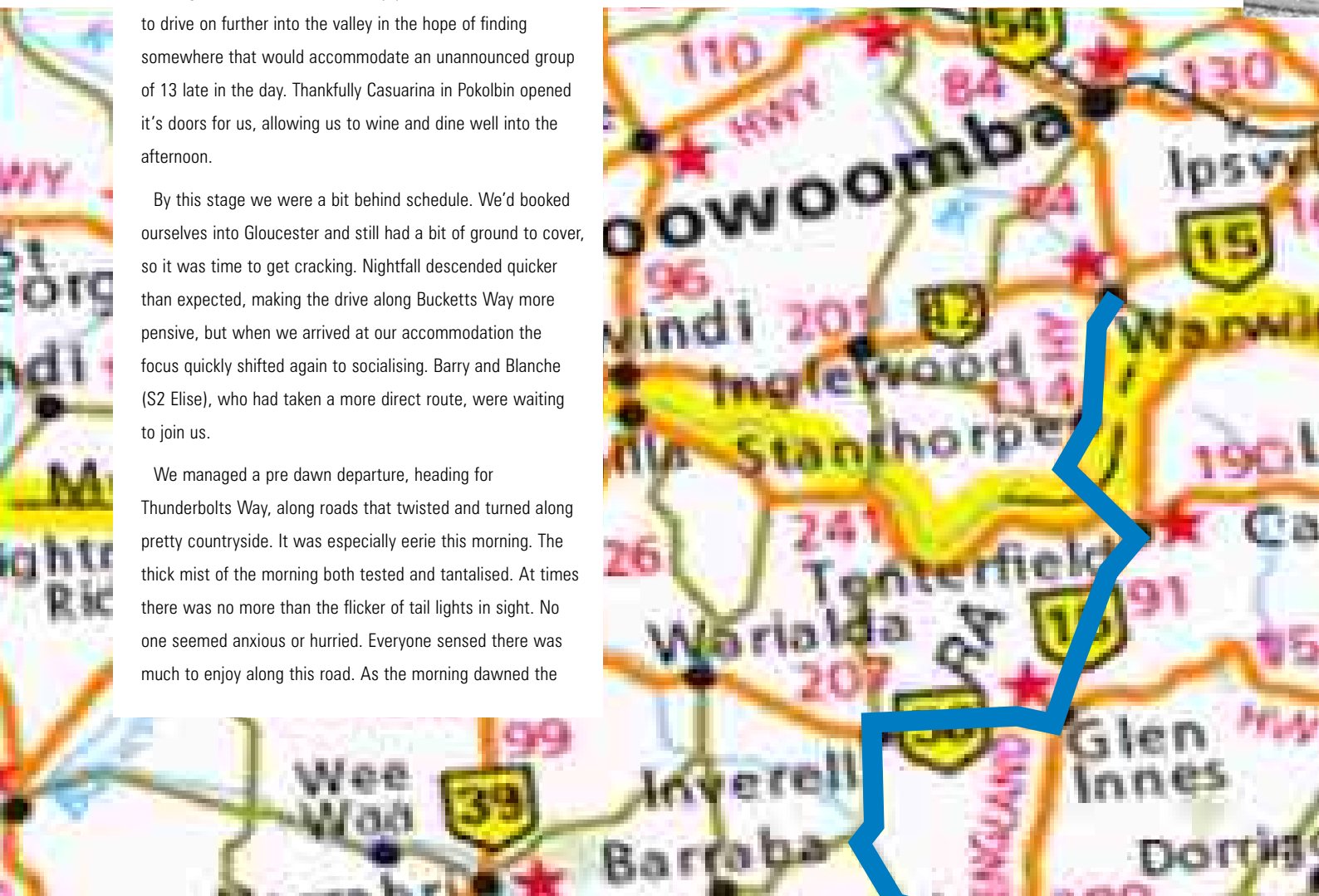
By this stage we were a bit behind schedule. We'd booked ourselves into Gloucester and still had a bit of ground to cover, so it was time to get cracking. Nightfall descended quicker than expected, making the drive along Bucketts Way more pensive, but when we arrived at our accommodation the focus quickly shifted again to socialising. Barry and Blanche (S2 Elise), who had taken a more direct route, were waiting to join us.

We managed a pre dawn departure, heading for Thunderbolts Way, along roads that twisted and turned along pretty countryside. It was especially eerie this morning. The thick mist of the morning both tested and tantalised. At times there was no more than the flicker of tail lights in sight. No one seemed anxious or hurried. Everyone sensed there was much to enjoy along this road. As the morning dawned the



THE JOURNEY ON THE ROADS LESS TRAVELLED

By Vicky Rowe





drive became quite surreal. Momentary glances of the rolling countryside gave confidence that the full beauty would soon be revealed. The new dawn light gradually seeped through, flickering through the trees and streaming over the horizon. A few bridges dotted our path and slowed the pace, but each one was charming and was to be enjoyed.

We got a few k's under our belt before breakfast in Uralla, then on to Inverell via Bundarra. As you have gathered by now we were taking the path less travelled, avoiding the more conventional New England Hwy wherever possible. That was until we noticed a problem with Ashton's tyre, forcing us to rethink our route. The problem was apparent. Ashton's tyre had a prominent bulge and was at risk of a blowout. So we cautiously headed back towards



Glen Innes (GI), re-routing to travel along the New England Hwy, to be closer to services if needed. We cocooned Ashton in our convoy and kept to a very sedate speed. The blowout did eventuate, over 20kms before we got to GI. Thankfully it was non eventful and Ashton was able to safely pull over without danger, even though the tyre had completely separated from the sidewall. It's hard to imagine that in a convoy of seven cars that there'd be no spare, no jack and very limited tools, but those sissy things are only meant for conventional cars. Oh, and to make matters worse there was no mobile coverage.

It's at this stage that I should explain a little more about the roads we encountered. The roads were far more interesting than any highway could provide, but they were (in most cases) in very poor shape. Along with the nice twists and turns and glorious countryside there were bumps and potholes. I gather some may have been rain affected of late, but otherwise they are just neglected!

The camaraderie of the Loti population is amazing. It's a testament to the wider club community that within a short time a rescue plan was hatched. Not only was Ashton and Caroline retrieved from GI by LCQ, but they arrived at Lotus 2011



in time for festivities and with another set of tyres available for them to utilise.

