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LOTUS & Clubman Notes



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

2012

FEATURES

- Lotus 70 — A winner at last!
- Surfers Paradise to the Arctic Circle
- An Idiots Guide to Your First Track Day
- You saw it here first



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COVER IMAGE:
Lotus 70 of Class A winner
David Arrowsmith



LOTUS & Clubman Notes

From the Editor

Well, it's THAT time of year — again. We've seen the test series run and won. We've endured the tennis. marvelled at the LPGA tournament being won by an 18-year old (not). Watched Black Caviar make it 19 wins, straight (great! Keep your eye on Lucas Cranach [tip])! And now the F1 Grand Prix circus rolls into town. What a buzz — and what a buzz it creates around Melbourne — especially in my ears during workday practice sessions (I'm in the next street!).

Of course, we'll have all the usual naysayers: the yellow ribbon brigade — will they ever get the hint? — the usual arguments for and against the cost of the bloody thing — love y'work Mr Walker — and who cares anyway. It's just one long party... which underlines one of the more special aspects to living in the world's most livable city: nothing really happens between the AFL finals in September to the weekend after the F1 Grand Prix in March! As it should be. And joy of all joys: the footy's back!!

So is the Geneva Motor Show: Lotus has threatened to "blow the top off" which could be hinting at a convertible Evora? — BMW announcing its new Series 6 along with M Performance black bits — a not so ugly SsangYong XIV-2 with nifty suicide doors — black Jag XKR Special Editions — and an Alfa Romeo C52, nicknamed "disco volante" (flying saucer) which could have come straight from Hethel... so is it a Lotu Romeo or an Alfa Lotuseo? Meanwhile in good ol' outback Siberia, 13 teams from Australia, UK, Canada, the US and Germany have set out to cross the continent on old world Ural motorcycles to the only town on the Arctic Circle... dare I say it: raising cold hard cash for charity. Good luck with your projects, boys.

OK... back to reality.

The F1 Grand Prix is not the only big event in town — this month we have our 2nd GP Go Kart Challenge, this year it's the 3rd Tuesday... March 20th from 7:15 pm (sign-in), racing from 8:00 pm til whenever!! To avoid disappointment, RSVP to Il Presidente, Craig Chalmers now! Coming up next month, we have our visit to the Nereo Dizane Collection on April 10th, prior to our inaugural track day at DECA on April 15. Mark all these dates in your diary now.

Once again, deepest appreciation to our contributors, most notably Peter Hill and for facilitating permissions to reproduce articles and images, Michael Hipperson in the UK... without the support of people like you and our other regular contributors, this magazine would probably not happen.

And to reiterate, Lotus Notes is not an exclusive coterie, rather your club's newsletter. So send in your Lotus stories, or journeys to share with us. We'd love to hear from you. As always, there are a couple of "rules" concerning image resolution, etc you need to be aware of, which can be found in the directory section of this magazine. But please, try to keep your stories Lotus related. After all, that's what we're all about — and remember...

Go 'ard... or go 'ome!

— J. Aitch.

President's pleasantries

By **CRAIG CHALMERS**, President, LCV

We're off and racing into 2012 and the year has started with plenty of activities and many more in planning. Unfortunately for me a number of those activities have been under the pump and work related so it is good to get the car out on the weekend for a break and to unwind with a blat in the hills or cross country.

The club started off the year with a restaurant night at Jim's Greek Tavern in Collingwood with 25 odd members including some recent additions to the club braving the dubious suburb and its football team to socialise over a meal. A very popular establishment ensured there were plenty of patrons to keep the waiters on their toes.

The first club night of the year was very kindly hosted by Richard Mann at his ultimate boys shed in Port Melbourne with about 30 members in attendance to hear about his plans for his type 49 and a number of original Europas as well as the Renault Alpine. With a crane, lathe, fibre glass booth and a number of other items including a 'student' all set up to assist, the projects should hopefully move along smoothly time permitting. Good luck Richard.

The EMR season started with a solid turnout of Lotus louts including a newly acquired Evora looking to join the club along with a new DeLorean and a rarely seen Excel dusted off from the shed. One who may be in trouble is Eddie who with Vicky away in Perth was seen to pick up a couple of birds in the Elise – unfortunately they were of the feathered variety in the radiator intake! You can read more details of the run in Ian's report later in the magazine.

Coming up soon is the beginning of the 50 year celebrations for the Elan starting at the Phillip Island historics on the weekend of March 9 through 11. A number of members are already displaying their cars, but for those still keen to display their cars in exchange for free entry, John King may still have one or two windscreen stickers left if you are quick and in luck. Those travelling on the EMR on the Sunday who are keen for a look can do the EMR blat and turn off just before lunch to head on to the island. Don't forget further celebrations including the Easter Friday and Saturday event with FOSSC at Wakefield park.

The following weekend of course is the Australian F1 GP with a number of members having agreed to display their cars in the Automotive Avenue, so if you're trackside cheering on Mark Webber or Lotus keep an eye out for some fellow club members and their chariots. Our March club night will again be the Grand Prix go kart night is on the Tuesday the 20th at Ace Karts Sunshine with a discounted rate of \$60 for club members. Please make sure you RSVP to me to ensure we have a spot for you on the night. I can recommend it as good cheap motorsport fun with those who attended last year having a ball.

By popular demand the Saturday night Grand Prix BBQ is back, this year at the premises of what used to be Meridian Motorsport. We have invited the clubman builders group and the GT40 club to join us so hopefully a good turnout can be there early to watch the F1 qualifying at 5pm with a chat over the BBQ.



April should be the month for car enthusiasts with a club night visit scheduled to the Nereo Dizane car collection, as well as the track day at Deca. For DECA a basic CAMS licence, fire extinguisher and a helmet will be required and you should find the entry form in this magazine. We encourage members to travel up on the Saturday and stay overnight taking advantage of our group booking for accommodation and dinner in Shepparton. As we won't be running an EMR in April with Easter and the track day, for those not joining us on the track perhaps a run to Shepparton to visit the new car museum and then on to DECA for a look at what your fellow LCV members are up to could be in order and a nice run on the Sunday.

With Victoria again having the best weather for our cars without being washed away like our unfortunate interstate colleagues make sure you get your cars out and give them a run. You may be surprised what a good drive does for both you and the car!

With a large number of new members joining the club, please feel welcome and join us in whatever event piques your interest. Introduce yourself as you'll find us a friendly bunch and hopefully we'll see you and your car out and about for a chat and a chance for other members to peer over your vehicle.

As always keep an eye on the website for the latest updates on events and hope to see you soon,

In the meantime travel fast and travel safe,

Craig



WELCOME NEW LCV MEMBERS:

John Frisina	Shane Bowden	Richard Badham
Sophie Swain	[1994 Caterham 7]	[1983 Dax Rush Clubman]
Leah Swain	Alan Hoare [1990 PRB]	Mark & Rhonda Pickett
Clare Cheesewright	David Parkinson	[1983 Lotus Esprit]
Luke Nowlan	Chris Parkinson	Tamor & Aston Hawkins
Tromp & Kobie Hofmeyr	Ashley Douglas	[Lotus Elise, Lotus Excel]
[2008 Birkin S3]	Dennis Kafkis	John Clemow
Rod & Kate Thickins	Colum Duggan	[Caterham Superlight]

Next LCV Club Meeting

TUESDAY 20th April

LCV Go-Kart Grand Prix, from 7:15pm

Ace Karts, 20 Carrington Drive, Sunshine.

