



# LOTUS

## & Clubman Notes



THE OFFICIAL MAGAZINE OF • LOTUS CLUB VICTORIA • LOTUS CLUB QUEENSLAND

### FEATURES

- The First Lotus
- Living with an Elan M100
- Oiled Again!
- Lotus Elan is 50 years old - 2012
- Autosport International 2012

# 2012



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COVER IMAGE:  
Colin Chapman's Ford Ten-powered  
Lotus Mark II



# LOTUS & Clubman Notes

## From the Editor

Smoke on the water, fire in their eyes... it seems Lotus owners are not the only species to have inordinately lopsided, indeed fanatical passions. Then again, that is all part of the rich texture of the human condition.

As I write this, we have had incidents on the Southern Ocean, Europe unable to make its mind up as to whether its rich or poor or both (still), the world's largest democracy about to be routed in a test series away from home (again), unseasonal weather making topless Lotus pursuits almost hazardous (typical), a couple of "good walks spoiled" (read golf games), yet another off-season story about Fev's on-again-off-again-comeback and will he be given another lifeline.

Then there is Warnie's T20 Big Bash (TV is boring at this time of year), not to mention the Detroit Motor Show – where we see wonderful offerings from the minds of the world leading car nuts, sorry designers: a futuristic Lexus looking like it was inspired by a whale shark and probably about as lively, a Chevy "code 130R" looking like it's taken BMW pills, yet another new hatch from Ford, an Acura (luxury Honda) NSX concept (will they ever fulfill their promise?) and an electric bug from VeeDub.

Now, we have physios rubbing their hands together at the prospect of thousands of neck displacements after watching the Australian Open until the wee small hours (as I said, TV is boring at this time of year); media and footy fanatics unable to wait for NAB Cup and the AFL Season (how many sleeps to go?). Yet in the midst of all these goings on, uncovering a gem – our cover story.

In researching our cover story, thanks to our president's father, I had the very good fortune to communicate with Peter Ross, author of "Lotus – The Early Years, 1951-54", whose website, the Historical Lotus Register was the source of our cover image and his kind permission to use it. I hope you find the article of interest, as with all contributions to Lotus Notes. I am grateful to all contributors, as I am to our loyal advertisers and sponsors without whom, getting this magazine to you would be more difficult.

Lotus Notes is not an exclusive coterie, rather the official organ of your club. So with all you Lotus lovers out there driving around, there surely must be any number of stories, or journeys you could share with us – your exploits in (or indeed, under) your toys. We'd love to hear from you. There are a couple of "golden rules" concerning image resolution, etc you need to be aware of, which can be found in the directory section of this magazine.

So... welcome to 2012. On behalf of all of us at Lotus Notes I hope every one of you had a joyous, safe festive season... without making "Louts" of yourselves (or is that asking just a little too much?) and in wishing you all a prosperous year ahead, remember...

Go ard... or go ome!

JH.

# President's pleasantries

By **CRAIG CHALMERS, President, LCV**

Welcome to 2012 and the first magazine of a new year. I hope that everyone had a safe and enjoyable Christmas and New Year break and is back ready for more Lotus motoring fun in 2012.

To quickly wrap up the end of 2011, the AGM was held in early December and the committee was elected unopposed with Peter Mackie joining to assist with some of our motorsport endeavours in 2012 replacing Ed Lankhorst who is relocating to Perth with Vicky. Best wishes to both of you in your move west. With our VP moving interstate Jon Hagger has assumed the role of VP and magazine co-ordinator whilst Dennis Hogan has taken up the challenge of secretary. Good luck to all in your new roles. You can read the final wrap up with thanks and pleasantries for 2011 in my AGM presidents comments contained elsewhere in the magazine.

The December magazine contained photos and details of the Christmas party and concours which was held after I had written my final piece for last year, but I must thank Gary & Jan Parnaby for their very generous hospitality and Peter McConnell for once again organising our catering requirements.

Looking ahead into 2012 you will first notice the new format and layout for the magazine. We have a new editor in Jon Hagger and assisting with the layout are club members Steve Blackie and Jo-Anne Ridgway. Good luck to all of you in your new roles and the challenge of chasing down articles and content. Thanks to the good work of your predecessors you have been given a high bar to strive for.

Whilst hopefully many of you have been enjoying a quiet Christmas break our magazine team and the committee have been busy planning for 2012. You can see some of the early plans in the calendar and the events organised to kick off the year. We will again start the year with the first club night at Richard Mann's shed in Port Melbourne on February 14th, followed by the first EMR with John King on the following Sunday the 19th.

For those inspired by the Christmas concours, LCV are joining in club sponsor Autobarn Narre Warren's show'n'shine on February 25th. The younger (or young at heart) generation of members turned out in force at last year's inaugural Grand Prix go-kart night so we will run that as our March club night again this year. By popular demand we have also resurrected the GP BBQ on the Saturday evening of GP weekend. Our club in conjunction with the Jaguar and Austin 7 clubs, will be hosted by Meridian Motorsport's new owners as an opening special BBQ and club night. Watch the F1 racing during the day then get your car out to talk about it with mates over the BBQ at the end of the day. Make sure you're there!

Those who think that the go-karts and GP is 'not as good as it used to be in the old days' can relive the memories by visiting the Shannons Walk at the Phillip Island Historics on the March long weekend. LCV will have a display and those interested in displaying their cars with LCV receive free entry and discounted entry for any passengers.



The April club night has been scheduled as a visit to the Nereo Dizane car collection, for those who have not been (including me) I am told it is well worth the trip.

For the motorsport enthusiasts don't forget the track day at Deca Shepparton on April 15th as well as further details on the LCV championship calendar & events coming up in the next magazine.

The EMR runs will continue in 2012 in various formats and hopefully our ever expanding Sunday run of Lotus louts continues to get cars and drivers out of sheds and out of beds!

As a quick update with the final working out of naming of the Lotus F1 team, Lotus have announced the drivers as returning 2007 world champion Kimi Raikkonen with Romain Grosjean to partner him. Hopefully this will keep the Lotus marque in the spotlight and towards the front of the field.

As you can see 2012 already promises to be a busy year for LCV and hopefully we will see you at some (or even most) of the events scheduled.

For those who have been enquiring about purchasing any of the new member welcome pack of LCV caps, patches or key rings please contact John King who can help you out.

In the meantime travel fast and travel safe,

Craig



## WELCOME NEW LCV MEMBERS:

John Papagrigoriou  
Josip Vodopic [Lotus Elan S4]  
Rob Vodopic [Lotus Elan S4]

## Next LCV Club Meeting

**TUESDAY 14th February 7.30 pm**

RICHARD MANN'S SHED  
Factory 135, 15 Hall Street,  
Port Melbourne. Melway 42-J11.  
Contact Craig Chalmers 0412 983 818.

# President's prologue

By GEOFF NOBLE, President, LCQ

As we work our way into the new year we can look forward to quite a few Lotus milestones, a couple of which are the 50th Birthday of the Elan, (no doubt we will have a celebration of sorts at the appropriate time) and it's hard to believe that it's 20 years since Chris Boardman won Olympic Gold aboard a pushbike designed by Lotus!

Just to recap our December club meeting... it was done and dusted pretty quickly, as we were all rather satisfied by the excellent, catered Indian meal and anxious to get back to socialising. After the formalities, we were regaled by Mal, telling a very amusing story of his missing Elise wheel and how it turned up at a neighbour's house, having rolled down the hill, doing a couple of figure eights, knocking over a wheelie bin, before reverse parking itself into a place of concealment. John Barram then took over for our annual trophy presentation. The winners were Garry Pitt for the Competition (honourable mention for Joe Arico), Shane Murphy for the Clubman, and Richard Harris for the Achievement. Richard's car may be somewhat of a polariser to some, but there's no doubt that its rebuild and restoration is quite an achievement!

Membership continues to creep up, and I'm happy to welcome Karl Johnson to the ranks! Karl has sheetmetal business in Northern NSW, and has scratch built a clubman styled car with a full body, powered by a Toyota 4 AGE engine. This car is on the market and Karl is on the lookout for an Exige with a view to some informal track days. We all know where that leads!

Thinking of going to Goodwood Festival of Speed? Clive Wade is, and he's trying to drum up interest for a small group of like minded individuals to join him! Sounds like a once in a lifetime opportunity to me! Every year, Goodwood has a featured 'marque', and this year is to be Lotus' turn! And, yet another reason why 2012 is the year to go; club member Barry Flegg is to be reunited with his old race car, the famous Lotus 7Y, and will be driving at the event! Clive has also started negotiating with Hethel about a factory tour and some driver training at the Lotus Driving Academy. (the penny has dropped – Clive has been hinting at kicking some butt on track this year, now I know why – driving tips from Chief Instructor and ex Lotus F1 driver, Martin Donnelly!)