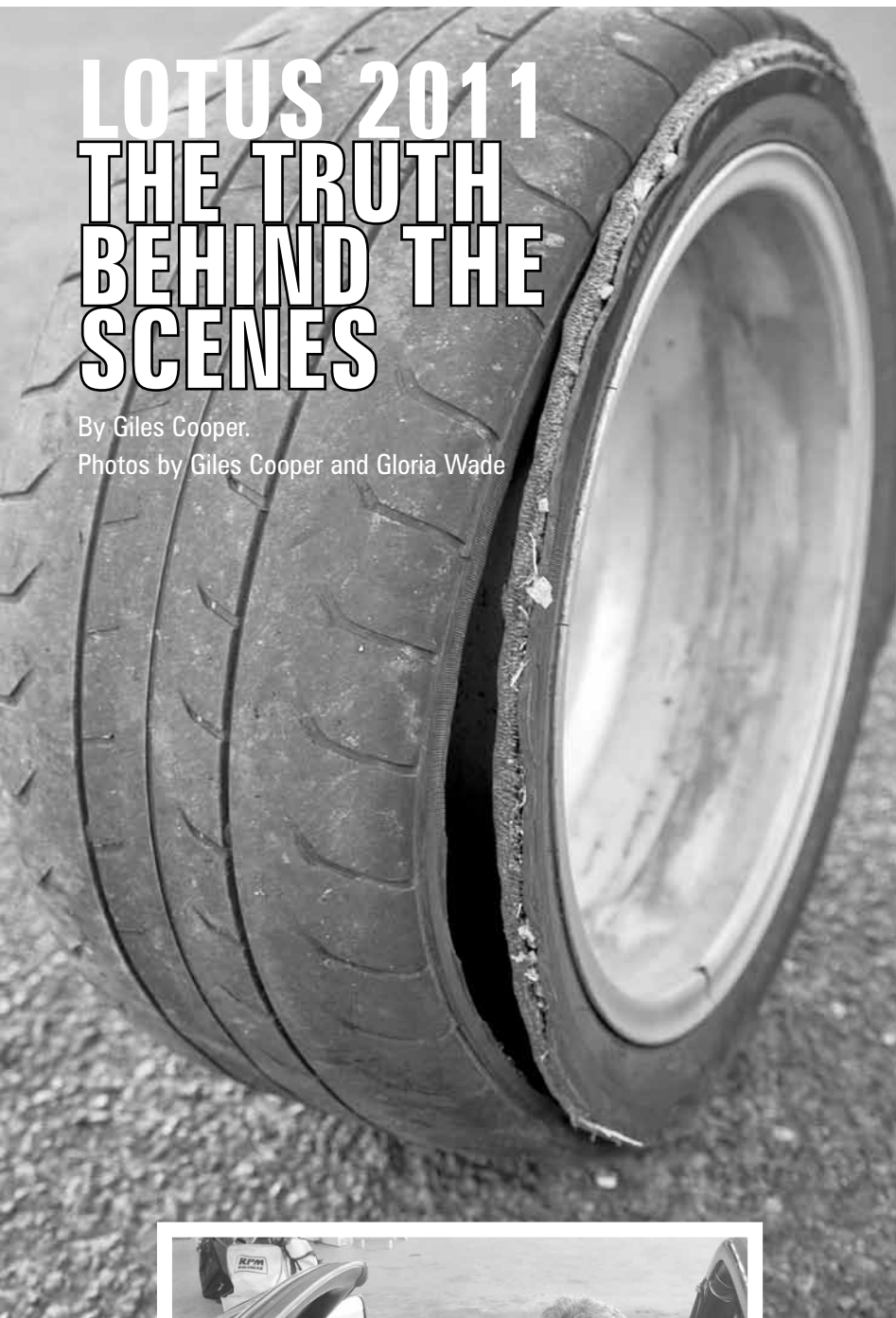
The entire weekend was a blast, made all the more enjoyable because of the great company, awesome cars and beautiful countryside. Just another example of why we love being part of the Lotus community. I'm definitely looking forward to Lotus 2013.



LOTUS 2011 THE TRUTH BEHIND THE SCENES

By Giles Cooper.

Photos by Giles Cooper and Gloria Wade



Penny (Racer) Barram

During Lotus 2011 there were a number of incidents of note which were noticed by but a few, so we felt some of them should be put into print for the enjoyment of many. No defamation or hurt is intended to any, no Lotus owners were injured in any of the incidents (apart from their pride), and all characters are of course entirely fictional. Any similarity to people or names of people living or dead is purely coincidental.

First of all was of course Russell and Leigh Carter, whose Lotus Carlton decided that it really didn't want to spend yet another weekend on the road. As a result other Loti which were already on flatbeds had to be removed so that said Carlton could at least make it to Cherrabah. And then go home the same way. Well, at least they got a trophy for their western clothes on the Sunday evening, although it is suspected that Leigh's blackened tooth was not as fake as it looked!

Carolyn Wilson was in charge of the bus tour on the Sunday, and it was a seemingly simple operation both for organizers to make sure all people got on and off the bus at the various stops, and for passengers to make sure they actually did get back on the bus at the appointed time. Unfortunately it was apparently harder than it appeared! One person who shall be nameless was late for the bus and missed it ("buses never leave on time" was the apparent excuse!), while another person who hadn't booked did get on the bus, so the original headcount was correct, just the wrong people! Suffice to say that car trips to catch the bus resulted in excursions of said car into the Cherrabah laundry (yes, you read that right!), and when finally they did catch up, the people waiting for them were not advised, and thus they kept waiting for them.....!!!! It apparently got better, with claims for vegetarian meals that had never been requested, and certain allegations about the quantity of sticky date pudding available!! Sounds like an episode of "On the Buses" to us, although we are advised that everyone ended up having a great time, and all participants were returned safely to Cherrabah!!

Then there was our esteemed CLA President Ashton Roskill and his lovely wife Caroline. Somewhere in northern NSW on his way north on Friday in his Elise (which do not have spare wheels), one of his rear tyres cried enough, and half the tyre virtually parted company with the remainder – No can of Lotus tyre goo was going to fix this one. Luckily the Queensland committee were more than up to the task, and Clive Wade took off south on a rescue mission in his 4WD with a jack and a rear wheel off his own Elise, and with 3 ½



wheels on his wagon, Ashton was then able to reach Cherrabah even if he was a little late.

Meanwhile Giles Cooper took off the 256 kms back to his home on the Gold Coast to pick up a couple of spare R spec tyres for Ashton, completing the journey there and back in a time which will not be published here for legal reasons, but suffice it to say he was back well in time for supper ! It is understood that once everything had been put back together, Ashton and Caroline had a great weekend!

And then there was Penny Barram, in the Regularity event in their Elise at Morgan Park. New to the car, new to the track, and new to the idea of Regularity, Penny managed to find a new and very enjoyable way of competing and showing her enjoyment – she just went faster and faster all day, and was seen all day with a big grin on her face, and she was far from the slowest car there all day! One day maybe John will quietly let Penny know that in Regularity you are supposed to specify a lap time and then try to equal it, or vary from it by the smallest possible margin, not beat it by the largest possible margin, going faster and faster every lap. Good luck, John.

Then there was Derek Dean who had his brother Geoff over from Portugal on holiday and kindly offered him a drive on track in the sprint event in his 340 R. I do not believe it was Derek's intention to showcase who the better driver is in the family, but suffice to say that Geoff did a 1.17.6 to Derek's 1.17.9 – and then quickly took off back to Portugal the next day as it appears his welcome was over!! Good one Geoff. Derek and Geoff also had fun on the way to the track very early on Sunday morning, trying to keep up with some of the other cars on the back roads to Morgan Park. Big grin, lads!!! Was one of the highlights of my weekend too!!

We are sure that there were numerous other incidents that have yet to come to our attention. A lot of dubious actions were seen in the Rodeo ring at the interclub challenge, but as none have yet been able to be officially validated, the results will be allowed to stand!!

Lastly, Vickie and Eddy set off back to Victoria with an enormous industrial battery charger in Vickie's lap to provide a spark (for their car), which we have heard got so concerned about the size of the voltage about to be put through its system that it quickly self-corrected its alternator fault in typical Lotus fashion, and proceeded to behave faultlessly all the way to Melbourne!! A few attendees also apparently came to the unwanted attention of Mr Plod on their way south, but the less said about that the better. Tough one, guys. Overall, a great weekend that was made all the better by the good humour of all attendees in the face of varying degrees of adversity during the weekend, and everyone's willingness to not only laugh at themselves, but also to join in all the activities to the fullest. Roll on 2013, but make very sure that if you have an "incident" you don't do it in public where people may find out and be able to laugh about it!

A problem no spare



Bus Trip lunch at Heritage Winery



Derek's sox

LOTUS 2011 OVERVIEW

by Cameron Campbell-Brown.

Photos by Cameron Campbell-Brown, Jeanne and
Peter Murray and Gloria Wade



The tale, as I choose to tell it, of the biggest thing to happen in the lives of Australian Lotus aficionados since a soggy weekend in Victoria two years ago, begins as so many of my tales do. It begins with me running late... but enough of my tardiness there is much to tell and indeed a passing of the tardy baton!