Must RSVP: Craig Chalmers 0409 169 497,
or E: craig.chalmers@isuzu.net.au.

President's prologue

By GEOFF NOBLE, President, LCQ

An excellent turn out to our first club meeting of the year at Shannons, despite the summer storm earlier in the evening. However, the wet conditions did mean that very few Lotus were to be found in the car park as many opted for their 'other' car. I was no exception, with Maree insisting that I take and show off her newly acquired Kia Rio. (Don't laugh, it's actually very good!)

As mooted in last month's column, Giles was on hand and gave us an enthralling presentation on the Alaska tour, including a retrospective of where he and 'Elsie' have been and the adventures experienced thus far along the way.

We also signed a new member on the night, Rob Thomson. Rob was also given the floor to tell us about his experience racing his Lotus Exige, and also to reveal his drive at the Bathurst 12 hour (which will have been run by the time you read this). Also his coup in securing the services of ex F1 driver Christian Klein to assist with the driving duties. Rob was also able to provide details of some Lotus experience 'ride days' at the Nurburgring and Spa, for those of you who are well travelled, and no doubt, cashed up!

Even more new members have arrived on board, with Richard Coates joining up. Richard is the father of Greg Coates and has had an Exige S for a few years now. Speaking of Greg, he has now taken delivery of the last Exige Cup 260 to come off the assembly line, and with the new model Exige sporting a V6,

the last of the 4 cylinders may just become collectable in years to come. Anyway back on topic, Peter Wilkinson and Jason Baeck have has also joined; Peter with a 1988 Espirit, and Jason with an Exige S. A big Lotus welcome to Richard, Peter and Jason!

Of course, we have to accept some attrition with all this growth, and have lost a couple of members. Grant Beckett has dropped out due to personal circumstances, (Grant's gorgeous Europa is looking for a new home if anyone is interested), and Henry Kaye has moved interstate along with his Elan plus 2.

As it's still early in the year, things have been a little quiet on the motorsport front. However a couple of our number have found some events to compete in, with Peter Boel and David Barram active. Peter had his 41C in action across the pond in New Zealand and achieved some good results despite a change to radial tyres and being pinged by the noise meter! David had his ASP out for a run at Lakeside for the 1st round of the Top Gear series on February 19. A couple of 'Chiron LMP's' prevented David from visiting the top step of the podium, but he still managed a couple of minor places. Rumour has it that this situation will be remedied in the near future with a dose of "if you cant beat them, join them"

Also on motorsport, but with more emphasis on the 'fun' side, will be the DTC timed laps at Lakeside. By now you will all have received



the email containing the dates of this mini series held over 3 rounds and organised by Daryl Wilson. This shoehorns neatly between the club's other motorsport commitments, so we should see a healthy turnout. I haven't had a go yet, but those who tried it last year are keen to back up so it must be a good day! Thanks to Daryl for organising the dates; we are looking for helpers to assist in running these events so talk to Daryl so that we can get these days going.

This will be my last column as President as it is time for someone else to 'have a go'. It's been fun and I'd like to thank everyone for their support and input over the last four years. The job of President is made really very easy by having an excellent and stable committee to work with, and LCQ has been fortunate to have this quality over the years that I've been a member.

Over and out.



Next LCQ Club Meeting & AGM

TUESDAY 6th March 7.30 pm

SHANNONS INSURANCE –

Unit 5B, West End Corporate Park,

305-313 Montague Road, West End.

Contact: Geoff Noble 0419 643 365



2012

LOTUS 2012 CALENDER OF EVENTS

MARCH	VICTORIA	QUEENSLAND
Sunday 4th		Toowoomba Historic Expo 2012 "All Things British" 302 Glenvale Road Toowoomba
Tuesday 6th		LCQ Monthly Meeting & AGM – 7:30 pm Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Geoff Noble 0419 643 365
Long weekend Sunday 11th	EMR Strezlecki Track. Start from AutoBarn Narre Warren, corner Narre Warren North & Lauderdale Rds. 8:30 am for 9:00 am start. Melways 110 E5. Contact Dennis Hogan 9796 2339	
Friday 16th, Saturday 17th, Sunday 18th	Sat 17th March Grand Prix BBQ with GT40 Club & Victorian Clubman Builders Group at MRC Motor Sports, Factory 7, 1-7 Friars Road Moorabbin (Melways 77 K8) from 3:00pm; watch GP Qualifying from 5:00pm. BYO Drinks.	Gatton Street Sprints Gatton, Queensland
Saturday 17th, Sunday 18th		Round 1 Qld Super Sprint B Series Morgan Park, Warwick
NOTE NEW DATE! Tuesday 20th	LCV Go-Kart Grand Prix, from 7:15pm Ace Karts, 20 Carrington Drive, Sunshine. Must RSVP: Craig Chalmers 0409 169 497, or E: craig.chalmers@isuzu.net.au .	
Saturday 24th		Wades Fish & Chip Run Meet at Samford for run over the mountain to the sea.
APRIL		
Tuesday 3rd		LCQ Monthly Meeting – 7:30 pm Exclusive Autos, Chester Street, Newstead Contact: Geoff Noble 0419 643 365
Friday 6th & Saturday 7th	Lotus Elan 50th Anniversary Celebrations at the Clubman Festival, Wakefield Park, Goulburn. See advertisement on Page 24.	
Tuesday 10th	LCV Club Night: Nereo Dizane Collection 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 0409 169 497. PLEASE CHECK WEBSITE FOR UPDATES	
Saturday 14th		Lakeside Driver Training Centre – Timed Laps Lakeside Raceway
Sunday 15th	LCV Track Day, DECA, Shepparton Mark your diaries for this special inaugural event. PLEASE CHECK WEBSITE FOR UPDATES.	The Extended Drive Meet at BP Yatla 8.30 am for 9.00 am start to Flutterbies Cottage cafe (for lunch) via Mt Tamborine, Numinbar Valley (for morning tea) and Murwillumbah.
Saturday 28th, Sunday 29th		Mt Cotton Hill Climb – Round 2 Tighe Cams Series 1753 to 1799 Mt Cotton Road, Mt Cotton



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

» LOTUS 70 — A winner at last!

by Peter R Hill



Pukekohe January 1971: Chris Amon – Lotus 70. Photo: Mike Feisst

In one form or another Lotus has been back on the F1 tracks in recent years but not on the podium. However a single seater Lotus has been enjoying some racing success. This is David Arrowsmith's Lotus 70 Formula 5000 that he has been successfully campaigning in the very popular New Zealand F5000 Tasman Cup Revival Series. His Lotus was a winner in Class A.

I decided to do some research on this rare Lotus and got the following information from www.olderacingcars.com:

The first purpose-built (Lotus F5000) design did not appear until the very end of the 1969 season. Colin Chapman commissioned the car in June with designer Martin Wade. Lotus Components originally targeted the USA Riverside FA event in September.

The prototype car, dubbed the Lotus 68 at first, followed the prevailing Lotus "wedge" design and was fitted with a Shelby-tuned 302ci Ford Boss V8 engine. Customer cars were expected to use Chevrolet engines.