By the time this edition reaches you, the indomitable Giles Cooper will have left our shores to be re-united with 'Elsie' in the USA, so that he can commence his trek to Alaska! He has titled the journey 'From Bottom to Top'. The Elise has been bear-proofed (well, as much as a little plastic car can be!), and Giles tells me that he's going to acquire a firearm as soon as he arrives stateside, just so he can make any approaching bears angry! This is going to be an amazing journey and in case you missed his presentation at our February club meeting, you can follow Giles to the Arctic at <http://elsiefrombottomtotop.blogspot.com>

With virtually nil motorsport happening due to the holiday season, there's not much to report. I can happily say that Garry Pitt has rebuilt the Gemini's engine and will be ready



for round 1 of the championship in March. Oh, and not wanting to associate Garry's exploits with Formula 1... it seems we will only have one Lotus branded team in F1 next year, with Team Lotus now running under the Caterham umbrella. That means that we will see the Lotus logo on Team Lotus Renault, which at least will save some confusion. (If you want some of the old Team Lotus merchandise, Derek Dean is the man to see). The other motorsport piece of news is that we will have a massive and record number of Lotus running in this year's sprints, if all their registrations are accepted!

Finally, thanks to Peter Murray for all of his hard work and dedication to the cause as the longtime LCV Magazine Coordinator. Peter has stepped down from the role and Jon Hagger steps in. This issue is Jon's first, and with it come some cost savings, which should benefit all of us. The long term plan is still to go electronic in 2013.

Until next month...



**Next LCQ Club Meeting**

**TUESDAY 7th February 7.00 pm**



# 2012

## LOTUS 2012 CALENDER OF EVENTS

JANUARY	VICTORIA	QUEENSLAND
Tuesday 24th	<b>Restaurant Night.</b> Jim's Greek Tavern, 7:30 pm 32 Johnston Street Collingwood. Melway 2C E-7	
FEBRUARY		
Tuesday 7th		<b>LCQ Club Meeting.</b> 7.00 pm
Tuesday 14th	<b>LCV Club Night.</b> Richard Mann's Shed, Factory 135, 15 Hall Street, Port Melbourne. Melway 42-J11. Contact Craig Chalmers 0412 983 818.	
Sunday 19th	<b>EMR Plough Bar &amp; Bistro,</b> Myrniong. Assemble Tullamarine Viewing Area, Cnr. Sunbury & Oaklands Rds. Melways 177 H-9. Contact John King 0419 819 981.	
Saturday 25th	<b>Autobarn Show'n'Shine.</b> AutoBarn Narre Warren – Meet at 5.30pm at Hungry Jacks – Fountain Gate (corner of C404 and Overland Drive. Melways 110 E5. At 6:00 PM LCV group will move to the parking area adjacent to Auto Barn. Contact Dennis Hogan 9796 2339	
MARCH		
Monday 5th		<b>LCQ Club Meeting.</b> 7.00 pm
Long Weekend 9th – 11th	<b>Phillip Island Classic Festival of Motor Sport – Shannon's Walk Display.</b> Display Cars Free, Passengers half price. Contact John King 0419 819 981. CHECK WEBSITE FOR UPDATES	
Tuesday 13th	<b>LCV Go-Kart Grand Prix.</b> Venue TBC. Contact Craig Chalmers 0409 169 497. PLEASE CHECK WEBSITE FOR UPDATES	
Sunday 18th	<b>EMR TBA.</b> Contact Dennis Hogan 9796 2339	
APRIL		
Tuesday 10th	<b>Nereo Dizane Collection.</b> 22 Sterling Crescent, Surrey Hills. Melway 46 G-11. Attendees are asked to donate \$5.00 to Hospice Charity in memory of Nereo Dizane. Contact Craig Chalmers 0412 983 818. PLEASE CHECK WEBSITE FOR UPDATES	
Sunday 15th	<b>LCV Track Day at DECA,</b> Shepparton. PLEASE CHECK WEBSITE FOR LATEST UPDATES	



For any last minute updates check your states website!

[www.lotusclubvic.asn.au](http://www.lotusclubvic.asn.au)

[www.lotus.org.au](http://www.lotus.org.au)



# THE FIRST LOTUS

Many of our more senior members will remember "The Autocar" magazine, now promoting itself as the world's oldest car magazine; but how many would recall reading this gem, dated June 9, 1950? (See scanned image opposite).

Found among piles of "stuff that may come in handy one day" by our illustrious President's father, page 671 shows an image of a photographer standing on a hay bale trackside, photographing one A.C.B. Chapman's Lotus passing the Bugatti of D.H. Gahagan. So much for O.H & S. in those days.

For those unable to decipher the scan, the salient section reads:

"The highlight of the day was provided by the next scratch race, in which the 11/2 litre Bugatti of D.H. Gahagan was joined in battle by the Ford Ten-engined Lotus Special of A.C.B. Chapman. The Lotus resembled an ancient Austin 7 – in appearances only! – which sharpened the edge of the spectators' interest.

On each lap at Stowe corner, the last bend, both cars were neck and neck. Usually the Bug would pass the Lotus on the straight but would not get a sufficient lead to cut the corner. Chapman, therefore, always took the inside and, with great precision, threw the little car around in a win-or-bust style that was nevertheless an exhibition of perfect driving skill. Each lap the Lotus would come out of the Stowe first with the big Bug chasing it hard. Every yard of the way Gahagan tried to shake the other off, but at each bend the Lotus would come out first. On the last lap the pace increased still more, but the routine was unchanged, the Lotus leading into the finishing straight. The Bugatti started to close the gap but couldn't quite do it, to take second place only about half a car's length behind."

## Provisional Results

"5-lap Scratch Race:

- 1 Lotus 1,172 (A.C.B. Chapman) 11m 23.2s, 60.15 m.p.h.;
- 2 Bugatti 1,496 (D.H. Gahagan), 11m 23.6s;
- 3 Lancia 1,452 (J. Carefoot), 11m 40.4s.

Carefoot's Lancia (No. 24) is the vehicle in the feature image.

Lotus Notes has learned, from an eye witness to that very race, the car it has since been described as the Lotus Mk II, it was in fact the first of his cars to be called a Lotus, just the



ALL the ingredients for an ideal day's racing, for competitors and spectators, were liberally available on Saturday when the Eight Clubs took over Silverstone. But, first, a word of amplification about the clubs. For a worthwhile race meeting not many individual clubs can produce sufficient competitors, and Saturday's event was therefore the result of co-operation between the Hauts and Berkis, Harrow, Cemian, Chiltern, Seven-Fifty, Lagonda, Lancia, and the A.C.

A good entry was received for each of the ten events, and spectators, limited to members of the Eight Clubs and their friends, were in sufficient strength to reflect the excitement of each race, but not in sufficient numbers to prevent everyone having a seat in the (grass) stalls. The finishing touches were the precise timing with which the programme was conducted, the avoidance of accidents and the blazing sunshine which sent everyone away with a glamorous tan.

Two one-hour speed trials preceded racing proper. The first catered for the class up to 1,100 c.c. engine capacity and from 1,101 to 1,500 c.c., and the second 1,501 to 3,000, and 3,001 c.c. upwards. The speed trials meant, in effect, that each competitor had one hour in which to complete, according to his class, 21 laps (average speed 47.84 m.p.h.), 22 laps (50.12 m.p.h.), 23 laps (52.39 m.p.h.), or 24 laps (54.67 m.p.h.). Naturally, excitement was not high during these warm-uppers, although spectators became acquainted with most of the competitors, and amusement was provided by some doubtful efficiency at the pits where every car had to make two compulsory stops, one for changing two plugs and one to change two wheels round. Out of 66 starters, 50 per cent maintained the necessary speed and qualified for an award.

Although thrills are usually absent from speed trials of this kind, the experience gained by drivers is invaluable. What better method is there than lapping Silverstone for an hour without the necessity to go flat out and, at the same time, under the eye of enough spectators to produce the desire to keep one's end up?

Members of the Seven-Fifty club were predominant in the first race, which was confined to Austin Sevens. This was over five 2.278-mile laps, in common with all the subsequent battles, and honours went to C. H. Bulmer, with an average speed of 56.10 m.p.h. Handicapping produced a wide variety of entrants for the fourth event, with the Frazer-Nash-B.M.W. of O. Moore from scratch, and a field which included Lagonda, Bentley, Healey, H.R.G., Riley, Cooper and others. One nasty moment was produced by G. A. Ruddock's H.R.G., which

finished second, broadsiding across the course and swinging back sharply on being over-corrected. Laurels went to the 24-litre Alvis of P. Waring.