I eventually caught up with the group I was to travel to Cherrabah with in Aratula where they had rather sportingly agreed to wait for me. Given the extent of my knowledge of how to get to Cherrabah were the directions I had gleaned from a mate who has spent a great many days four-wheel driving in the area. "Oh y... yeah I know where it is, it's not that far from Warwick, if you follow that road far enough it'll come out at Stanthorpe." Now while much has been made of the inaccuracies of Tom Toms and the like, I fear this description was far more likely to have found me camped in a ditch only a few hundred metres from my destination having tried to ford some mighty river or other.

As we pulled out of Aratula thoughts of the campsite that may have been kicked back in the deck chairs of my mind, got the first round of drinks in and settled in for an idle afternoon by the pool. They were just beginning to eye off some particularly attractive feelings of relief when leaders of our little group turned to the east of our anticipated route. The skittish feelings of relief scattered. Interest, piqued, popped his head from the bar and the idle thoughts slinked off to somewhere a little quieter. "Oh," observed interest, "I wouldn't have thought there was a way through here". The road skirted to the south, and then to the east of Moogerah dam. Interest, now more than merely piqued, was positively popping as the road climbed and twisted through Lotus country so perfect that wonder stumbled out, blindly falling into the pool at the realisation that Lotus Australia haven't filmed a commercial in the area.

Had waxing lyrical of those of us Lotus borne at the regroup atop the climb failed to do justice to road we'd just covered, Maree's arrival in Syril the SAAB sealed it. I have never seen someone step from a Swedish boat more thoroughly



enthralled, bouncing about and asking for another go, what a way to start a weekend!

Checking in and paperwork sorted, we of the Queensland contingent dropped easily into the business of looking cool and nonchalant. A few cleansing ales while warming up the lies that are customary in these circumstances as we waited for our Southern guests to arrive... Gradually news rippled through the group that the NSW lads had had some trouble. A rescue mission had had to be mounted. Giles had slipped home to pick up some tyres, while Clive had taken the rear tyres from his own car, loaded them into the back of his Land Rover and headed south only to find our "stranded" friends propped up at the bar in the local pub.

Gradually the reception room at Cherrabah filled, beer, wine and bovine excrement flowed as old friends became re-acquainted, new friends were made and faces put to oddly selected names from web forums. Unsurprisingly, those who travelled furthest faded first, leaving an increasingly rowdy group of LCQ members gaining reputations at the bar.

Saturday morning brought home the scale of Lotus 2011 as participants attempted to gather our cars as per Craig's mud map for the concourse. Now while we all know very well that the best Lotus there is, is the one in our own possession. So to many of us this was a pointless exercise conducted by people who simply didn't understand. Cars were to be judged on interior, exterior, presentation and originality, well the first two I'm sure no one had an argument with, I mean it's a given that a car is going to have an interior and an exterior. Presentation, where stone-chips are not considered to add to the score? Oh dear... Originality... Oh dear, oh dear, oh dear... Never mind, them's the rules n' all that.

All tongue in cheek moaning aside, my hat is off to the judging committee. To get through so many cars in the time allotted was a spectacular effort. Although I did happen to notice that after Wybe and Peter's Elites their pace increased somewhat. Official results are published elsewhere and without taking anything away from the deserved winners, I'd ask you to forgive me the indulgence of mentioning how impressed I was with Mike Basquil's SI Exige, Richard Harris' Eleven, the two Elites mentioned earlier and Derek Dean's socks...

Saturday afternoon for yours truly, was spent sitting about chatting with Richard, Rob and Garry about all things Lotus, while the more adventurous enjoyed a variety of drives in the area including a trip to view the historical sites of Warwick and a shortened version of the wonderful drive we had taken the day before. Sadly, on one of these runs the road sense of our marsupial friends was shown to be lacking when Wybe's Elite had an altercation with a wallaby, cracking a small section of fibreglass in the front cowl and killing the ill-fated creature. Fortunately the damage seems to be quite minor, with the animal being pushed down and to the side rather than up into the windscreen.

Saturday night brought the interstate challenge. No information had been given to any of us as to the nature of the event other than each





state was to provide a team of 8 people... The sound of whips cracking as we dined by the campfire was the first hint of what awaited. Perhaps it was Geoff reading a little too much into my dissertation on flagellants a few issues ago that saw me selected in the Qld team, but the less said within these pages about my limited experience with whips the better. As it passed, the challenge presented was for the team to rotate through a number of apparently fundamental bushman's skills, fire lighting, whip cracking, saddling and the like. So it turns out that the NSW lads are the biggest hicks in Australia err I mean I'd like to offer my congratulations to NSW on their masterful victory.

Full coverage will be given elsewhere of what was perhaps the most anticipated event of the weekend, the Sunday Track Day at Morgan Park. For my own part the day started bleary eyed and in desperate need of caffeine. Enjoying a hot breakfast began to bring the world into focus, albeit soft focus. Apparently I wasn't the only one for whom the morning was proving a struggle.

The words "I can't find the key to my Lotus" muddled their way through the fog in my mind. I shan't be so forward as to mention the name of the mutterer, only suggest that the pointy end of the results may have looked quite different had the key remained missing. Indeed Paul Stokel might well have kept the key hidden if he were to know how the day was to transpire.

Meanwhile some hundred odd km away to our east on the Gold Coast another member of the Qld Club slept... Oh dear Dan! I believe the alarm had gone of some hours previously, indeed I have it on strong authority that his good lady had suggested that perhaps he might get up, but alas, for now he slept.

For my own part, it wasn't until the cool air and warming sun of the still young morning danced about my face and hair that I began to feel myself. Oh really, don't be so childish... Impressing even myself, stayed with the car while it was scrutineered, the allure of a coffee van who had no intention of charging us just a hundred meters or so away and soon sweet caffeine. I was back to my functional best. Dan on the other hand slept. On to driver's briefing and our formerly keyless lad arrived. It must have been about now that Dan awoke...

Along with most of our interstate brethren, this was to be my first time driving the circuit and what a great little track Morgan Park is! My slightly too-sideways, ham-fisted efforts may indeed have resulted in a spin or three, but I console myself that my spins never occurred on the warm up or cool down laps. On the rumours that Dan, with fewer runs, beat me into third place for the class I cannot possibly comment for fear of being crass.

On the return trip to Cherrabah for the final evening's presentation meal, following Giles, Dan, Syd, and Craig, a great sense of contentment washed over me. It sounds contrived to write of it now, but having spent the day participating in relaxed motorsport, in good company, free from the egos that are so often associated with the sport, to be driving top down, in spectacular landscape was as rewarding an experience as I have had with a car club. If this is typical of the bi-annual Lotus gathering then sign me up for 2013!



LOTUS 2011

WARWICK QLD





Photos by Bill Mair, Jeanne & Peter Murray and Gloria Wade

LOTUS 2011





*Overall Concours Winner
Craig Wilson*



Photos by Gloria Wade



The Organising Committee

Standing: Gloria Wade, Daryl Wilson, Gavin Schutte, Mal Kelson, Geoff Noble, Giles Cooper, Clive Wade, Craig Wilson, John Barram, Shane Murphy.

Seated: Moira Wilson, Carolyn Wilson, Carina Schutte, Maree O'Connor holding Simone Schutte, Chris Kelson, Janet Cooper, Penny Barram, Jenny Murphy



Concours d'Elegance Results.