The car was tested in England and missed its intended debut, instead it was sold to Koshland Competition for Mario Andretti to race at the Sebring FA race on 28 December. Andretti led the first heat comfortably but the engine blew after just 12 laps. Not a bad performance though, and enough to sell a few cars in 1970 and, in 70B form, in 1971.

The hard charging George Follmer raced this car in 1970 at St. Jovite (1st), Mid Ohio (1st), Lime Rock (2nd) and Elkhart Lake (3rd).

In the Tasman Series of 1971 I watched Chris Amon race Lotus 70 chassis number 2 at the NZ GP at Pukekohe, he finished ninth, three

laps down. Kiwi champion, David Oxton took over the car for the other NZ rounds while Amon ran the STP liveried March 701. Amon at one stage dashed off to Argentina for his Matra Grand Prix commitments. The GP driver favoured the March in New Zealand but returned to the Lotus in the Australian rounds of the series. McLaren M10s dominated that year, taking the first three and sixth places in the championship.

Amon managed to finish second, in the Lotus, to Frank Gardner at Warwick Farm. A report at the time stated: "...Gardner's first place was

unchallenged. Amon never brought the difficult handling Lotus within striking distance of the Lola and eventually finished 10 seconds behind the Australian." Amon finished fourth at the Sandown. The Canadian John Cannon then took over the Lotus for the Surfers Paradise race after Amon returned Formula One and the Matra team. Cannon enjoyed a good dice with Lawrence's Tasman Ferrari before he punctured and finished a lowly seventh.

A total of nine Lotus 70s were built. Sadly despite Andretti's promising debut, and Follmer's two wins, they enjoyed only limited success.



Warwick Farm 1971: Chris Amon – Lotus 70. Photo: Doug Eagar



» SURFERS PARADISE TO THE ARCTIC CIRCLE — by the Scenic Route!!!

by Daryl Wilson

Most of us have a wish list or bucket list of things we would like to do and as we get older I guess these things come more into focus and hopefully achievable. For most of us it maybe something like Christmas in Paris or climb the Great Wall of China, but not Giles Cooper LCQ club members!

Giles has spent a large part of his life living and working in numerous overseas countries, so when it comes to Giles bucket list it has to be something special. I must digress at this point and comment on where the gem of Giles latest adventure started.

You may remember back in August 2010 Lotus Notes magazine (Page 14-16) there was an article by Peter Horan about driving his Lotus

Elise from the European Alps to the Arctic Circle. Around this time I believe there was some discussion in the Cooper household about doing a trip or cruise to Alaska. Shock horror was Giles reaction to spending time couped up on a boat with a group of people. Being a throat cancer survivor Giles was looking for something more adventurous and Peter's article hit the spot. Why not ship his Lotus Elise to Los Angeles and drive to the Arctic Circle, can't be too difficult!!!!

So began the planning and some 18 months later after much planning and much re-work to the Elise (affectionately known as Elsie) Giles is ready to go. During the planning stage Giles has been corresponding extensively with Lotus

Clubs in the USA and has accumulated a myriad of contacts and invitations for everything from, "if you are passing call in for a coffee", to "how can we help and would you like to stay at our place".

Overall the trip is in two parts. The first part will start in Los Angeles and after a stint at Laguna Seca he will head across to Pikes Peak Hillclimb Colorado, then up to his sisters place near Seattle – see Route map 1.

The second part of the trip is the serious bit from Seattle up to Alaska and the Arctic Circle with numerous detours along the way – see Route map 2.

Elsie was shipped on the 16 January 2012 from Brisbane on MV Taiko and will arrive in Los Angeles around the 28 February 2012 having travelled around Australia, up to Japan and Korea before venturing cross the Pacific to Los Angeles USA. Giles is due to fly out around the 25 Feb 2012 to Los Angeles to meet up with Elsie and arrange customs clearance etc.

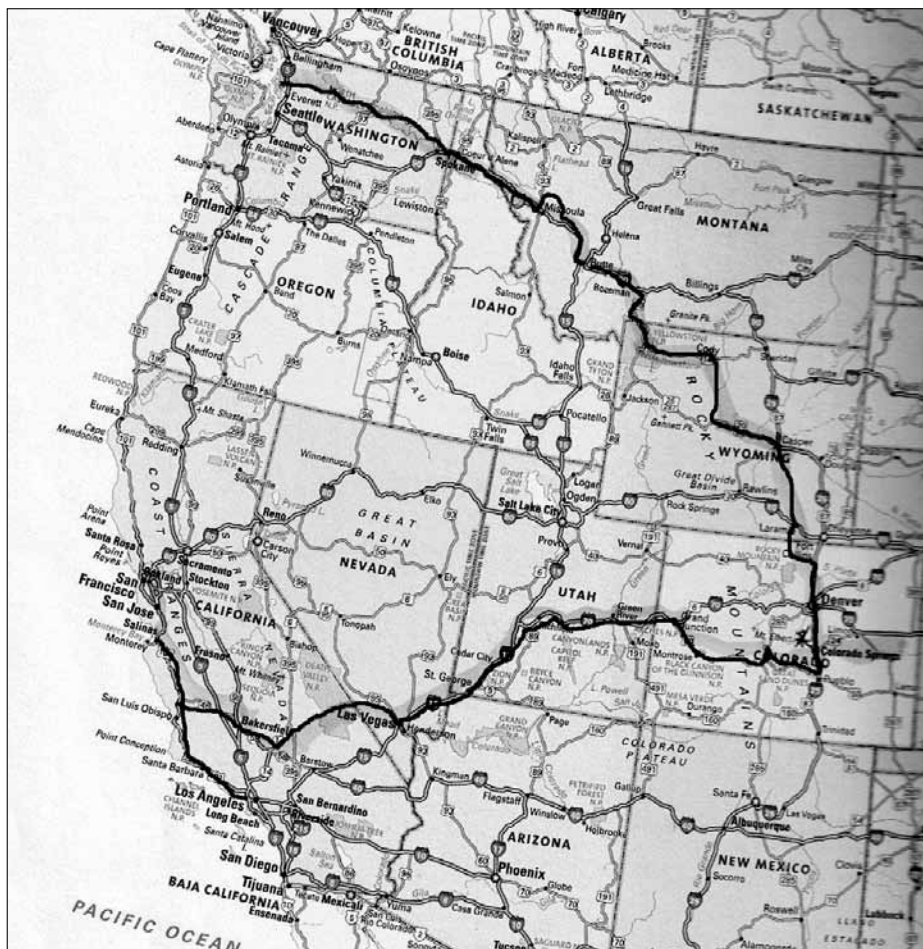
The plan is once Giles has picked up the car in Los Angeles to then head up to Laguna Seca south of San Francisco and meet up with some guys from the Golden Gate Lotus Club. The arrangements are a bit fluid, but it looks like Giles will get track time at Laguna Seca and possible television coverage of his trip, watch out Letterman!!

Depending on weather and road closures due to snow after Pikes Peak, Giles plans to head up through Death Valley to Yosemite National Park and on to Seattle to regroup and assess when the roads north will be open for travel.