The highlight of the day was provided by the next scratch race, in which the 11-litre Bugatti of D. H. Gahagan was joined in battle by the Ford Ten-engined Lotus Special of A. C. B. Chapman. The Lotus resembled an ancient Austin Seven – in appearances only! – which sharpened the edge of the spectators' interest. On each lap at Stowe corner, the last bend, both cars were neck and neck. Usually the Bug would pass the Lotus on the straight but would not get a sufficient lead to cut the corner. Chapman, therefore, always took the inside and, with great precision, threw the little car round in a win-or-bust style which was nevertheless an exhibition of perfect driving skill. Each lap the Lotus would come out of Stowe first with the Bug chasing it hard. Every yard of the way Gahagan tried to shake the other off, but at each bend the Lotus would come out first. On the last lap the pace increased still more, but the routine was unchanged, the Lotus leading into the finishing straight. The Bugatti started to close the gap but couldn't quite do it, to take second place only about half a car's length behind.

Scratch man in the following handicap was G. Tyrer in the cream and blue F.N.-B.M.W., which seemed to win general approval as the most beautiful car present. He drove impeccably, moving up through the field to take first place at 73.04 m.p.h. average. Another car and driver deserving high praise were

THE AUTOCAR, JUNE 9, 1950

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One of the many outstanding performances was given by J. Carefoot who threw his Lancia round the bends with complete, but highly skilled, abandon.

an extremely fast Lancia with J. Carefoot in control. He had already distinguished himself by taking third place in the Bugatti-Lotus duel, and in the seventh event, a handicap race, he scored a bull with 4.4 sec in hand at an average speed of 58.49.

Although another handicap followed, won by J. T. Sutherland, M.G., the Bugatti and Lotus again battled, both having started with 20 seconds' lead over the faster M.G. This time the score was evened up, Gahagan leading Chapman over the line by 5.4 sec.

The fastest race saw a special-bodied Bugatti, belonging to C. J. R. Willment, take first place at an average of 75.45 m.p.h., with a fastest lap of 76.78. This was a 24-litre supercharged creation which Tyrer's fast and beautiful F.N.-B.M.W. could not catch.

The last lap of the victor's wreath fell to M. S. C. Keen, 11-litre H.R.G., who made certain of first place over J. T. Sutherland's M.G.

Those naturally disgruntled people who suffered getting to and from Silverstone for the European Grand Prix, should make a new approach to racing, and the Eight Clubs provide one of the best.

### PROVISIONAL RESULTS

#### One hour high speed trials.

Event 1: up to 1,100 c.c.: 14 starters; 7 qualified, 1,101 to 1,500 c.c.: 19 starters; 11 qualified.

Event 2: 1,501 to 3,000 c.c.: 22 starters; 8 qualified, 10 starters; 7 qualified.

5-lap scratch race for Austin Seven cars: 1. C. H. Bulmer, 12m 11s, 56.10 m.p.h.; 2. G. B. Hewitt, 12m 14s; 3. J. S. French, 12m 17s.

1-lap handicap race: 1. Alvis 2.511 (P. Waring), 10m 39.4s, 66.75 m.p.h.; 2. H.R.G. 1.496 (G. A. Ruddock), 10m 45.2s; 3. F.N.-B.M.W. 1.971 (R. F. Peacock), 10m 55s.

6-lap scratch race: 1. Lotus 1.172 (A. C. B. Chapman), 11m 23.2s, 60.15 m.p.h.; 2. Bugatti 1.496 (D. H. Gahagan), 11m 23.6s; 3. Lancia 1.452 (J. Carefoot), 11m 40.4s.

1-lap handicap race: 1. F.N.-B.M.W. 1.996 (G. Tyrer), 10m 39.6s, 73.04 m.p.h.; 2. Allard 3.917 (D. D. Rander), 10m 49.4s; 3. Vauxhall 4.300 (P. Bunn), 10m 50s.

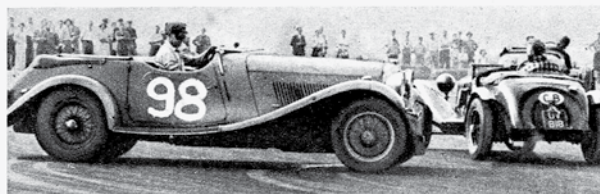
5-lap handicap race: 1. Lancia 1.452 (J. Carefoot), 12m 30s, 63.67 m.p.h.; 2. Bugatti 1.496 (D. H. Gahagan), 12m 20.6s; 3. Lotus 1.172 (A. C. B. Chapman), 12m 25s.

1-lap scratch race: 1. Bugatti 2.260 s (C. J. R. Willment), 9m 8.4s, 75.45 m.p.h.; 2. F.N.-B.M.W. 1.996 (G. Tyrer), 9m 15.2s; 3. F.N.-B.M.W. 1.971 (O. Moore), 9m 39.2s.

6-lap scratch race: 1. H.R.G. 1.496 (M. S. C. Keen), 10m 22.4s, 63.67 m.p.h.; 2. M.G. 1.250 (J. T. Sutherland), 10m 27.0s; 3. Lagonda 4.458 (M. Leo), 10m 55.0s.



The Bugatti of D. H. Gahagan being passed on the corner by A. C. B. Chapman's Lotus. These two raced bonnet-to-bonnet, providing great excitement. Below: In an accident-free meeting the nastiest moment was produced by the 41-litre Lagonda of M. Leo coming to a standstill broadside across Stowe corner.



name without any Mark number. His earlier car (now called the Lotus Mk I) was never called a Lotus whilst he owned it, but was retrospectively called a Lotus to enhance his history! He was very good at inventing history, and it was not until he designed his third car, the 750 Formula Racer, that he decided to call them all Lotuses.

Cover image: Colin Chapman's Ford Ten-powered Lotus Mark II (1949 1172cc side valve Ford engine), the winning car described in "The Autocar" all those years ago, here being driven by its current owner, Nigel Halliday with his son as passenger. Image reproduced with the kind permission of the Historical Lotus Register and Mr Peter Ross, author of "Lotus – The Early Years 1951-54".

*An attractive design*



By Peter R Hill

## » LIVING WITH AN ELAN M100

If you had asked me what I thought about Lotus' 'new' Elan ten or so years ago I would have probably huffed and said something derogatory, or at least: "what were they thinking?" Two things put me off the car, they called it an Elan; and it was front wheel drive. At the time my garage housed a 'real' Elan and a Lotus 7 Series IV. I had no interest in the M100. So what happened?

I'd been racing the Elan and had given the Seven a couple of runs at a hill climb and sprint meeting. By 2006 I wasn't enjoying my racing as much as I used to so I decided to sell both cars. But then came the question of what to buy to replace them. I thoroughly enjoy the LCV and wanted to remain involved, preferably with a Lotus. An Elise would have been an obvious choice but the prices of used Elises were still high at that point and, as my club motoring would be more social than in the past, I wanted something that Sandra would at least be willing to get into, even if not be openly enthusiastic about. Taking these factors into consideration the M100 became an attractive option. Back in 2006 I wrote about the purchase of my car from Prestige in Adelaide. So now, over five years later, what's the verdict? What's it like to live with an Elan M100?

First, a bit of history: the M100 grew out of the M90 and X100 projects. Only one M90 prototype was made back in 1984. It had a Toyota 1.6 litre engine, the logical choice as Toyota owned almost a quarter of the company's shares. It was a rear wheel drive car and it wasn't pretty.

Peter Stevens, a freelance designer and tutor at the Royal College of Art, was hired to have another go. At that stage the decision to opt for front wheel drive had not been made, so Stevens had to come up with a design that was flexible enough to take any engine/transmission configuration. It was the former Lotus GP driver John Miles who was a major influence in the decision to produce a front wheel drive car. After being Technical Editor of *Autocar*, Miles came back to Lotus in 1984. The hot hatches of the time and the availability of powertrains were factors in the decision. Lotus had done front wheel drive development work for other manufacturers and did a lot of back-to-back testing of front and rear wheel drive cars. The engineering people were convinced it was the way to go. The die was cast. It was January 1985.

The gestation of the M100 was painful and protracted. Lotus Cars was bought by GM in January 1986. The GM ownership made it possible to fund the development of the new Elan. But it was almost four years before the first M100s were travelling down the production line in the new factory. After the Toyota engine option was lost (when GM took control of Lotus) a search uncovered the Isuzu 16 valve, 1.6 litre, turbocharged engine, and Lotus became involved in its development.