Overall Winner

Craig Wilson Elan S1

World champions - 1961 – 1970

- | | | |
|----|--------------|----------------------|
| 1. | Craig Wilson | Elan S1 |
| 2. | Chris Bray | Elan S/E Moto Baldet |
| 3. | John Barram | Seven S2 |

Into The Future - 2001 and younger

- | | | |
|----|----------------|----------|
| 1. | Russ Carter | Elise S2 |
| 2. | Mike Basquil | S1 Exige |
| 3. | Craig Chalmers | Europa S |

Innovation Era - 1991 – 2000

- | | | |
|----|--------------|----------|
| 1. | Derek Dean | 340R |
| 2. | Penny Barram | Elise S1 |
| 3. | Clive Wade | Elise S1 |

Modern Era - 1971 – 1990

- | | | |
|----|-----------------|-----------|
| 1. | Leigh Carter | Carlton |
| 2. | Alastair Browne | Excel SE |
| 3. | Dennis Hogan | Elite 503 |

Heritage era - up to 1960.

- | | | |
|----|---------------|-------|
| 1. | Wybe Geertsma | Elite |
| 2. | Peter Murray | Elite |

Sprint meeting results.

Class 1 - Pre 1995 cars

- | | | |
|----|---------------|-----------|
| 1. | Tony Galletly | Elan 1963 |
| 2. | Greg Bray | Europa S2 |
| 3. | Rohan Hodges | Elan S4 |

Class 4 - Post 1995 Cars with Honda or forced induction motors

- | | | |
|----|---------------|-----------|
| 1. | Geoff Noble | Elise HPE |
| 2. | Jason Patullo | Elise HPE |
| 3. | Barry Mather | Elise (S) |

Class 2 - Post 1995 Cars - Road Tyres

- | | | |
|----|---------------|------------|
| 1. | Michael Walsh | Elise 111R |
| 2. | Gavin Schutte | Elise 111R |
| 3. | Dan Perowne | Elise S2 |

Regularity event

- | | | |
|----|--------------|-----------|
| 1. | Dennis Hogan | Elite 503 |
| 2. | Shane Murphy | Seven S2 |
| 3. | Craig Wilson | Elan S1 |

Class 3 - Post 1995 Cars, R Spec Tyres, no Honda or forced induction motors

- | | | |
|----|--------------|----------|
| 1. | Garry Pitt | Elise S2 |
| 2. | Paul Stokell | Exige |
| 3. | Rob Stevens | Elise S2 |

Overall Winners

- | | | |
|----|---------------|-----------|
| 1. | Geoff Noble | Elise HPE |
| 2. | Jason Patullo | Elise HPE |
| 3. | Garry Pitt | Elise S2 |



2011 LOTUS NATIONAL SPRINT & REGULARITY MEETING
REGULARITY CARS - MORGAN PARK WARWICK - SUNDAY 24 APRIL 2011.

MEETING POINTS REPORT

Pos	Car	Entrant	Driver	Vehicle	R3	R4	R5	Total
1	47	Dennis Hogan	Dennis Hogan (LCV)	Lotus Elite 503 1978	30	40	50	120
2	46	Shane Murphy	Shane Murphy (LCQ)	Lotus Seven 1968	40	30	40	110
3	44	Craig Wilson	Craig Wilson (LCQ)	Lotus S1 Elan 1964	50	20	30	100
4	49	Steve Amos	Steve Amos (LCQ)	Lotus Elan DHS 1969	8	50	8	66
5	45	Mal Kelson	Mal Kelson (LCQ)	Replica 7 1990	10	10	20	40
6	50	Penny Barram	Penny Barram (LCQ)	Lotus Elise 1998	20	8	10	38

Start points 100, 1 points lost for every 0.50 seconds over time, 2 points lost for every 0.50 seconds under time.

Run 3 3 Laps

Pos	Car	Driver	Vehicle	Nominated Time	Points	Laps
1	44	Craig Wilson (LCQ)	Lotus S1 Elan 1964	1:33.0000	100	3 1:33.2011/00 1:33.4765/00 1:32.8944/00
2	46	Shane Murphy (LCQ)	Lotus Seven 1968	1:30.5000	84	3 1:28.6981/06 1:29.1315/04 1:28.6901/06
3	47	Dennis Hogan (LCV)	Lotus Elite 503 1978	1:36.0000	76	3 1:33.5171/08 1:33.7368/08 1:33.8665/08
4	50	Penny Barram (LCQ)	Lotus Elise 1998	1:28.0000	72	3 1:25.5687/08 1:25.4768/10 1:25.0696/10
5	45	Mal Kelson (LCQ)	Replica 7 1990	1:29.0000	70	3 1:26.4794/10 1:26.3895/10 1:26.0177/10
6	49	Steve Amos (LCQ)	Lotus Elan DHS 1969	1:42.0000	62	3 1:39.1404/10 1:38.8911/12 1:37.8372/16

Run 4 3 Laps

Pos	Car	Driver	Vehicle	Nominated Time	Points	Laps
1	49	Steve Amos (LCQ)	Lotus Elan DHS 1969	1:38.5000	100	3 1:38.6010/00 1:38.6517/00 1:38.4144/00
2	47	Dennis Hogan (LCV)	Lotus Elite 503 1978	1:34.0000	96	3 1:35.4126/02 1:35.4244/02 1:34.1195/00
3	46	Shane Murphy (LCQ)	Lotus Seven 1968	1:29.0000	94	3 1:29.7386/01 1:30.6189/03 1:30.3614/02
4	44	Craig Wilson (LCQ)	Lotus S1 Elan 1964	1:33.0000	93	3 1:34.7785/03 1:32.4903/02 1:32.3736/02
5	45	Mal Kelson (LCQ)	Replica 7 1990	1:26.0000	87	3 1:27.1858/02 1:27.8918/03 1:30.2625/08
6	50	Penny Barram (LCQ)	Lotus Elise 1998	1:25.5000	65	3 1:31.7816/12 1:31.5008/12 1:31.0517/11

Run 5 3 Laps

Pos	Car	Driver	Vehicle	Nominated Time	Points	Laps
1	47	Dennis Hogan (LCV)	Lotus Elite 503 1978	1:34.0000	100	3 1:34.4276/00 1:34.3053/00 1:33.8841/00
2	46	Shane Murphy (LCQ)	Lotus Seven 1968	1:30.0000	96	3 1:29.9774/00 1:31.7749/03 1:30.7591/01
3	44	Craig Wilson (LCQ)	Lotus S1 Elan 1964	1:33.0000	96	3 1:32.7055/00 1:33.4731/00 1:31.9041/04
4	45	Mal Kelson (LCQ)	Replica 7 1990	1:26.0000	93	3 1:28.5073/05 1:27.1978/02 1:25.8879/00
5	50	Penny Barram (LCQ)	Lotus Elise 1998	1:28.0000	86	3 1:27.4486/02 1:26.6198/04 1:25.6788/08
6	49	Steve Amos (LCQ)	Lotus Elan DHS 1969	1:38.5000	76	3 1:36.2404/08 1:36.1245/08 1:36.4459/08