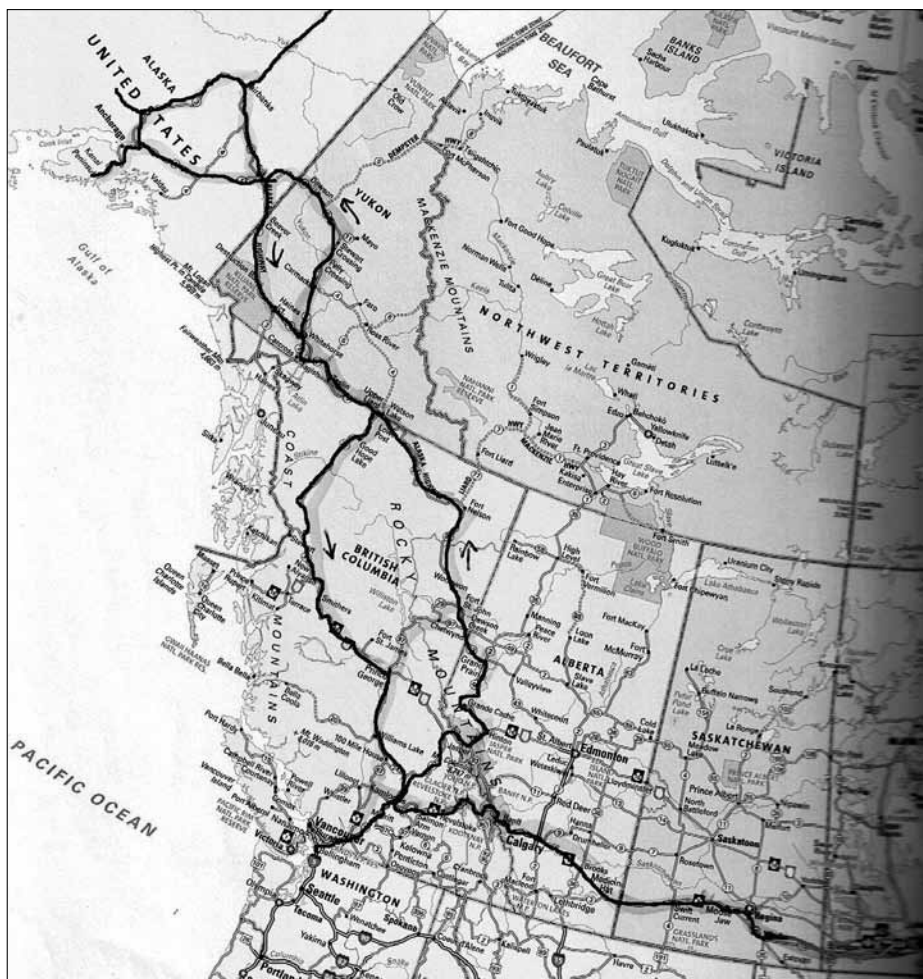
All in all this has the making of a great adventure and Giles plans to do as much as possible without putting the roof on the Elise, maybe a bit brass monkeys at some times, but after driving around Scotland and Europe for many years I guess Giles is used to that!!!

If you would like to read more of Giles story and follow his travels you can log into his blog at <http://elsiefrombottomtotop.blogspot.com.au>

I have been fortunate to spend some time with Giles over the last couple of years and enjoyed hearing his plans for this trip. I would like to extend our best wishes for a safe and excitement filled trip from Surfers Paradise to the Arctic Circle, have a great time Giles, stay safe and Bon Voyage...



Map 1



Map 2

» Bayside Vehicle Restorers Club

Redland City Australia Day Rally 12th February

by Tim Moore



Just to recap and since it is called an Australia Day rally but it is in February. This was the event that was postponed from Australia Day due to inclement weather.

The day started with us meeting at the Alexandra Hills Hotel car park at 7.45 for a prompt departure at 8 am.

Gianni Casso was keen as always and was first to arrive in his Silver 2007 Europa S, followed by myself in my Storm Titanium 2007 Europa S, then a fleet of 7's, (John Lungren, Jon Young, Daryl & Moira Wilson, Eric and Ann Beetham, Mal Kelson) five in total as it was good weather for 7's, Greg Bray's classic Elan and last to turn up, but still punctually on time Derek Dean in his 340R. Surprisingly there were no Elise's, although we did see Stephen Rochester's Red Elise at the Rally, but he didn't travel with the Club to the event.

Also joining us at the school was Hayden and his son in his Silver Europa S. The event was held at Ormiston State School, Derek led us in the locals way and secured a premium spot for the Club under the trees and as it was a hot day this was a premium position, well done Derek, what else would we expect.

In total there were approximately 300 cars in attendance on the day; although this was well down on previous years probably due to the change of date. There was almost every type of vehicle represented including Vintage, Holdens and Falcons from every era. Ramblers, a Leyland P76, a variety of classic sports cars including Healey, Morgan, MG, Jaguar and some American Muscle cars, Corvette's, Camaros, Mustangs, Thunderbirds and a smattering of VWs, Porsches and of course us.

The day commenced with a Complimentary Breakfast and a mission to sort out which of the 4 organised runs would be best to go on. After working out that run two, more on this later, was the best one, the ranks thinned out and the only club member who went on any of the runs was myself. Ah well someone had to fly the flag!

After Breakfast we all walked around took photos and discussed many of the vehicles amongst ourselves and the owners of the vehicles. Great fun especially when some of our members testing their knowledge of the vehicles and in some cases debating their origins. We then adjourned to the trees and had morning tea, thanks to Mal for bringing the coffee. A life saver.

The runs departed at 10.30am and there were 4 different runs with differing lengths to suit the range of vehicles, all of the runs finished at Alexandra Hills Hotel for those who wanted to stay to have lunch.

The run I went on was 62 klms and went out to the Port of Brisbane via Birkdale, Manly and Wynnum and returned along the foreshore of Wynnum, Manly and Lota and then onto the Alexandra Hills Hotel.

As I was the only Lotus present I ended up in amongst Holdens of all years, which I reconciled as the Europa started life as a VX 220 Vauxhall, in behind the Holdens were Falcons and a smattering of most of the manufacturers represented. In total there were approximately 50 cars on this run, which made for an excellent spectacle through the streets and many people came out to watch and cheer as we went by. A lot of us flying the Australian Flag added to the spectacle and the occasion.

All in all a fabulous day and I can highly recommend it for anyone thinking of how to celebrate Australia Day next year or to just have a great day out.



»» An Idiots Guide to Your First Track Day

by Dave Abbott (TigerDriver)



Many people like the sound of taking their car on track, but find the idea of actually doing it for the first time somewhat daunting. It's great fun and can be rather addictive, and it's amazing how capable our little cars are.

The concern for many is that they'll damage their car out on track, but so long as you're sensible and well prepared it can be safer than road driving.

Choosing a day

First thing to do is find yourself a day. Picking a track nearby can save a lot of time and money and possibly an overnight stay. However it can pay to look beyond your local track. All track days are run with marshals and medical cover, but some tracks are less forgiving than others and some track day operators (TDOs) just seem to have the knack of making the day run smoothly and keeping the occasional behavioural excesses in check.

It's no secret that SELOC and Lotus-on-Track have very close ties, and for 2011 we've been working together to organise a selection of evenings aimed at track day novices – with extra instruction and safe in the knowledge you aren't out on track with seasoned veterans of the track day scene.

All tracks are safer than your average B-road if you stay within your limits, but Brands Hatch Indy, Snetterton and Bedford offer the best blend of a real track atmosphere whilst being a little more forgiving should you make a mistake. Tracks like Oulton Park and Cadwell are awesome but mistakes can prove costly, especially in the wet.