The Mazda MX5 was released in 1989 just before the M100, and although it didn't compare to the Lotus in performance, when it came to a 'fun per dollar' comparison the expensive M100 had a problem. To add insult to injury many people referred to the MX5 as the 'New Elan'; it certainly seemed to share the original Elan's concept and there were styling similarities.



3,855 Series 1 M100s were built between November 1989 and July 1992. Production ceased for a while and then after GM sold the company, a limited edition was released -800 Series 2s. My car is a 1995 Series 2. The factory performance figures for the Series 2 give an output of 116 kW and a 0 to 100kph of 7.5 seconds (with a catalytic converter fitted). The Series 1 was a second quicker.

In its sixteenth year my car is still in good shape and performs well. If you want to race a Lotus, buy another model. I have run my car in sprint meetings at Mallala, Winton, and Sandown as well as competing at the Collingrove Hillclimb. It performs creditably with very little torque steer – Lotus did a good job on the suspension and drive configuration. But it is not really a competition car.

Even though I don't use the car as a daily commuter, it certainly could be. It is comfortable, never misses a beat, has a boot that would come close to swallowing some other Lotus models, and is fun to drive. When it was released Autocar magazine described it as "the quickest point to point car available". I would believe that, it is great fun on twisty country roads.

It's still a Lotus. If I drive hard on rougher back roads (perhaps checking the Goldsmith's Rally for example) afterwards I can spend an hour or so tightening lots of nuts and bolts. The trim fit is ordinary. I would like to do a side-by-side comparison with an MX5 of the same vintage and with similar mileage. I suspect the trim on the Mazda would still fit tightly and look smart. On the M100 there always seems to be some little piece of plastic to refit, or screw to secure. If you enjoy puzzle solving, just save all the little bits that you find on the carpet over a few months and then have fun working out where they should be located.

There are other similarities with the original Elan Series IV. The electric windows will sooner or later disappear into the door shell. It is a very fiddly job to fix this problem, but good instructions are available from the M100 web site. Years ago when Dave Webber was helping me to restore my Series IV Elan, every so often he would mutter, 'part motor car, part washing machine!' The same applies to the M100. Despite the cost of the car when it was new, plastic was used for components that should have been made in metal. The window-lifts, hand brake and headlight mechanisms are all examples. Fortunately spares are quite readily available and the little cogs and wheels for the headlight mechanism come in a kit that is not expensive.

On the mechanical side, I have done nothing to the engine, although I will have to consider a cam belt in the not too distant future. I have replaced springs and shocks all round (they get soft and the front of the car scrapes on inclined driveways) and the drive shafts. I think that using the car for competition probably shortened the life of the drive shafts and after having them machined a couple of times I invested in new ones. As far as I have been able to ascertain they are Lotus M100 specific units, so there is no off-the-shelf component available from another manufacturer. I bought my bits from S. J. Sports Cars in the UK, they are efficient and deliver quickly.

The hood is easy to raise and lower but the plastic used for the lifting handle and surround, where the hood clamps to the windscreen, gets brittle and cracks. I got a second hand one that was near new as a replacement, but this is definitely an area of weakness. I am still trying to track down an annoying rattle that occurs when the hood is folded down. Sooner or later I might need to source a set of rubber seals.

So there you have it – a good-looking, comfortable, practical, reliable and quick Lotus for a very reasonable price. I still enjoy top down motoring in the M100 and still get pleasure from looking at it. A young woman pulled up next to me at the lights a few weeks ago, she called out: 'Do you want to swap cars?' The M100 still looks good.



*M100 in exalted company*



*Holds its own in company*



*Not at its best on the track*

## Comment on Oil Pressure Accumulators

Most engines carry their oil in a 'wet' sump directly underneath the crankcase. This system serves well enough for normal purposes, because the oil pick-up is submerged in the bottom of the sump, which provides good oil feed to the pump.

However, when a car is used for competition, particularly if it is fitted with better-than-standard tyres, the oil may be thrown around more than the engine was designed for. In this situation the pump will pick up the odd gasp of air, resulting in momentary loss of oil pressure. This is inclined to happen at 'busy' moments when you don't notice it. Some engines are better than others in this respect, of course, but drive it hard enough and no amount of sump baffling will prevent this from happening. The result is, at best, increased engine wear, and at worst melted big-ends and a blown engine.

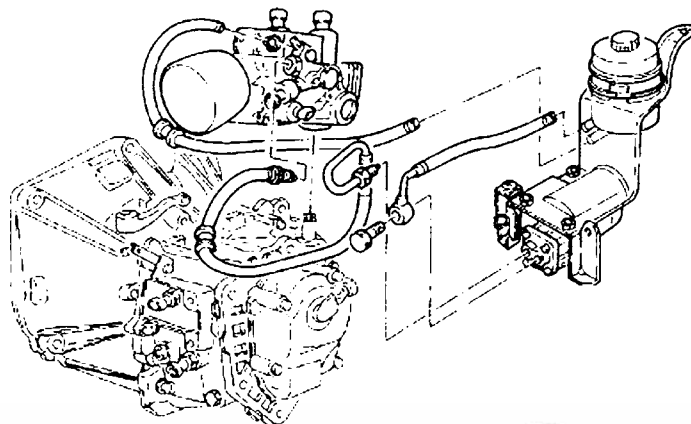
For this reason ALL proper racing engines have a dry sump system. High volume pumps scavenge oil from the sump into a separate tank designed to ensure that the oil (pressure) pump picks up an uninterrupted supply regardless of cornering, braking or acceleration. This also reduces the considerable pumping losses due to sump oil being churned about by the internal engine components.

So, should you fit a dry sump system to your engine for any form of competition? Well really yes, but this is expensive and quite complicated... however there is a simple and inexpensive alternative called an 'oil pressure accumulator'. This does not prevent the oil from being thrown about, but it does eliminate the more serious problem of interruption of oil supply to the bearings during hard cornering, braking or acceleration.

An oil pressure accumulator holds a small amount of oil in a separate pressure tank. This tank is plumbed into the gallery, usually by means of a flexible pressure line to a simple adaptor plate under the oil filter. A valve allows oil into the tank when pressure is above a certain point, say 60 p.s.i., and feeds pressure back into the gallery immediately the engine's oil pressure drops below, say, 30 p.s.i. (lower pressure settings may be specified for older engines). The accumulator can hold pressurized oil at all times, even when the engine isn't running. Blindingly simple, no moving parts, nothing to go wrong.

A secondary benefit is that a solenoid valve may be included in the line to activate the system. This delivers oil pressure to the engine immediately the ignition is switched on, even before the engine is started, thus preventing the main cause of engine wear due to dry start-up.

Every car should have one! More information about oil pressure accumulators, I should be happy to share my recent experience with this device, for what it's worth, if anyone wants to email me on [john.s.allison@gmail.com](mailto:john.s.allison@gmail.com)





# » LOTUS ELAN IS 50 YEARS OLD - 2012

By Craig Wilson



Yes the Elan joins those other great names in reaching 50 years since it was introduced to the public a week before the Earl's Court motor show in England – 10th October 1962.

As Gordon Murray said in an interview of the McLaren F1 – My goal was to create a car that would better my Lotus Elan S4 across the roads of England and I nearly did it.

The theme for Goodwood Festival of Speed in 2012 is Lotus – 60 years since Colin Chapman formed the first Lotus company in 1952, 50th anniversary of the ground-breaking Elan, 40 years since the iconic Esprit supercar concept was first revealed by Giugiaro, 35 years since the innovative Lotus 78 ground effect Formula 1 car competed, and 20 years since cyclist Chris Boardman won a gold medal for Britain in the 1992 Barcelona Summer Olympics, riding the revolutionary Type 108 bicycle developed by Lotus and celebrations will be exciting with many current and historic Lotus drivers and cars.

Full details of the Lotus vehicle and driver line-up, along with further news about the main Lotus Central Feature installation, will be revealed over the coming months. See Goodwood press release.

Sounds like we better get the passport out for a big year.

So we in OZ will arrange suitable celebrations and raise a glass – or two to the genius of ACBC, Ron Hickman and all those involved in the creation of one of motoring's great benchmarks in drivability.

The challenge is there for many, and what better reason, to get those dusty boxes out of the shed and get the Elan – of any model on the road this year.

Please contact me if you have some ideas for gatherings and lets drive our Elans more this year than we have before – enjoy the privilege.

If you have any interesting articles or photos of Elan's, please share them by contributing articles to the magazine.