2011 LOTUS NATIONAL SPRINT & REGULARITY MEETING
MORGAN PARK WARWICK - SUNDAY 24 APRIL 2011.
SESSIONS P1 P2 P3 P4 P5

Pos	Car	Entrant	Driver	Vehicle	CL	Fastest...Lap
1	36	Geoff Noble	Geoff Noble (LCQ)	Lotus Elise HPE (S)	4	P4 1:05.6233
2	35	Jason Patullo	Jason Patullo (LCQ)	Lotus Elise HPE 2002	4	P2 1:09.1723
3	43	Mitch Gaskell (N/A - Slicks)	Mitch Gaskell (LCQ)	Lotus Exige S 2004	4	P3 1:10.1383
4	18	Garry Pitt	Garry Pitt (LCQ)	Lotus Elise S2 2002	3	P4 1:11.2838
5	28	Dustin Gaskell (N/A - Slicks)	Dustin Gaskell (LCQ)	Lotus Exige S 2004	4	P5 1:11.7036
6	31	Paul Stokell	Paul Stokell (LCQ)	Lotus Exige 2005	3	P4 1:12.1689
7	37	Barry Mather	Barry Mather (CLA)	Lotus Elise (S) 2007	4	P4 1:12.2972
8	41	Syd Reinhardt	Syd Reinhardt (CLA)	Lotus Elise S1 1997	4	P3 1:12.5009
9	19	Rob Stevens	Rob Stevens (LCQ)	Lotus Elise S2 2002	3	P5 1:12.6940
10	38	Jerome Moore	Jerome Moore (LCQ)	Lotus Europa S 2007	4	P5 1:12.7055
11	20	Ashton Roskill	Ashton Roskill (CLA)	Lotus Elise S1 1998	3	P5 1:13.0653
12	39	Matt Ploughman	Matt Ploughman (LCQ)	Lotus Exige Scura 20	4	P2 1:13.4512
13	33	Damian Hartin	Damian Hartin (LCV)	Lotus Exige S 2007	4	P3 1:13.8667
14	21	Clive Wade	Clive Wade (LCQ)	Lotus Elise S1 1997	3	P3 1:13.9013
15	22	Joe Arico	Joe Arico (LCQ)	Lotus Elise S2 2002	3	P5 1:14.0365
16	27	Tim Moore	Tim Moore (LCQ)	Lotus Europa S 2007	4	P1 1:14.4193
17	30	Mick Cullum	Mick Cullum (LCQ)	Westfield Seven 2005	3	P5 1:15.6771
18	25	James Chan	James Chan (CLA)	Lotus Elise 2007	3	P5 1:15.9290
19	8	Tony Galletly	Tony Galletly (LCQ)	Lotus Elan 1963	1	P3 1:16.7711
20	11	Michael Walsh	Michael Walsh (LCQ)	Lotus Elise 111R 200	2	P5 1:17.0113
21	24	Eddie Lankhorst	Eddie Lankhorst (LCV)	Lotus Elise S1 1998	3	P3 1:17.0605
22	26	John Culvenor	John Culvenor (CLA)	Lotus Elise 1997	3	P4 1:17.2489
23	40	Deon Attard	Deon Attard (LCQ)	Lotus Exige Cup 240	4	P5 1:17.6184
24	12	Geoff Dean	Geoff Dean (LCQ)	Lotus 340 R 2001	3	P5 1:17.6223
25	29	Derek Dean	Derek Dean (LCQ)	Lotus 340 R 2001	3	P5 1:17.9156
26	2	Greg Bray	Greg Bray (LCQ)	Lotus Europa S2 1970	1	P3 1:18.0303
27	3	Rohan Hodges	Rohan Hodges (LCV)	Lotus Elan S4 FNC 19	1	P3 1:18.2480
28	13	Gavin Schutte	Gavin Schutte (LCQ)	Lotus Elise 111R 200	2	P5 1:18.4640
29	32	Craig Clendinning	Craig Clendinning (CLA)	Lotus Elise SC 2008	4	P4 1:18.6944
30	17	Dan Perowne	Dan Perowne (LCQ)	Lotus Elise S2	2	P4 1:18.7137
31	15	Cameron Campbell-Brown	Cameron Campbell-Bro LCQ	Lotus Elise S1 1998	2	P4 1:18.9063
32	4	John Barram	John Barram (LCQ)	Lotus Seven	1	P5 1:19.1853
33	1	Daryl Wilson	Daryl Wilson (LCQ)	Caterham Super 7 1998	2	P5 1:22.1673
34	34	Wade Greensill	Wade Greensill (LCQ)	Lotus Elan M100 1994	1	P2 1:22.2005
35	23	Mike Basquill	Mike Basquill (CLA)	Lotus Exige S1 2001	2	P5 1:22.4239
36	10	Mike Goodfellow	Mike Goodfellow (LCQ)	Lotus Elise 2004	2	P4 1:22.4257
37	7	Grahame Vaughan	Grahame Vaughan (LCQ)	Replica Eleven 1958	1	P4 1:22.8518
38	9	Guy Stevens	Guy Stevens (LCV)	Lotus Elise 111R 200	2	P2 1:23.3182
39	6	Iain Palmer	Iain Palmer (LCV)	Lotus Europa 1969	1	P4 1:23.8589
40	16	Craig Chalmers	Craig Chalmers (LCV)	Lotus Europa S	4	P5 1:24.1591
41	5	George Row	George Row (LCQ)	Replica Seven 1958	1	P5 1:25.4155
42	14	Vicky Rowe	Vicky Rowe (LCV)	Lotus Elise S1 1998	3	P3 1:26.2570
43	42	Delton Sizemore	Delton Sizemore (LCQ)	Lotus Elise 2002	4	P4 1:40.5589

It all started 3-4 days before leaving for Lotus 2011. I was servicing the Lotus Carlton only to find that the plastic overflow bottle had sprung a leak from the join line on the bottle and water was pouring out everywhere. I contacted a Plastic Welder but he could do nothing with it saying that the plastic was too hard and brittle. Time to take things into my own hands, so armed with a pointed soldering iron and plastic zip ties I decided to



CAR-MRADESHIP

(What belonging to a Car Club is all about)

repair it myself. This was to no avail. What do I do now if we are to take the Carlton to Lotus 2011?

I know, even though it was 10pm, I would ring Ashley Fields in Newcastle who has the other Lotus Carlton and see if he had any bright ideas.

"Car-mradeship No 1"

Ashley tells me that his car is off the road so he will go down to the Shed, remove his bottle and post it to me express post first thing tomorrow morning and it should arrive the next day???

1 day before leaving and we are anxiously waiting for the mail to arrive and sure enough the bottle arrives, is fitted and all is OK.

A BIG thanks to Ashley for doing this as it got us out of a hole.

Note : Have since purchased a new bottle, believed to be the last in the UK.

Leaving day for 2011"

Craig Wilson rings from "Cherrabah" and advises that he and Carolyn had a two and a half hour wait on the Cunningham Gap H'way the day before and says to go via Toowoomba.

So all packed we head off – Leigh in the Carlton and me in the Elise. On reaching the Ipswich H'way we find the traffic at a stand still –Great!! It took us approx. two and a half hours in bumper to bumper traffic to reach the Toowoomba turn off. After this all was plain sailing until we reached Warwick where we stopped to stretch our legs and get directions.

Leigh got out off the Carlton and said " That was a great run from Toowoomba if I don't have any more fun than that I will be pleased

" – famous last words !!! We got talking to a couple from the Pontiac Club who were also in Warwick, and we were both admiring each others cars when he said "What's all that fluid gushing out from under your car" – sure enough water everywhere. On inspection it seemed that the



Derek, Geoff and Leigh

water pump had at this time decided it wasn't going any further.

"Car-mradeship No 2"

What do we do now with "Cherrabah"

approx 30 kms away and we weren't going anywhere. I decide to phone "Cherrabah" and let them know our problem, 30 minutes later my mobile rings and Craig Wilson is on the phone – "What's the problem" he says – I explain and he says "Leave it with me".

10 minutes later my phone rings again and this time it is Derek Dean. Now Derek had just arrived in his tilt tray truck with his Lotus 340R and Wade's sons toy "7" aboard.



"No problem, I'll unload and come and find you".

Some time later we see this tilt tray coming down the main street of Warwick with two persons aboard – Derek and his brother Geoff – the knights in shining armour. Derek alights from the cabin singing 'Yellow River' and stating that when you buy a Carlton you should purchase a tilt tray as well – Ha! Ha! very funny..

The Carlton was loaded and we were on our way – Leigh and I in the Elise following our beloved Carlton on the tilt tray.

We made it and had a terrific weekend thanks to Derek and Geoff, if it wasn't for them we may not have made Lotus 2011, even though we had to put up with "Yellow River" or "Any old iron, any old iron?" all weekend.