An event such as the Lotus-on-Track Novice Evenings can be the ideal opportunity to learn the ropes in a safe and friendly environment tailored to those with no prior experience.

If you can, book tuition. It may not seem like much, but that half an hour or so can prove extremely useful whilst learning the track.

If you can an airfield training day such as those run by Car-Limits are excellent learning aids, as you can learn the limits of both your car and yourself before heading out on track, and can even lead to lower insurance premiums.

Getting prepared

While there are a few essentials to ensure your safety out on track, you don't need to be spending a fortune.

The most obvious requirement is that of a helmet. Ideally you should pick up your own to be sure of a proper fit, but Lotus-on-Track offer helmet rentals at most venues – typically around £10-20. Some venues are beginning to ask for a SNELL 2005 approved helmet, so if you are buying now it most likely makes sense to get one which meets this specification. If you want to use a car without the roof fitted you'll want a full-face helmet as well, as many will not allow open face helmets in convertibles.

Unlike racing, where fire-proof overalls are a requirement, when it comes to track days all you need is clothing that properly covers your arms and legs – a long sleeve T-shirt and jeans are fine.

You may find some people wearing other items such as driving gloves, proper race boots, or driving oriented trainers like Puma Speedcats, but these are down to personal preference – the rule of thumb is to ensure you're comfortable and in proper control of your car.

You'll also need to show both parts of your driving licence, so make sure you know where they are when you book the day.

Many Lotus specialists include a number of track days as part of their road going insurance cover, but you must inform them of the day in advance or you won't be covered. If you don't have track day cover included as part of your regular insurance policy then companies like CCI



can provide cover for a single day. It is important to remember however that track insurance has no 3rd party element, and usually carries a much higher excess.

The next step is to ensure your trusty steed is up for the job. You don't need thousands of pounds on upgrades to survive your first track day, even a standard Elise will be better suited than most cars to track driving, and while with time you may want to make changes to improve its on track performance it's by no means a requirement.

What you do need however is a healthy car. Track time will use up everything a lot faster than even the most spirited B-road driving. I have the mechanical skills of a dazed rabbit but I usually manage to do a quick pre day check.

Check levels for oil and coolant and if the oil has been in there a while and looks a bit black and goopy think about treating it to a change – it's a very easy DIY job. Honest.

Have a look through your wheel spokes to make sure there's a decent amount of meat left on your pads. Chances are you can only see the outer ones easily, and the inner ones always seem to wear our first so bear that in mind.

Check your wheel nuts are actually done up properly and that your tyres have plenty of life, as you want to be legal for the drive home.

Finally you'll want to be sure your car meets the noise restrictions for the circuit. Most tracks are coming under increasing pressure to keep noise levels down to avoid issues with nearby neighbours and it's really hard to give clear advice as every car/engine/exhaust/cat/induction combination will be different.

If you have a decat pipe you may need to refit the cat, and if you're considering a day with a particularly tight noise limit you may want to have the car's noise level checked in advance – some tracks will also noise test you even if you aren't driving if you ask in advance. If you are over the limit on the day and can't change anything you will be going home without a refund!

The day before

You normally have to be at the track for signing on by 8am at the latest, so most days usually involve either an early start or a night in a hotel. So I usually get the car and my gear ready the night before.

My list is:

- Driving licence
- Crash Helmet
- Some windscreen cleaner and rags
- Tyre pressure gauge and or pump
- A basic tool kit
- Duct tape and zip ties
- A lump of wood or plastic chock
- A change of clothes
- Full tank of fuel
- Cash for food and drinks
- Cash or card for fuel

It sounds like no fun but if you are meeting up with mates at a hotel the night before don't make it a big one. I have seen a fair few people waste their £200 track day sat in a corner of a garage looking green and if you're drunk you will not be allowed out on track.

On the day

Get to the track good and early, which usually means 7.30 to 8am. It's wise to fill up with fuel before entering the circuit, and with a standard car this should see you through until lunch when you can refill without wasting track time.

Find a spot in a garage or in the paddock to be your base for the day. You can usually get 2 cars to a pit garage if they are open. If you have time start emptying the car of all gubbins. You don't want anything loose in the car or the boot once you go out on track. It will end up under your pedals, or if it's in the boot it can crack the clam!!

Next job is to get signed on and show your driving licence. You may be able to download the forms so you can bring them along pre-filled. You will get a nice wristband to say you have done the deed.

Usually the noise testing site will be open by now so I try to make that my next job. A nice man will stick a probe by your pipe and ask you to hold about ¾ revs. If all is well he will put a sticker on your windscreen.

By now it should be almost time for the briefing. Grab a coffee and be ready to concentrate on what you are being told—it is important.

Last step before the fun really begins is the sighting laps.

No matter how many laps you have watched on YouTube or played on your Xbox you'll want to concentrate, it's a really good chance to get a look around and learn where the pit entry, exit and marshal posts are.

Getting through the day

I am not going to attempt to teach you how to drive the track. I am no more a driving god than I am a mechanic. Listen carefully to the briefing and your instructor if you have booked one. These are just a few tips to try and give you an idea how the day will unfold.

Go at a pace you are comfortable with and as you gain confidence add speed slowly. There is absolutely no pressure to keep a certain pace up. Be aware of those around you and let people by if there are people behind you – there are no prizes for keeping people behind you and you'll be better focussed on your own driving if you're looking forward rather than in your mirrors. Also remember that there is no overtaking under braking or in the corners.

Over time your tyre temperatures will increase, increasing the pressures. Before going out for the first time I tend to let around 3-4 psi out of the tyres from their cold road settings. After my first go on track I check the pressures as soon as I get in and adjust them to suit. Afterwards I tend to leave them alone unless it's a really hot day.



If your day is Open Pit Lane, be sensible with your track time. After about 20 minutes or so your car will be getting hot and bothered and so will you, increasing the likelihood of mistakes.

Do a lap at around half speed and try not to use your brakes too hard. This cool down lap will reduce your cars temperatures more efficiently than coming in from full speed and parking it.

When you get back to your spot, don't use the handbrake. It may stick to your hot brakes, or it may let go when the brakes cool even though it seems ok at first. Use the block of wood or chock we packed. I usually leave my engine running long enough for the fan to come on once and then cut out again. This is meant to help shed excess heat and anything that avoids thermal shock on a K-series seems a good plan to me.

When you go back out remember everything will be cooler again, and it may take a lap for the brakes and tyres to get back to their fully sticky selves again.

Avoid following the car in front too slavishly or using their lines or braking points. They may be running a completely different spec of car and should they make a mistake you may find yourself following them in to an accident.

Keep an eye on the fuel gauge, you really don't want to run out on track and it will go down alarmingly quickly. I tend to refill once it hits the 15l mark to be on the safe side.

Some people may be faster than you, especially if you are not on a novice day, but this isn't an assault on your ego. You're out to have fun and track days are strictly non-competitive.

The aftermath

Before leaving ensure that your car is road legal, particularly in terms of tyre and brake wear, and don't forget to recheck your tyre pressures.

Drive carefully on the way home, and be aware the police often have a speed trap near a circuit if there is an event on.

When the dust has been washed off go back over your car checks and see what you have left in terms of tyres and brakes.