Craig Wilson  
26/3800 S1  
redelan64@gmail.com

# » AUTOSPORT INTERNATIONAL 2012

from Michael Hipperson



Since its launch in 1991 the Autosport International show has grown to become one of the largest motorsport events on the calendar, attracting exhibitors across the full spectrum of motorsport, from F1 to Kart teams, along with a wide range of part suppliers, resellers and engineering firms. In recent years the show has also grown to incorporate the PistonHeads Performance Car Show, bringing with it modifiers and sports car manufacturers.

Lotus had a trio of stands at the show, with the new Lotus Racing stand, Lotus-on-Track Race Driver Club and Classic Team Lotus all located in Hall 6, and the WD-40 stand featured the Lotus Sport UK run Evora GT4 which competed in this year's British GT Championship. The Lotus Renault GP R31 was also at the show, both on the Lotus Cars stand and a second car on the F1 Racing Grid display.

Lotus Commercial Director Tony Schulp and factory driver Johnny Mowlem took to the stage on Thursday to discuss the latest motorsport developments from Lotus, including the new Lotus Club GT scheme, the rebranding of Lotus Motorsport to Lotus Racing and a move to a Black and Gold colour scheme across all of their motorsport activities and developments in their new entries in Indycar, rallying and the Bullrun Racing Britcar Team.

## Lotus Racing

The Lotus Racing stand was dominated by variants of the Lotus Evora, with the Evora GTE road car, Evora GT Enduro features in the Club GT introduction video, and Evora GT4 showing a snapshot of the broad spectrum of Evora race and road cars available, along with the Lotus Renault GP R31 F1 car.

Along the back wall the Lotus Kart and new Twin Turbo V6 Indycar engine were also on display.

The Black and Gold colour scheme on the Evora GTE, while fantastic looking in itself, actually conspired to hide the differences between the Evora GTE and the standard road car, the colour scheme previously seen on the Evora S GP Edition blending in against the carbon fibre detailing of the revised front bumper – a shame given that for many this would be the first time they'd have seen the car and there was nothing to explain to casual onlookers what it actually was. A bolder colour such as the Yellow seen in press shots would certainly have helped.

On a more positive note however the wider stance and race inspired details gave the GTE a pleasingly more 'pumped up' look, particularly around the wheel arches, and should please those who felt the standard car lacked a hint of aggression.

## Lotus on Track Racing Drivers Club

Located alongside the Lotus Cars stand Lotus on Track Racing Drivers Club were also present with a trio of cars from their Elise Trophy, Lotus Cup UK and Lotus Cup Europe along with the brand new Evora GTS race car which will be eligible to race in both Lotus Cup UK and Lotus Cup Europe's new 'V6 Cup' class in 2012.





Unlike previous race going Evoras which use a Cosworth developed, enlarged and normally aspirated version of the Toyota 2GR-FE engine, the Evora GTS is based heavily on the road going Evora S, retaining it's supercharged 345bhp engine with the addition of a wet baffled sump and Accusump along with a range of modifications inherited from the Evora GT4.

Along with the Evora GTS, Lotus Racing are also providing a range of kits to convert road going Evoras to Evora GTN specification. Both the Evora GTS and converted Evora GTN cars will be eligible to race alongside the Evora GT4 in the new Lotus Cup UK and Lotus Cup Europe 'V6 Cup' class.

## Classic Team Lotus

Classic Team Lotus brought along a selection of race and road cars along with their extensive range of merchandise to kick off what is sure to be a busy year as they help Lotus celebrate their 60th anniversary.

The recently restored Lotus Eleven MkII, featured in the latest Classic Team Lotus Quarterly Review, which was owned by Colin Chapman and looked stunning with it's revitalised yellow paintwork. Alongside it was the 'Gold Bug' Lotus Elan 26R, complete with 50th birthday balloons as the Elan celebrates it's golden jubilee.

Also present was the Lotus 12, a front engined F2 car and Team Lotus's first ever single seater. This was presented atop a full-sized General Arrangement diagram, giving a look back to a time before computers dominated engineering.

Last, and by no means least, was the 1985 Lotus Renault Type 97T as driven to victory by Ayrton Senna in the Portuguese and Belgian Grand Prix's. It was an absolute pleasure to be able to get up close and personal with one of these turbocharged monsters and really take in the details.

## Around the show

Elsewhere there was a spattering of Lotus's, with the JPS liveried Type 87 from 1981, the Type 91 which pioneered active suspension in 1982 in the classic Formula 1 area, while in the Ayrton Senna Tribute there was a Lotus-Honda Type 99T – the last Team Lotus car to win a race.

The WD-40 stand played host to the Lotus Sport UK run Evora GT4 which took a number of Class victories in the GT4 class of the British GT Championship in 2011, along with running a competition with a range of prizes including a driving day at Hethel.

From the evidence at the show it's looking set to be a great year for Lotus Racing and their customer teams with a reinvigorated attack on all levels of motorsport.



# President's Report 2011 LCV

## New Members

This year we welcomed 34 new members to the club. These new members brought a number of new cars to the club including new Elises, Exiges and Esprits. After much discussion the committee has also prepared a new welcome pack for our new members which entail a number of LCV merchandise items including caps, key rings and cloth patches. This new member pack is the reason for the new member application fee being introduced for 2012 members. For existing members who wishing to obtain these items they will be available for purchase.

## Lotus 2011

A number of Victorian members headed to Warwick for Easter to join our Queensland brethren for Lotus 2011. An enjoyable weekend was had by all and Queensland weather lived up to its reputation to ensure those who made the trip were vindicated. The concours, drive and sprint day format was followed, with an entertaining version of the interstate challenge showing our NSW relations spend the most time starting fires, lassoing horses and cracking whips. Thanks to Lotus Club Queensland for their hard work and effort in running a good weekend. The 2013 event organised by CLA has had some initial dates and a Canberra venue announced so put them in your diary to ensure you don't miss out on the chance to catch up with all our interstate colleagues.

## Goldsmiths Tour

This year we had an increased number of 26 vehicles and 52 competitors entered in the Goldsmiths Tour. Along with a number of officials our group of almost 60 travelled around various sites around the Creswick area in various directions, of course not all of them correct. The accommodation was outstanding and our thanks must again go to Kyran & Annette Meldrum, Peter & Sandra Hill, Peter McConnell, John King & as always with his questions devious Darren McKemmish, for their work in organising another successful event. A pre-goldsmiths mini rally is being considered next year to help and encourage first time entrants as those who do compete usually keep coming back for more.

## Club Nights

As a club without a traditional 'home base' it is always a challenge to find new and interesting locations who are willing to host out club nights. This year we trialled a number of new venues and ideas including a grand prix go-kart night, visits to Spiteri Bros & Howard Instruments and a couple of guest speakers nights with Rhys Timms and the surprise packet of Brett Ramsay. Thanks to those venues that kindly hosted our club and those that helped make it happen. Once again if you have an idea for a club night please pass on your suggestions to the committee.







## Early Morning Runs

Most months of the year we have run an Early Morning Run on a Sunday late in the month. The common format of a quick blat to morning tea and then a sprint on to a venue for lunch down favourite twisty (read Lotus designed) back roads has proven to be very popular. For those like me who were a bit slow to catch on, the concept of getting up early on a Sunday morning to have a chat and then blow the cobwebs out of your pride an joy whilst discovering some of the great roads our state offers is well worth the effort whilst the gourmet stops ensure your better halves allow the indulgence.

## Social/Restaurant Nights

Although a car club and that is our focus, it is important that we include our partners and family members in our passion and our traditional start to the year restaurant night was once again very well attended in Elsternwick. A reduced number also joined us in September in Lygon Street for more gastronomical pleasures and we must thank Peter McConnell for his work in locating and booking these venues.



## Christmas Party

Our Christmas party and concours was slightly early than usual and was held two weeks ago to avoid a potential clash with a scheduled MSCA event. Despite the dire forecast the weather improved throughout the day and it turned out to be a very successful event. Over 80 members and family attended and apart from a couple of Esprits slipping and sliding whilst attempting to park on the wet grass early on the rain cleared and the sun appeared in the afternoon to enable everyone to have a sticky nose at a number of cars in excellent condition that I have never seen before materialise from garages and under covers. Our heartfelt thanks must go to Gary & Jan Parnaby for their generosity in offering their home and property to our club to host the event. Their efforts went well beyond what is required including up at 2am to ensure marquees and tents were not getting blown away in the weather. Thanks also to Peter McConnell for once again organising the catering and a delightful spread to ensure all stomachs were kept full.