A BIG thank you to Ashley and an even BIGGER thank you to Derek, who then bought the car home.

This to us is what belonging to a Car Club is all about.

Leigh & Russell Carter.



Lotus garage



Coffee Van



Lotus 11



Wybe's damaged Elite

LOTUS 2011 TRACK DAY

Morgan
Park Warwick
Sun 24 April

by Garry Saunderson.

Lotus, Lotus, Lotus, Lotus everywhere and not a Cortina to be seen. It made me want to go home and get my Lotus Cortina. Lotus 2011 was held in the Warwick District and on the Sunday was the track day, which was at Morgan Park Raceway. There were about 53 cars and just over 100 Lotus members from all over Australia attending. My wife Leila and I went up on the Saturday arvo and stayed in the Horse and Jockey Motel Saturday night.

There was a Pontiac car club in town at the same time and some horse trials. Leila was real keen on going to watch the horses, so I dropped her off at the grounds which just happened to be next to the Morgan Park Raceway.

When I kicked her out of the car she had a big smile on her face and said I will watch the horses and you can go and watch the horse power. I thought, yeah, OK. HA HA

Wybe and Angela Geertsma used my car trailer to take their 1960 Lotus Elite up from Ipswich on the Friday. He called me on the Sunday morning to tell me he had hit a wallaby with his car on the Saturday. How unlucky can you be? I have included some pictures of the damage.



Tony Galletly Elan





Wybe, Colin, Tony, Chris & Greg



Steves Elan



There was a Lotus 11 LM 150 which was built in 1957 and is 1 of only 2 ever built. Current owner is Richard Harris and previous owners were R. Flockart, R. Salvadori and Charlie Whatmore.

Attached are some photos of the action at the raceway and some of the QLD club members.

Thanks to the Lotus Club who bring their own coffee van and supply us with free cappuccinos and lattes. It is much appreciated.

Until the next race meeting.

Saundo



Shane Murphy's 7 and others



Greg Bray fitting Dorian

No doubt you've already read elsewhere on these pages the success of the Lotus 2011 event. It was the first such event that I've had the pleasure of attending and I can honestly say that it won't be my last.

One of the highlights of the week-end for the track day warriors among us was the interclub sprint and regularity competition held at Morgan Park raceway in Warwick. The track is familiar to a few of the Qld club members as it is the venue for the Qld Super Sprint series. It is an amazing track with many different formats (11 in total). Circuit "E" was chosen for 2011 – the 2.1km "old" long track, an excellent layout very well suited to all things Lotus.

It was fantastic to see so many Lotus' in their natural habitat. 7s, Elans, Europas (old and new), Elites, a 340R and of course Elises and Exiges. We also had the pleasure of seeing a beautiful Lotus 11 do some demonstration laps around the track which was truly special. The classes were very cleverly defined depending on vehicle age, tyre type and engine type and aspiration. There were 4 classes in total – pre '95 cars, post '95 cars with road tyres, post 95 cars with R spec tyres, and Honda engined and supercharged cars. A relatively simple formula that worked very well.

There were two different event formats in which to compete – sprint and regularity. The sprint consisted of 1 out lap, 3 laps in which to post the fastest lap time possible, and one cool down lap. Only the quickest lap counted toward the overall result. Regularity rewarded consistency, the idea being to achieve a lap time as close as possible to the time nominated by the competitor prior to the event. Competitors started with 100 points and received a 1 point penalty for every 0.5 seconds over the nominated time and 2 points for every 0.5 seconds under the time. Both events were run simultaneously with regularity and sprint competitors lining up at the same time meaning that we all got as much track time as possible.

There were a few standout performances. Congratulations are in order for our southern Lotus brethren that finished at the pointy end of the field. They were at a disadvantage not knowing the track (although Clive did show one or two of



LOTUS 2011 SPRINT & REGULARITY MEETING

by Joe Arico Photos by Giles Cooper





them the way around which I'm sure he regretted afterwards. Some good times posted by Barry Mather, Syd Reinhardt and Ashton Roskill. Barry finished 3rd in class which was a great effort.

Of the Qld crew, our own Club President produced the fastest time of the day. A fantastic effort and as always making it look easy (obviously it's not!). Garry Pitt deserves special mention winning his class and finishing 4th overall in his Rover engine S2 Elise. Not only is that a fantastic result but he has also managed to set the fastest lap ever around Morgan Park in a Rover engine Elise! Given us all something to aspire too.

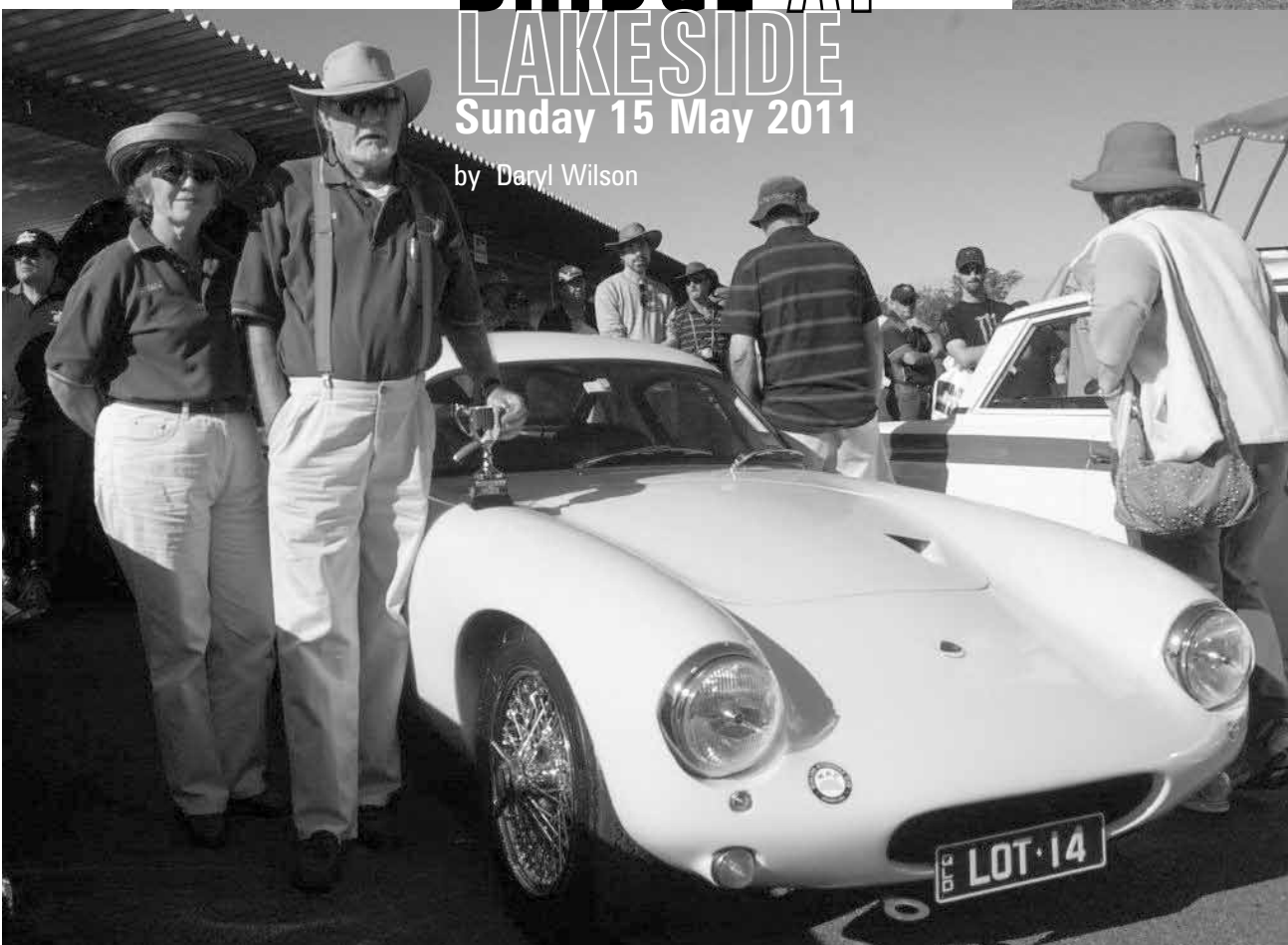
Overall a fantastic day of friendship and healthy competition enjoyed by all. Just what owning a Lotus is all about!