Take your licence out of your pocket before your jeans go in the washing machine and start planning the next one

I look forward to seeing lots of new faces on track in the future.



URGENT! VOLUNTEERS PLEASE!

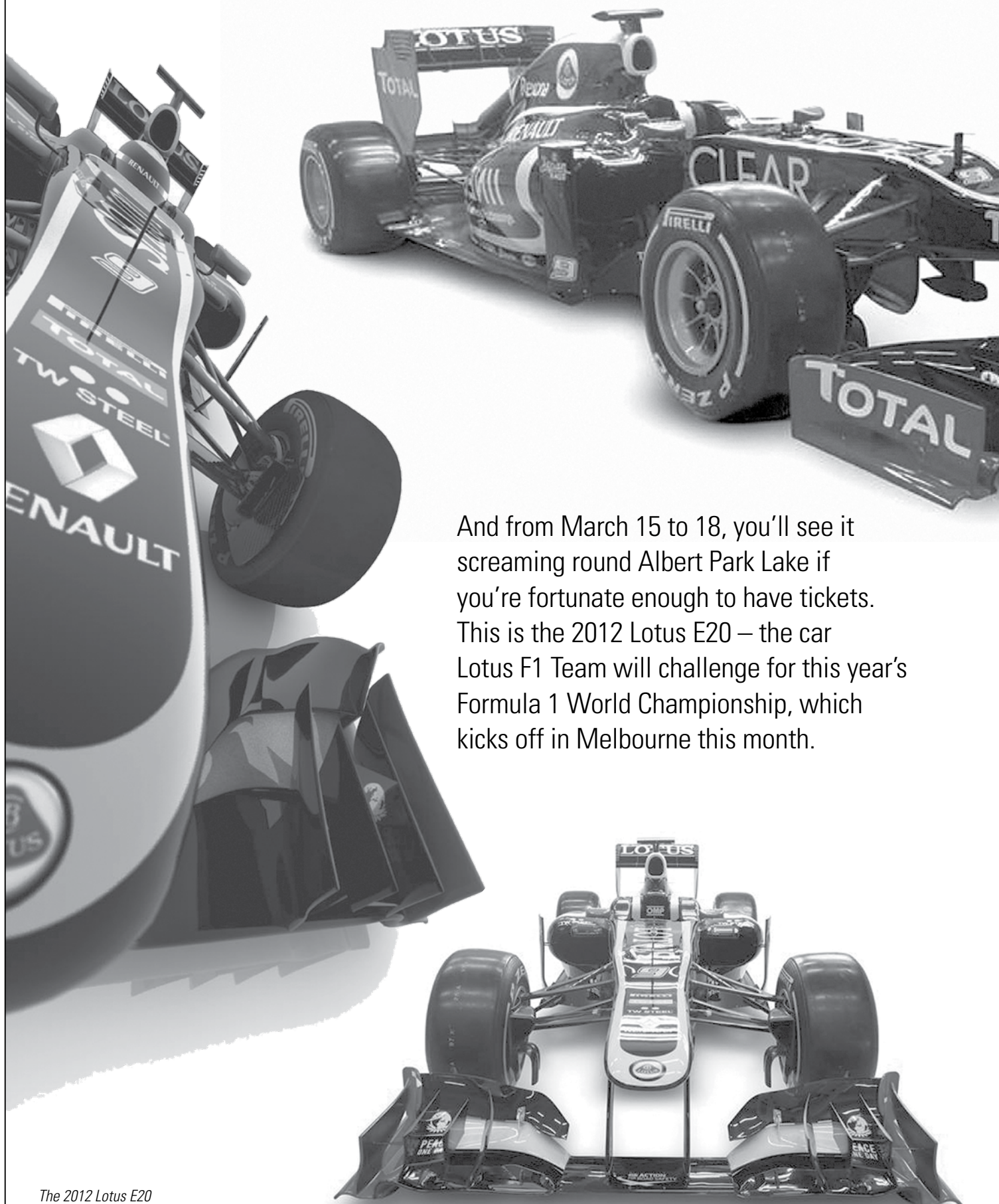
LCV TRACK DAY @ DECA SUNDAY APRIL 15TH

We urgently need some volunteers to assist track officials to make our inaugural Track Day at DECA, Shepparton a sensation.

This is a great opportunity to get involved with your fellow Lotus Louts, have some fun, enjoy a free BBQ and help make our event a memorable one. We will be needing some willing hands to assist with timing, marshalling and general track duties while enjoying typical LCV fun and hospitality. Please...do your bit.

Call Peter McConnell on (03) 9939 7501
to register your interest.

» You saw it here first



And from March 15 to 18, you'll see it screaming round Albert Park Lake if you're fortunate enough to have tickets. This is the 2012 Lotus E20 – the car Lotus F1 Team will challenge for this year's Formula 1 World Championship, which kicks off in Melbourne this month.

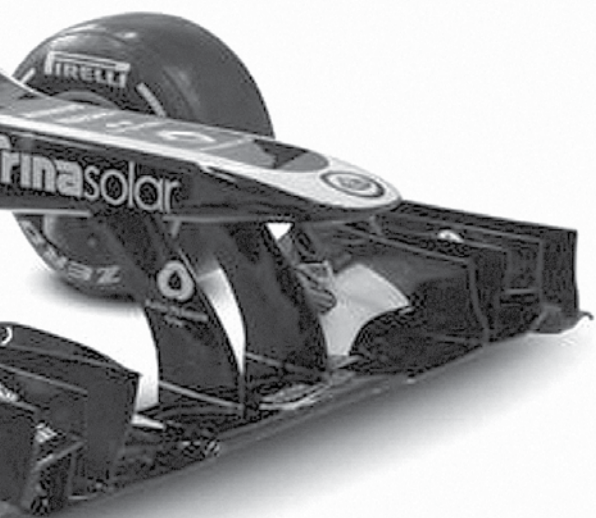
The 2012 Lotus E20

The E20 is so named because it is the 20th chassis designed at the team's Enstone HQ, over its Benetton, Renault F1 Team and Lotus Renault GP history.

The E20 has abandoned the forward facing exhausts of the 2011 R31 and now features a 'step' on the nose as a result of a regulation change. Also modified is the car's front and rear suspension layouts for improved aerodynamic efficiency. A front wing has also been added.

Lotus F1 Team will compete its 500th Grand Prix this season.

The E20 was unveiled at the team's web site – lotusf1team.com.



Some Rather Impressive Stats

- 100 km/h to zero – 1.6 seconds
- Zero to 200 km/h – 4.9 seconds
- At 300 km/h, each tyre rotates 42 revolutions per second
- Also at 300 km/h, each Pirelli tyre disperses 60 litres of water per second
- At peak revs, the E20 emits 130 decibels of sound
- During a race, the clutch will reach temperatures of 900°C and a brake disc 1100°C
- Kimi Raikkonen and Romain Grosjean will make 2500 gear changes in any given GP race

Source: Lotus

Not Always Smooth Sailing

Over the years however, it hasn't always been smooth sailing for Lotus Teams – in 1981, Colin Chapman's Lotus 88 was banned by Jean-Maria Balestre, president of FISA (the forerunner to FIA) over its controversial side skirts, which allow the car to generate enormous downforce and in turn, massive cornering speeds.