## Motorsport

LCV was very well represented in MSCA competition and performed exceptionally well and congratulations with class wins to Alec Spyrou, Damian Hartin, Ben Allen, Bruce Main and Peter Nowlan. Unfortunately our plans for a joint training and track day with the MGCC did not eventuate during 2011. Despite extensive discussions and an initial positive reaction, the MG club was concerned we would take over their training and track days and after much deliberation decided against running a joint day. As most of you are now aware and have read in the December magazine we have announced for 2012 details of our own LCV championship and the first of two planned LCV track days at Deca on April 15th. To assist with these events we will appoint a new role of motorsport competition co-ordinator for 2012.



## Club Plate Scheme

Of much interest to many of our members with older vehicles was the implementation of the Vicroads Club Permit Scheme from February 2011. Under this log book scheme there are improved opportunities to use your vehicle when you like without requiring to be attending a club event. At a much reduced cost to full registration it is something well worth considering for those who have not already taken up the offer. Under this new scheme there is an increased requirement from Vicroads on the club to keep accurate records of vehicles and members with club plates so please ensure you fill out all the information required and forward to John King for applications and renewals.

## Magazine & Survey

As all our members would be aware the club conducted an extensive magazine survey during 2011 to determine members' thoughts about the future direction for the magazine. An overwhelming majority indicated a preference for an electronic magazine which the club is working towards for implementation from 2013. We must thank Peter Murray for his time and effort in arranging the survey and his detailed compiling of the results. The committee will also ensure those that do not have email or internet access will be accommodated.

In the meantime I am pleased to announce that from our next magazine (February 2012) we will have a new look magazine with a new communications co-ordinator, Jon Hagger and new publishers, Steve Blackie & Jo-Anne Ridgway. Good luck with your new roles and a heartfelt thanks to Peter Murray and Dave Harris for their work in these roles over many years.

## Ideas and Suggestions

Our club is run for the members and their many different passions around Lotus cars. If you have some ideas or suggestions on what you think may be of interest to members for a club night, some favourite roads for an Early Morning Run or general ideas for the club please discuss or pass them on to the committee.

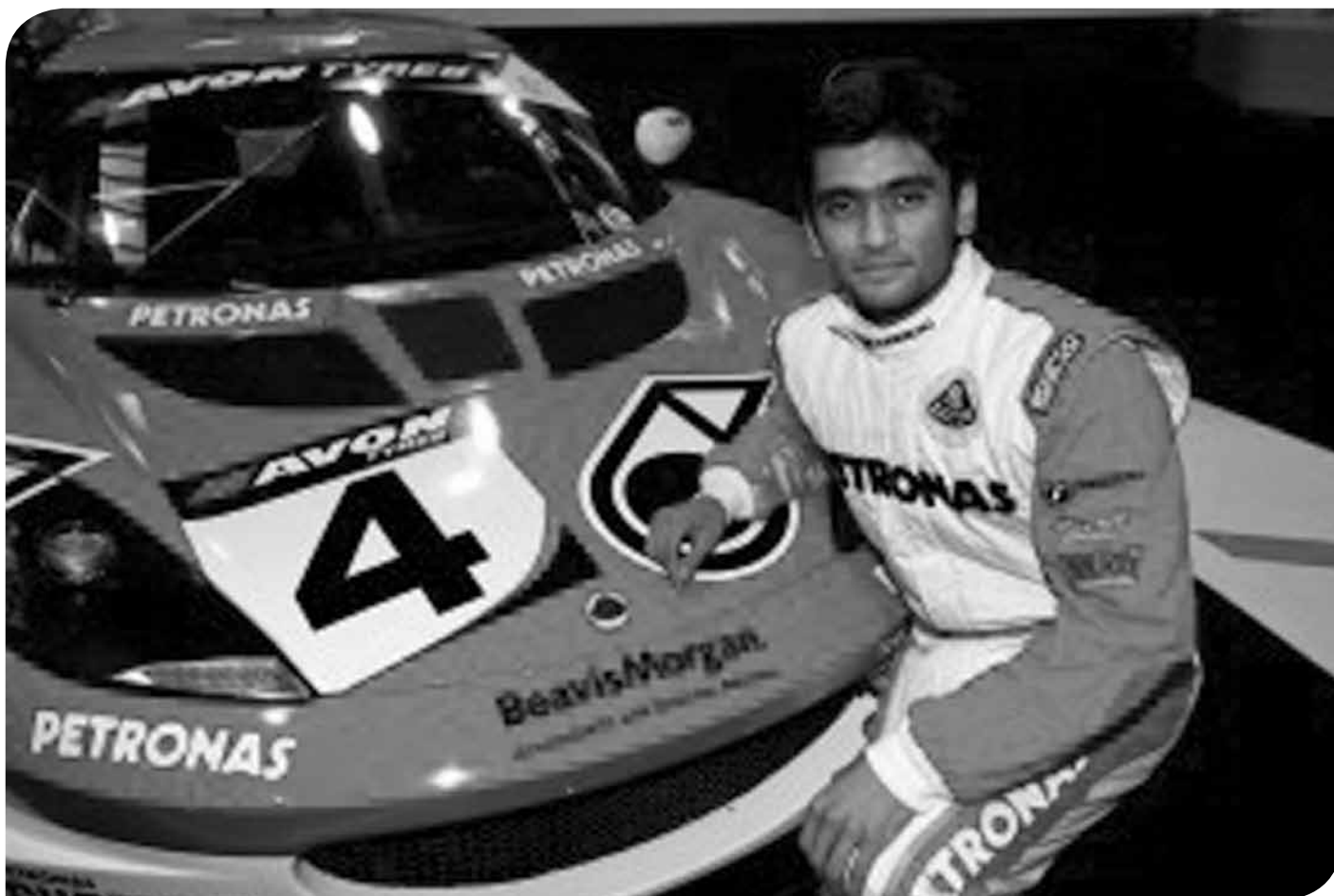
## Thanks

I must also thank the committee for their efforts during 2011. Whilst many of us are very busy in our daily lives, spreading the workload certainly enables us all to enjoy our time involved with Lotus Club Victoria and have the time to enjoy our cars.

Best wishes also to Vice President Eddie Lankhorst who is not nominating for the committee in 2012 due to he and Vicky relocating to Perth with work. All the best with the move Ed & don't be a stranger when you're back in town.

To all our members we wish you a very Merry Christmas and a safe and happy new year. Look forward to seeing you out and about in 2012, hopefully starting with the restaurant night at Jim's Greek Tavern in Collingwood on the 24th January. Make sure you RSVP.





## » LOTUS SPORT UK

### Indian driver Sailesh Bolisetti to race for Lotus Sport UK

from Michael Hipperson

Lotus Sport UK has signed Sailesh Bolisetti to race in the 2012 Avon Tyres British GT Championship. The 23-year-old from Visakhapatnam, on the east coast of India, will race the Lotus Evora GT4 which took three wins last year, the team's maiden season.

Bolisetti began racing in 2007 and went on to win India's inaugural Volkswagen Polo Cup in 2010. As part of his prize, he was promoted to the Volkswagen Scirocco R Cup, a support series for Europe's DTM championship. Now's he's preparing to make the step up to sportscar racing, alongside some of the toughest tin-top competitors in the business.

Commenting on his appointment Sailesh Bolisetti said: "Being associated with such a well-known name in racing is a great opportunity for me, especially one with such a rich pedigree across a uniquely wide range of disciplines. But I don't take it as a pressure, I take it as a privilege – I'll be driving for the same brand as some of my all time heroes and sporting legends and I'm really looking forward to it."

British GT's seven-race season kicks off at Oulton Park on April 7. In addition, Bolisetti will contest the Indian i1 Super Series in the Middle East and Asia, in order to get as much experience under his belt as possible.

Gary Ayles, Team Manager, Lotus Sport UK said: "Sailesh is a strong talent that hadn't been discovered in Europe, until now. I first got to know him and his father through my contacts in India, having been involved with the A1GP India team and raced over there in F3. We kept in contact and now Sailesh has come of age and is ready to race here in Europe with our team. You need to keep an eye on this lad, he's a star in the making."

You can follow the team on twitter at @LotusSportUKGT and on facebook at [www.facebook.com/LotusSportUK](http://www.facebook.com/LotusSportUK).



# » HOT AIR

## How to dramatically reduce cabin heat soak in an S2 K-series Elise.

Ever wondered why it gets so hot in the cabin of an Elise? I'm sure those of us that use or have used their car on a daily basis have! Let's face it – the Elise is not the most pleasant place to be in the middle of summer. Yes you can go topless but it's not exactly comfortable being stuck in traffic in the blazing hot sun (at least not at the height of summer in QLD). And even when you get moving there isn't much reprieve. The air coming from the vents is always hot – as if the heater is permanently on.