MACLEAN'S BRIDGE AT LAKE SIDE

Sunday 15 May 2011

by Daryl Wilson



WOW WHAT A SUCCESS!

This event has previously been held annually on Mother's day at MacLean's Bridge south of Brisbane. While it has always been successful and drawn a good display of cars and number of spectators, this year's event surpassed expectations. The weather was exceptional, a nice sunny day around mid 20c, cloudless sky and little or no breeze to stir up any dust.

This was the 36th annual MacLean's Bridge event and the first time the event has been staged at Lakeside Raceway (just north of Brisbane) and a week later from its traditional Mother's Day date.





I went to the 2010 MacLean's Bridge event and there were 600 cars on display. This year, 2011 they had 750 cars pre-booked and the Triumph Car Club estimate there were 1100+ cars on the day! There were cars everywhere, down both sides of the main straight, around the spectator area on the front straight and everywhere else they could find space.

The Concourse d'Elegance was staged in the spectator area near the Control Tower and had a strong field of around 30 contenders. LCQ members Colin McKay entered his beautifully restored 1968 Lotus Elan S4 and did himself proud with his immaculate presentation and workmanship. Richard Harris took out the prize for Best Presented Competition Car with his Lotus 11 LM150.

We had a good turnout of 30+ cars, most lined up on the outside edge of the main straight from right of the Control Tower up towards Karasell. It was hard to count the number of Lotus cars that turned up as we ran out of space, many people having to park wherever they could find a spot.

One special attendee was Michael Walsh in his Lotus Elise with son Ethan riding shotgun in his baby capsule in the passenger's seat. Ethan was nicely decked out for the day in his Lotus polo shirt and Lotus badged floppy hat to keep the sun off – SUN SMART DAD! That will probably be one photo to be trotted out for his 21st!!



In conjunction with the MacLean's Bridge event we also staged our LCQ Club Annual Concourse d'Elegance and the winners were;

- | | | |
|-----|------------------|---------------|
| 1st | Garry Saunderson | Lotus Cortina |
| 2nd | Les Salter | Lotus Elite. |

In my humble opinion there is no doubt that the new location and the new date has made this year's MacLean's Bridge event an outstanding success and certainly set the foundations for this annual event to be even bigger and better for many years to come.

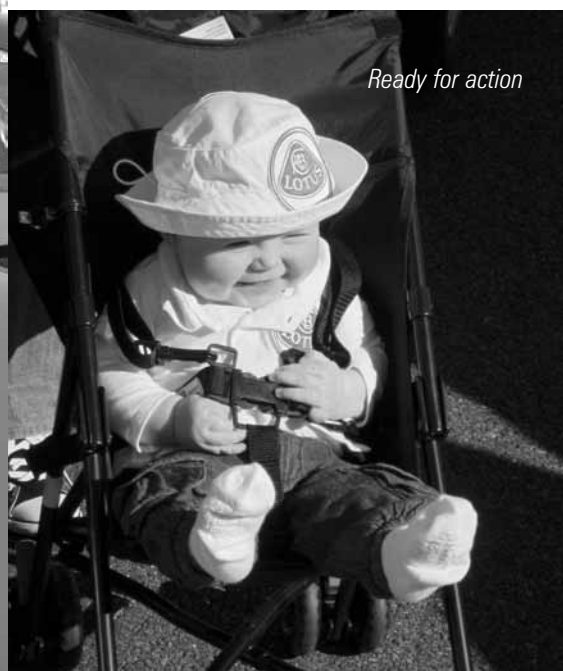


MACLEAN'S BRIDGE AT LAKESIDE

15 May 2011

by Garry Saunderson

*Colin's Elan in
the middle.*



Back to Lakeside, the 3rd time in the last 6 weeks. Macleans Bridge at Lakeside was on which is a big car show. My wife Leila and I towed our 1970 Lotus Escort over on the trailer and my mate Peter Stevanovic drove our 1964 Lotus Cortina. We put them on display with the Lotus Club Qld. The Club had about 30 Lotus on display of all shapes and sizes.

Richard Harris won best overall competition vehicle with his Lotus 11, Our President Geoff Noble presented Blair Salter with 2nd prize for the best Lotus with his yellow Elite and I got first prize for the best Lotus with my Cortina. My mate Peter is in the pic receiving the trophy for me while I was on the camera. I was quite surprised as there were quite a few very nice Lotus cars there.



Lotus 11 LM150



Michael & Ethan



Michael running repairs.

15.05.2011

I got a good pic of my wife Leila and Wybe Geertsma's wife Angela having a yarn under the Club tent.

There were about 2,000 cars turned out as you can see in some of my photos.

One of our club members Michael Walsh even had his son Ethan dressed in Lotus colours pushing him around in the pram. Start training them nice and young, that's what I like to see.

I should take this opportunity to mention that my Lotus Escort is for sale. It has only done 30,460 miles from new and still has the original head, engine block, and interior in it. It also comes with the hand book when sold with the engine number printed inside. It has 1970 Magnesium wheels and factory spot lights fitted. Still has the 1978 rego sticker fitted to the window glass from when it was last registered? It was restored about 5 years ago and I have done about 20 miles in it since. Price is \$50,000

Till the next show and shine

Saundo



15.05.2011

Lotus cars in foreground



Ethan strapped in





BLACK TRUCKS QLD CUP ROUND 2

Lakeside 30 Mar – 1 Apr 2011

by Garry Saunderson

Off to Lakeside again in our other Cortina this time. Round 2 of the Black Trucks Qld Cup 2011 Historic Touring Cars for Group N series. Allan qualified 8th out of 9 cars in the under 2 litre groups Na, Nb and Nc. He wanted the rear Koni shocks tightened up, but we went too far and the car was sliding everywhere.

We backed the shocks off and in the first race Saturday morning he went from 8th to 4th. Next





race he was 3rd and then on Sunday he got 2nd and 4th. This gave him outright 3rd for the weekend and 1st in the Nb class.

On Sunday in race 4 we replaced the main fuel jets in the Webers from 135 to 150 and the car went a bit better. He got into a braking duel with a Datsun 1600 at the end of the main straight on the 5th lap when dicing for second place and locked up all 4 wheels with smoke billowing from all the tyres and then off into the sand trap and pulled up 3 inches (75mm) short of the wall. He had to change his undies when he came in; Thank god he was not hurt. No damage to the car either.



In race 3 for the other group N cars on Sunday morning there was a big prang under the bridge with 4 XU1 Torana's.

Glad I am not fixing them up.

That's it for now, until the next race meeting
Saundo





WHAT'S WRONG WITH A LOTUS ELITE PART 10

By Dennis Hogan

In the previous report I had confirmed what was causing oil leaks in the RX8 gearbox. Under conditions of the gearbox being inclined upwards at the front oil would flow to the rear of the tailshaft extension where it could flow out of my imperfectly sealed gear selection chamber, and also leak out the rear bearing seal. I estimated that about 95 % of the oil was leaking out the gearbox selection chamber and about 5 % out the rear seal.

It was obvious why oil leaked out the gear selection chamber: I did not realise that oil could be present in the tailshaft extension, so made no efforts to make this area oil-tight.