I have often read on Lotus forums of owners complaining about this problem. For the most part people put up with it as the Lotus seems to be their second car. For me that wasn't an option when I first purchased my Elise – it was my daily transport as well as my track car. Turning up to work in a pool of sweat wasn't a particularly good look....

My quest to make the Elise a more comfortable place to be started when I rebuilt my air conditioning – the detail of which I won't bore you with here. Suffice to say it was in bad shape and I needed to replace several major components.

Prior to undertaking the rebuild I noticed that the AC always started out working adequately but after about 15 or 20 minutes it began to lose efficiency. This was not due to the system icing up (a common problem which I had addressed) but more to do with heat soak from the radiator and/or the heater matrix. There had to be a way to fix it.

After researching several forums the consensus seemed to be that you needed to put a heater valve in the coolant bypass circuit. I quite extravagantly went about doing this making the operation of the valve fully automated from inside the car. You see, the majority of cars out there have a heater valve that either blocks or bypasses the water flow to the heater matrix when you have the temperature control set to cold. The Elise does not. Instead it has a flap that directs air across the heater matrix or across the AC evaporator depending on whether you set your dial to cold or hot. Given that these two components are literally inches apart, it definitely sounds feasible that this could go a long way to solving the hot air issue. Except that it doesn't. I found that it certainly made a difference, but it did not achieve the result I was hoping for. With the AC on things were better but with the AC off the problem was still there albeit not quite as bad as before. Back to the drawing board...

I began to look closely at other possible causes. In particular I started to look at where the air that passed through the radiator goes. This is when I noticed that exhaust air from the radiator could flow directly up the front clam spine to the air distribution chamber for the AC system! So all the pipework / chambers leading to the face vents inside the car were constantly being heated by radiator exhaust air. A look at the parts manual showed that there was in fact supposed to be a foam block in the clam spine for this very reason. However my car (and at least one other in the club that I know of) did not have this block.

So I set about fashioning my own foam block. I used materials I bought from Clark Rubber:

25mm thick high temperature closed cell foam (can't remember the exact details but it's grey in colour)

Self adhesive foam insulation (has a layer of reflective material bonded to the foam)

I cut and shaped the foam so that it was a snug fit inside the clam spine and stuck the self adhesive foam insulation to the 25mm closed cell foam – the idea being to give the block some rigidity. Once my block was wedged in place I cut strips of the self adhesive foam and stuck them around the perimeter to hold it in place and stop it from blowing out at speed.

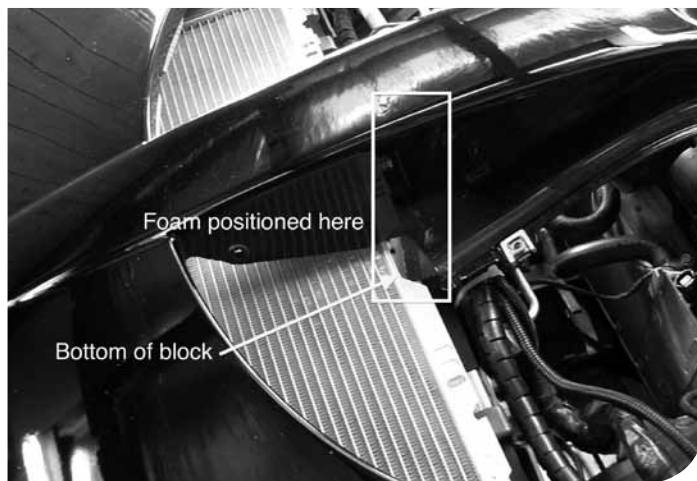
Once in place, I immediately noticed a significant improvement. While it has not completely solved the problem it has reduced its effects by at least 70 or 80%. I've since noticed that there are other components in the general area that could do with better "sealing" so I think that further improvements can be made.

So there you have it. If your car does not have a foam block in the clam spine this should help significantly improve your "hot air" problems. If it does have a foam block check very carefully that it is in fact not allowing air past it, around it or through it.

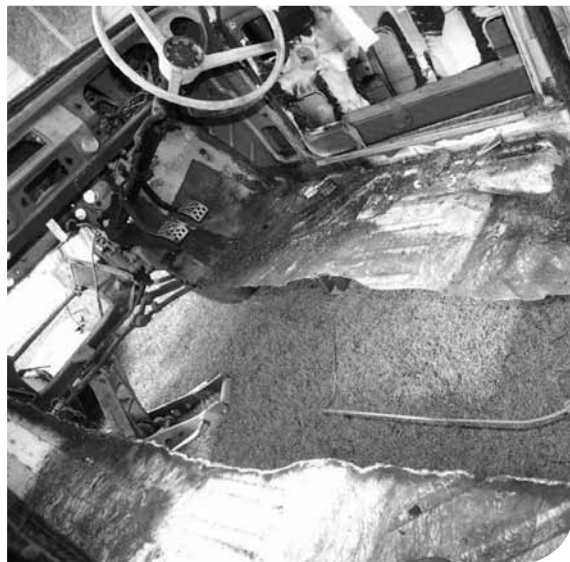
Stay tuned for a follow up article on fitting a heater valve...



*The block in place, taken from inside the clam spine (from the windscreen end facing forward).*



*The position of the block in the spine.*



# ➤ RESTORING A CORTINA GT

By Garry Saunderson

I just chopped a floor out of one of my cars for my mates GT 500 Cortina which was made into a race car about 30 years ago. He is restoring it back to original.

Took me about an hour to cut it out. Glad I am not trying to fit it into the new car. His car had a 5 speed gearbox fitted with rack and pinion steering and 5 link disc brake rear-end. Attached are the pics of the floor in the GT 500 now and the new one to be fitted.







## ▲ 1976 CATERHAM, Lotus Big Valve Twin Cam.

One of the most original in Australia. Initially registered in UK, 1976/77. Queensland registered since. Only 2 owners from new and includes original order and sale receipts from Caterham. Original Arch Motors built chassis. Twin Cam motor with special windage tray low height sump for better ground clearance, stainless steel exhaust. Excellent condition mechanically. Full weather gear including soft-top, side screens, plus full tonneau and half tonneau. Rollbar fitted, very rare GOODYEAR factory mags. Spares include a spare original nose cone, Sampson racing mags, plus more. \$35,000 ONO.

Contact Tony Galletly: [tgalletly@gmail.com](mailto:tgalletly@gmail.com) or 0401 235 213



## ▲ LOTUS ELISE 1997 S1

Perfect track day car just not being used, so available to a new home.

- CAMS Log-booked Cat 2B
- CAMS Homologated Roll Bar with harness bar (stay is removable)
- 5 point harness for Driver + original lap-sash still in place for road use
- 2kg Fire Extinguisher
- Cockpit adjustable Brake Bias fitted
- Internal & External Kill switches fitted
- Lap Timer fitted in dash
- M6 Data Logger fitted in steering wheel
- Anderson plug fitted for battery charge & jump start
- Rear Tow Hook fitted
- Cat bypass pipe for track use
- Rear competition Toe Link kit fitted
- Machined hubs for lowering blocks (kit included)
- Polyurethane suspension bushes fitted
- Adjustable front competition Sway Bar (original soft road bar included)
- Adjustable Nitron Dampers, 400/475 competition springs (road springs inc)
- Braided clutch line upgrade fitted
- Hi-Flow exhaust system fitted (original included)
- Upgraded Sport 160 Throttle Body fitted (original included)
- Polycarbonate rear screen (original glass included)
- Weighs 694kg bare, 718kg as equipped
- Continuous Victorian registration (if required). Car currently on Gold Coast.
- One careful owner – 27,000kms and only driven on weekends

Asking \$44,000. Phone David Reid 0418 352 182



## ▲ LOTUS EUROPA S2 1970 – NSW Rego AGT 40A

I'm looking for a new owner who will use me regularly and give me some TLC. I've been locked up in NSW, (the penal state) for fifteen years, released again last July. Mechanically sound, new alloy radiator, adj Koni's, new springs and suspension bushes. I have a strong heart (Renault TS – little use since rebuild), good lungs (twin Webers and extractors), new shoes (Falkens) but my skin is showing my age and my make-up (paint) has crazed a bit as often happens with fibreglass. I'm not your latest catwalk supermodel but I would love to be your daily drive companion or you could give me the full glam treatment. I come with numerous spare bits, including TS motor and 4 & 5 speed trans.