Why oil should also leak out the rear oil seal was more perplexing. Close examination of the oil seal revealed it had two oil sealing surfaces, one of which seemed to be of a suitable size to fit my tailshaft, but the other surface measured about 0.5 mm greater than





the outside diameter of my tailshaft coupling, which meant that it was unable to prevent oil escaping. Because of the strange design of this oil seal I was not convinced that fitting a new oil seal would overcome my problems. As it turned out fitting a genuine Mazda oil seal was not an option anyway as there were none in Australia, and to get one flown in would have taken two weeks: a time delay that I could not accept because I had the immovable deadline of Lotus 2011 hanging over me. Because of these issues I resolved to fabricate an externally fitted collar to locate a suitably sized oil seal to be fitted to the rear end of the gearbox extension. This collar was designed, manufactured, fitted and tested in double quick time. Refer photograph of collar and oil seal attached to the end of the tailshaft extension. Note: the collar was deliberately made long enough to allow a second oil seal to be fitted if required. Yes: I have become paranoid about oil leaks!

To prevent oil entering the gear selection chamber it was necessary to make and fit a metal floor section to isolate this area from the tailshaft extension below. This was a tedious activity because there was only 1.5 mm clearance between the gear selection components and the rotating output shaft of the gearbox. With the metal floor having a thickness of 0.5 mm there was only 0.5 mm clearance above and below this floor. Additionally the floor had to be so shaped as to not foul any of the moving gear selection parts which had been previously designed. The floor is composed of four separate pieces of metal, panel beaten into strange shapes to fit the rough cast shape of the gear selection chamber, and held in place by about 21 M3 screws of various shapes and sizes. Refer to Photo which indicates three of the four melt parts used to make this floor. Silastic between the metal pieces is the final barrier to resist leakage of oil.

In theory fitting this floor section to the gear selection chamber, and applying the externally fitted oil seal to the rear of the tailshaft extension should have been sufficient to resolve my oil



sealing issues. Maybe, but I did mention earlier that I have become paranoid about oil leaks. The amount of work that is required to remove and refit the motor and gearbox does not bear thinking about! So, with this in mind I decided to go for Belt and Braces and maybe even throw in a Zipper for good measure.

What if the new floor should develop a leak in the future? This could happen: a means of preventing the accumulation of oil within this chamber is required. Accordingly an overflow pipe has been adapted to the gear selection chamber, which limits the level of accumulated oil in the chamber to a maximum of 5 mm. This overflow pipe has a flexible hose fitted to it which allows any build up of oil to be directed to an overflow tank, about the size of a vegemite jar, which is located at vehicle floor level in a recess below the passenger seat mounting. This overflow tank can be monitored at reasonable intervals, and if oil is observed to be present give a warning that some action is to be taken to address the issue. (without the need to remove the engine and gearbox) If the leakage into the catch tank was determined to be serious the corrective measure would be to direct the oil pipe from the gear selection chamber to a small electric pump, the output pipe of which recirculate the oil back into the gearbox. This output pipe to the gearbox has already been fitted as a pre-requisite for this eventuality. I hope this activity is not required, but fitting and electric return pipe is far simpler than removing/refitting the engine and gearbox.

The Belt and Braces activities above should ensure that the gearbox will be able to continue operating satisfactorily even if the floor in the gear selection chamber develops a leak. The last remaining activity to enhance the robustness of the gearbox is to make the external cover of the gear selection assembly as strong, oil tight, air tight and dust proof as possible. (i.e. Zipper activity) This has been done. The original Cover was composed of three sheet metal parts located by 19 screws. The upgraded cover contains eight sheet metal parts and is located by 52 M3 screws, and is as well sealed as I can make it. It needs to be dust proof so that dust/grit does not get introduced into the gearbox oil should the need to utilise the electric oil return pump option at some time in the future.

All of the above oil loss prevention techniques were tested under real life simulated conditions on a very large (and ugly) test jig, before the gearbox was finally fitted to the car.

Refer to the Photo which shows the gearbox fitted to the trolley jig at an inclined angle of 15 deg, with tailshaft fitted and retained by a rear supporting bearing, and rotational input provided by an electric drill, which could spin the input shaft at 2,800 RPM and allow oil leak tests to be performed in each gear.

The Engine and Gearbox were finally fitted to the car two-three days prior to our departure date for Lotus 2011. The remaining time

was largely spent correcting issues which had arisen by the car being laid up for two years and one month. Things like repairing a rusted up accelerator cable, freeing up a seized thermatic fan, clutch adjustment, fitting a new tyre and blowing the spiders out of the heating ducts. Only superficial checks were performed on the gearbox and only 20-30 Km was covered during this time. Everything seemed to be functioning O.K. and for the first time there was no evidence of oil leaks, although the smell of residual oil from previous leaks persisted because much gearbox oil had accumulated within the backbone chassis in inaccessible areas. (I console myself by saying its good for rust prevention)

So the trial run for the new gearbox was a brisk 4,000 KM round trip to QLD. Robyn would not set foot in the car until I took out RACV Total Care Cover, and I confess I didn't give ourselves more than a 50/50 chance of completing the entire trip without serious incident. The trip was not totally trouble free: we had overheating, electrical and suspension issues, but nothing that delayed us by more than 30 minutes. Mercifully the new gearbox and transmission behaved brilliantly, the six speeds being wonderful to use. Every part of the car received a thorough workout on the Track day. (I loved it, and Morgan park is fantastic) I was lucky enough to pick up first prize in the Regularity event, and for me this was a tremendous reward for all the work which had been put into the car over a two year plus period.

The gearbox conversion project though being successful to date is not complete. I still need to organise a means of driving the Speedo and Odometer. Surprisingly the RX8 gearbox has neither a mechanical or electrical output for a Speedometer. I think I will have to cobble up a mechanical drive off the back axle! Sounds like fun. The rear gearbox mount is also too firm, and rattles your teeth more than it should. I need to develop a rear gearbox mount with a progressive rate, but this is possible given time and energy. Both in short supply after our QLD adventure.

Irrespective of what happens with the RX8 gearbox in the future, this instalment of "What's Wrong with a Lotus Elite" will be the last one dealing with gearboxes. Ten instalments is enough for anybody. The next topic I want to cover is the Elite's Rear Suspension: now there is a topic which encyclopaedias could be written about! Lucky Ralph Nader was busy getting his teeth stuck into Volkswagons and Corvairs for their unsafe rear suspension. If he had turned his attention to the Elite's rear suspension in the 1970s there would not have been a Lotus brand today. After living with Elite's rear suspension for nearly 30 years the one word I would use to describe it's performance is "Compromised". More details to come in "W W w a LE" Part 11.



LOTUS CLUB QUEENSLAND — NEWS BITS



Gloria ready to shoot



*Preparing for Lotus
2011 group photo*

It seemed to slip quietly past when our esteemed President Geoff Noble won the 2010 Australian Super Sprint Championship.

This honour also gained Geoff an invitation to the Australian Grand Prix in March 2011 in Melbourne and to do a lap of honour of the Albert Park circuit in the parade of Champion's – see photo of Geoff and Marie.

Congratulations Geoff, well done and good luck for the 2011 series.

Special thanks to Gloria Wade for her great photos that regularly appear in the magazine and on our LCQ web site Photo Gallery;

http://www.lotus.org.au/index.php?option=com_wrapper&view=wrapper&Itemid=13

The great May magazine Lotus 2011 group cover shot was arranged on very short notice and Gloria got a great result.

Check out the great shots from Lotus 2011 on the LCQ web site Photo Gallery under Events 2011.

Thank you Gloria for all the great action shots and for providing, so many memories for all of us to enjoy.



Geoff's HPE Elise



Geoff and Marie