Phone my owner Geoff Budden on 0407 247 998 for more details and to negotiate my \$20,000 price tag



## ▲ 1987 LOTUS ESPRIT HC Limited Edition)

Last Giugiaro designed cars, celebrating 50 Lotus F1 GP wins. Mechanically sound, 5-speed manual, approx. 80,000kms. Registration No. LOTUS8, Engine No. CA912870323886, Price \$24,990 ONO.

Please call Alex Notari on 9842 9950 or 0408 208 238

Phone 9939 7501 (M) 0402 076 107



## ▲ 1972 Lotus Elan +2S 130 Limited Edition

(Celebrating the Lotus F1 GP win in 1972).

Mechanically sound, 4-speed manual, engine was rebuilt in 2006, approx. 120,000 kms.

Excellent condition, recently re-sprayed in blue and detailed cream leather interior.

Registration No. CH7078, Engine No. PL28188,

Price \$29,990 ONO

Please call Alex Notari on 9842 9950 or 0408 208 238

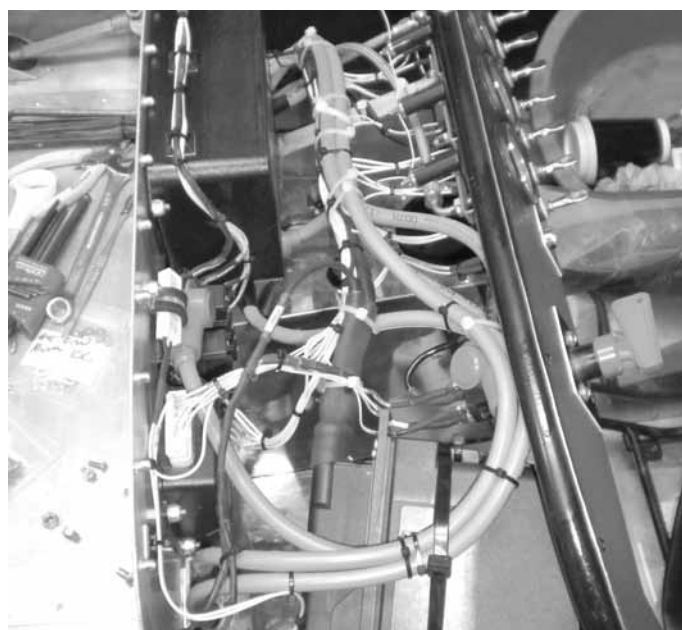




### ▲ DELOREAN DMC-12

A real head turner! Manufactured in 1981 this car was imported from the US in late 2008. Stainless steel exterior panels with black interior trim. Original 2.8 litre V6 and 5 speed manual transmission. The car has been slightly lowered from factory height to improve appearance. Refurbishments include re-wrapped dash and binnacle, repaired & resprayed bumpers and resprayed wheels. I have also fitted a custom sound system which can easily be reversed to the original interior finish.

Only 32,000 miles on the clock it is great value at \$49,000 (negotiable). Currently on Club Permit registration 03443 H. VIN No: SCEDT26T9BD001137 For further details contact James on 0418 557 357



### MP 62

4th Generation

Shown with standard one-piece drive. Other one-piece and variable length two-piece drives are available.

### ▲ SSC MP62 Supercharger kit

(Suit Elise, Exige or any 2ZZ motor) As a result of an upgrade to my Exige, This kit is in mint condition & available with free freight to anywhere in Australia. Full SSC MP62 supercharger kit including a larger intercooler including all brackets/pipes/injectors & 245 rwhp tuned ECU. Only been used for 2500km

Price \$4,000 negotiable.

Contact Mitch Gaskell 0403 570 159 or email [mitchell@gabba.com.au](mailto:mitchell@gabba.com.au)

### ► LOTUS ELAN S4 Drop head.

Ex Syd Hayes, Red, 1969, 5 speed, big twin cam, minilites, plus spares, rewired, excellent car, AWL87H, (club plates NSW.) \$36,000 Sydney.

Ring Maurice Blackwood 0417 218 462.

### ▲ Engine, gearbox and ECU package

Raceline 220 spec Zetec engine (2.0 litre), dynoed to 230bhp plus 13km of running in. Aluminium bellhousing & sump; Jenvey 45mm throttle bodies; lightweight flywheel and starter; billet brackets; 50amp alternator. Built and installed by John Masala Race Engines.

Quaife Type 9, heavy duty, 5 speed semi-helical synchromesh gearbox (2.39, 1.69, 1.21, 1:1, 0.87). Aluminium casing, Quaife steel lever and billet operating block. Rated to 250bhp.

EFI Technology 'Euro 1' computer complete with all engine sensors, connectors and MIL-spec cabling throughout. Designed, installed and dynoed by Superior Automotive Services. All receipts and wiring diagrams.

Selling as complete turn-key package. All components are new or unused, fitted, running and available for inspection. \$16,000 ono. Call 0411 411 006.

## Classifieds Advertising Regs

### Line advertisement:

All ads run for a period of three months in both Lotus & Clubman Notes magazine and on website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included. Members: FREE Non-members: \$10.00

### Line advertisement with photo:

As above, plus photograph. Members: \$10.00 Non-members: \$30.00

## CLUBMAN EXTRAVAGANZA EASTER 2012 Wakefield Park

### Please let me tell you the FoSC dream:

- I want to feature the many makes and styles of Clubman cars at our Easter event.
- I am offering races, regularity and demonstration laps to suit all Clubman owners. Racers, Cams L2S or just normal drivers.
- We will have a Clubman parade at lunchtime of competing and display cars
- We will have a dedicated Clubman display area.
- We will promote Clubman competition, display and parade in the ACT and local press.

### This will be:

- An All-comers Clubman Event regardless of brand/type/ DNA.
- Let's all get together and show everyone how fabulous the Clubman is!!
- So, why not plan to spend part of Easter in Goulburn, (Friday and Saturday)?
- Your Entry Package is attached and I look forward to receiving your entry to our FoSC 2012 Easter Invitation at Wakefield Park.



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## Lotus Notes Magazine Editorial Team

Lotus & Clubman Notes is the official magazine of the Lotus Club Victoria (LCV) ABN 75 071 773 306. The views and contents of the articles printed in Lotus & Clubman Notes are those of the authors and do not represent those held by the editor or the committee. No part of this magazine may be reproduced without written permission from the LCV committee. Articles for Lotus & Clubman Notes are always welcome.

The magazine deadline is strictly the 21st of each month, except February when it reverts to the 28th. Extensions are possible only by prior arrangement. Print photographs may be sent to Jon Hagger however, a stamped self-addressed envelope must be included if you want them returned.

Please send articles, either in hard copy or in high-resolution (250dpi minimum) electronic format to:  
editor@lotusclubvic.asn.au  
or PO Box 601, Mt Waverley, Vic, 3149.

## STATE CLUB MEETING PLACES

### NSW – Club Lotus Australia

2nd Tuesday each month  
Contact Ashton Roskill (President)  
Ph 0408 202 208  
ashton\_roskill@hotmail.com  
PO Box 220 Strathfield NSW 2135

### South Australia – CLA

1st Sunday each month  
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### Email Service:

Subscribe to egroups, a free service for members to receive regular information and updates:  
lotusqld-subscribe@egroups.com

## LOTUS CLUB VICTORIA

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We have developed a panel of members who can answer queries about particular models for club members and prospective owners.

If you would like to be a "Model Representative" for a type that is not mentioned right, or to replace a committee member on the panel, please advise Iain Palmer on idpalmer@melbpc.org.au

### EXPERT PANEL

Eclat/Excel/Elite	Dennis Hogan	03 9796 2339
Elan	Rohan Hodges	03 9585 7406
Elan M100	Mike Richards	03 9397 1638
Elite	Peter Murray	03 9560 0082
Elise S1	Ed Lankhorst	0414 431 589
Exige	Alan Lane	0418 741 588
Esprit Series 1/2	Rohan Hodges	03 9585 7406
Esprit Series 3 onwards	Andre Cezanne	acezanne@synthetek.com
Europa	Iain Palmer	03 9326 2282
Seven	John King	03 9819 9819
Clubmans	Grant Della	03 9889 1106
DeLorean	Derek Lipka	0408 829 675

## LOTUS CLUB QUEENSLAND

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Club Patron	TBA		

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Early/Historic Racing			
Esprit – S1,2,3	Russ Carter	carter@overflow.net.au	07 3804 0122
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Elise	Chris Beecham	chris@beechammotors.com.au	07 5495 1477
340R , Esprit / V8	Derek Dean	derekmobile@another.com	0438 688 886
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