Ironically, Jack Brabham arrived in Argentina with his own system designed to circumvent the ban on side skirts, passed scrutineering and dominated the race.

Source: f1fanatic.co.uk/2011/01/01/lotus-88b-f1-car-banned/



Lotus 88 at Goodwood Festival of Speed



» MACEDON RANGES MEANDER

FEBRUARY EMR

by Ian d'Oliveyra

At a civilised hour on Sunday 19 February, a total of 18 cars and 1 motorcycle assembled at Oaklands Junction Lookout, to embark on a voyage of discovery through the Macedon Ranges and surrounding district. We were pleased to see a number of new arrivals and revivals, including John Venema in his brand new Evora, Danny and Barbara Woolard in their new Elise (pre-loved from Queensland) delivered only on the Friday before, and John Frisina in his sparkling S4 Esprit (which gets only an occasional outing).

Other notable attendances were Steve Blackie on a 250cc Aprilia semi-racing motorcycle (howls like a Banshee!) and John King in a new Avis special.

Clearly, yellow is becoming the in colour, with a lovely display of same-coloured Lotii parked side by side prior to the start of the run (two Elises and an Evora).



Although the sky was clear at the start, rain was looming in the hills to the northwest. So, hoods on, we headed off on some largely unknown and beautifully uphill and downhill roads towards Clarkefield, Riddells Creek, Mount Macedon (up over the top), and ultimately after 70 km, to Woodend.

We had a 45 minute stopover (no need to hurry) at the Woodend Bakery for morning tea. Vanilla slices and cakes are well renowned and were well up to standard. To much of the ladies' surprise (and delight), the Woodend Sunday Market was in full swing on the park opposite. Brief stopovers at the local comfort station were followed by equally brief retail opportunities, to buy (mainly) high quality fresh produce.

From Woodend, we went on a circuitous tour (including a surprise loop-de-loop) through the hill country west of Woodend – including Tylden, Springhill, Trentham, and Greendale. This 100 km sector finished up at Myrniong where we enjoyed a marvellous a la carte luncheon in a private dining room at the Plough Inn Hotel (much to be recommended to future wayward travellers).

During luncheon we realised that Steve Blackie was missing. He arrived after we had all eaten. His motorcycle had run out of fuel while en-route to the nearest petrol station (in Bacchus Marsh) and he had had to wait under a freeway overpass for an hour, until he received a service call from the RACV (lucky him!)

By early afternoon the clouds had disappeared, the temperature was over 30°C, and those of us

with proper Lotii (i.e. soft tops) returned home in fresh air motoring comfort.

Many thanks to Kyran Meldrum and John King for planning and test driving the route (one to be remembered for future occasions), and to Kyran, Euan Brown, and John Hagger for their photographic contributions.



SHAME. SHAME. SHAME!

Welcome to our Inaugural Shame File!

Every once in a while, we spot the odd thing or two which brings shame on all of us Lotus Louts. These incidences should very rightly be named and shamed in this rather light-hearted look at aspects of what we do...so don't be backward in coming forward to 'out' these shameful perpetrators. Anonymity guaranteed...or we won't tell anyone if you don't. This month's most shameful perpetrators were spotted during the LCV EMR Sunday 19th February.

- Former LCV President JD King... in a KIA!
- Winner of the 2010 LCV Concours, Rex Beech – in his Porsche!
- And this week's most shameful of all, Steve Blackie, yes the same Steve Blackie who does such an expert job on Lotus Notes, bringing discredit upon us all by going solo!
- Gentlemen...you are a disgrace! Shame. Shame. Shame! Named and shamed.



» HOT AIR PART II

Fitting a vacuum operated heater valve to an S2 Rover K series Elise

by Joe Arico

Last issue I detailed how to reduce the cabin heat soak in an S2 Rover K series Elise. This issue I take that a step further by providing instructions on how to fit a heater valve to further reduce heat soak and improve the operation of the AC.

I've actually had two attempts at fitting a heater valve. My first attempt was successful but I found that the heater valve used (an aftermarket VN Commodore valve) was of poor quality.

My original attempt used a 4 port bypass valve. The intent was to not block flow in any part of the cooling circuit. This was not strictly necessary for my car as I had previously fitted a pressure relief remote thermostat (PRRT – more on this later). However since the clam was off at the time, the valve was easily available and I had easy access to that part of the car I decided I'd give it a go. As you can see from the picture below it turned out quite well.

It was an extravagant undertaking in the Rover Elise. Unlike the Toyota engined cars the brakes are not assisted – ie. there is no brake booster up front. This meant there was no easy access to vacuum at the front of the car where the valve needed to be fitted. So I ran a vacuum line from the engine, through the interior of the car and to the front by drilling a hole in the pedal box. I also needed to find the right combination of hoses (Elise / VN Commodore hybrid) to plumb it in. I was quite happy until the heater valve itself sprung a leak! Another member who has also had some experience with these valves (Dayco – usually purchased from Repco and Super Cheap) found the same problem. It was obvious that these valves were not up to the job.

If all that sounds and looks too complicated then you'll be happy to know that my second attempt was much easier from a valve fitment perspective. For starters you don't have to have your front clam off...

I discovered some time ago that the S1 Exige's fitted with AC had a heater valve. It was fitted at the back of the car at the junction where the pipework splits between the main circuit and the bypass circuit. It was a 2 port valve that simply blocked the flow to the heater matrix and hence the bypass circuit altogether.

I'm not sure how Lotus got around blocking the bypass on the Exiges but if fitting this valve to an S2 Rover (or S1 Elise for that matter) **it is EXTREMELY IMPORTANT that you also fit the PRRT**. Without it there will be no flow in the bypass circuit (and hence the engine) when the valve is actuated and the thermostat is closed. An excellent PRRT kit is available from Eliseparts.com.

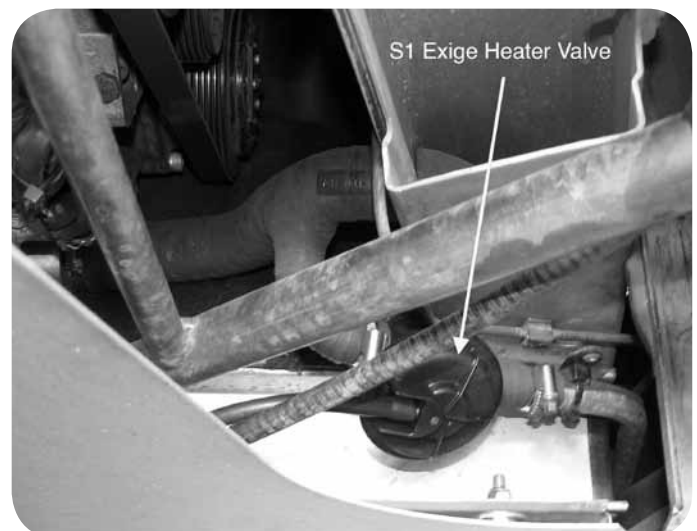
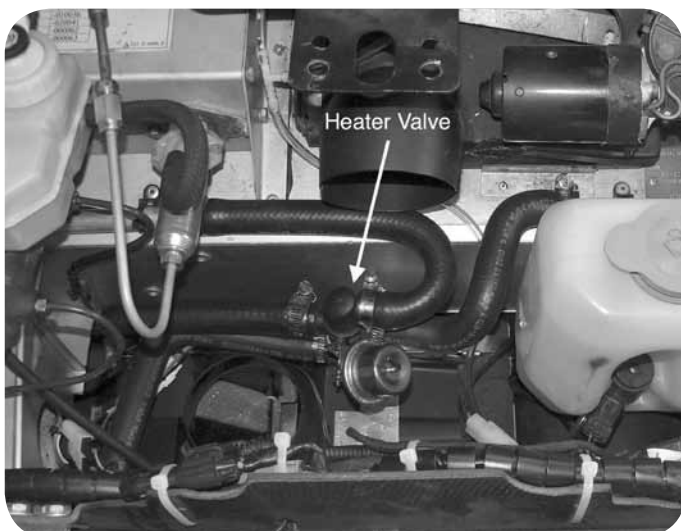
Now that the history and warning are out of the way I'll get on with the installation. Obviously there is more to it than just installing the heater valve. You need a way to switch it on and off. You will need to source:

1. An automotive solenoid operated vacuum switch (two port)
2. A one way or check valve
3. A toggle switch
4. A 12V Automotive LED (optional)
5. Some vacuum tubing
6. A tee piece

I sourced the solenoid operated vacuum switch and the check valve from an Auto electrician. They were second hand parts that had come out of customer cars. Unfortunately I don't have part numbers and I'm not sure they would help. It's not important that you get specific items however. I had no idea what I would end up with when I sourced mine. You just need any vacuum switch and check valve you can find. I ended up with a vacuum switch from an older Toyota Camry. It was used as the idle up solenoid for when the AC is switched on. The check valve came out of a Mercedes van. Something to do with the power windows apparently? (I don't understand that one!). The remaining parts are easily sourced from Repco / Super Cheap / Jaycar.

Best way to explain how to connect everything up is with pictures!

Let's start with the heater valve:



This was a relatively easy job. This is taken from underneath the RH rear of the car. Just cut the hose and splice the valve in. The most painful part is draining the coolant, refilling and bleeding.

Next up a few of the other parts required:

From left to right – solenoid operated vacuum switch, one way (or check) valve and a simple toggle switch. I also used an Automotive LED (not pictured) wired to the toggle switch so it's easy to tell when the heater valve is actuated.

This is the vacuum switch installed on the car:

For the vacuum supply I tee'd into the vacuum line going to the fuel pressure regulator. You can see the one-way valve after the tee piece in the picture below.

And finally, the toggle switch and LED installed at the front of the centre console.

Wiring is very simple. You just need to wire the toggle switch to the solenoid vacuum switch. You will need to find a 12V accessories power wire. I found one under the dash that went to the flasher unit. Essentially all you are doing is switching 12V to the solenoid. I wired the LED to be on when the heater valve is actuated.

The vacuum side of the connections that operate the heater valve are also quite simple. You might be wondering what purpose the one-way valve serves. It's there so that when you put your foot down the heater valve doesn't "switch off". Remember that an engine produces zero vacuum at full throttle.

To install the check valve you will need to determine which way you can suck air through it. You will only be able to do this in one direction. The side that you can suck air through is the side you need to connect to the vacuum line coming from the engine.

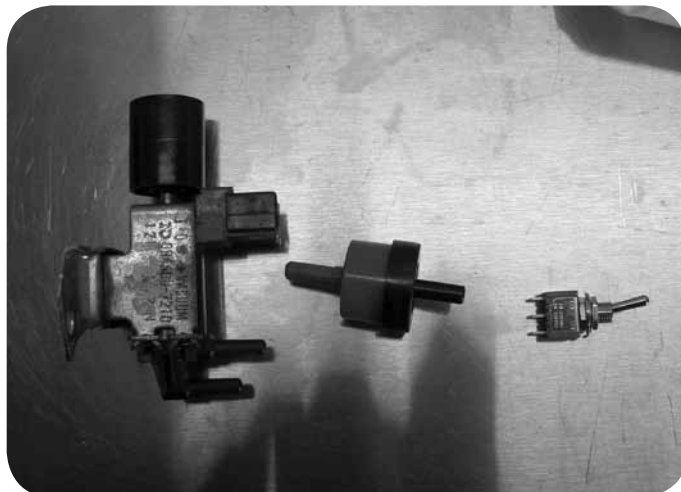
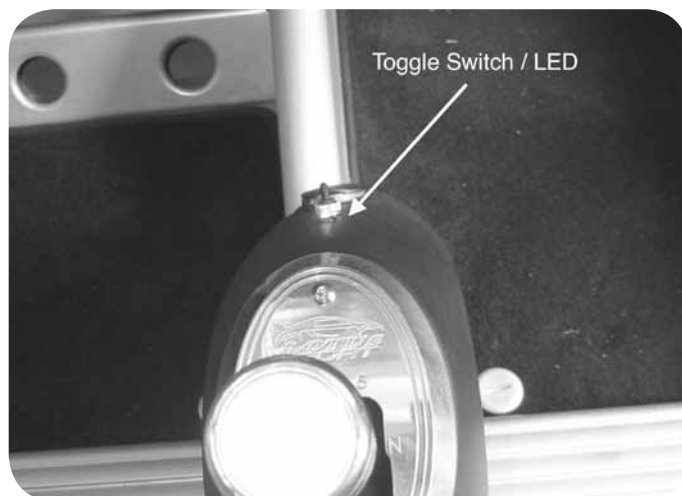
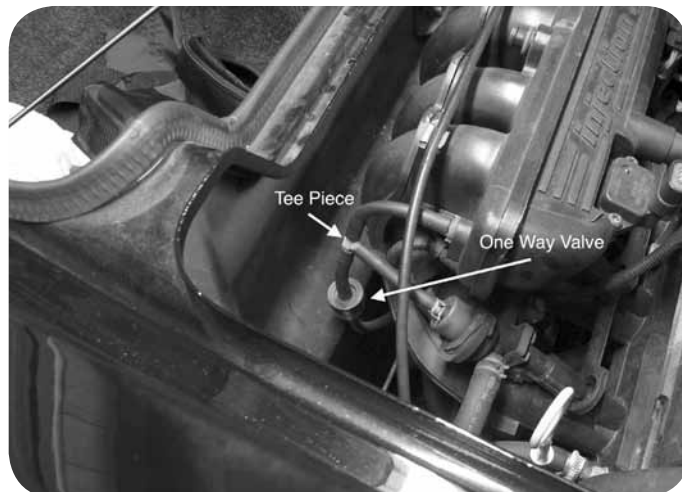
The other end of the check valve will connect to the heater valve. There are two ports on the heater valve that you need to connect to. One is connected to the vacuum line coming from the engine (via the check valve). The other is connected to the heater valve. To figure out which way to connect the lines you will need to operate the vacuum switch. Connect the vacuum line coming from the engine to one of the ports on the vacuum switch. Start the engine. Put your finger over the open port and operate the vacuum switch by switching power to it (via the toggle switch). You will feel vacuum with your finger. Switch off the power and the vacuum should stop. If it doesn't the lines are connected around the wrong way. Reverse them and repeat the test.

I have found several advantages after the modifications:

1. I don't have to use the AC anywhere near as much as I used to. Even on relatively cool days I would need to use it before but now that simply isn't the case.
2. The AC works very well on moderately warm days. I say moderately warm because I have not had the opportunity to test it on a really hot QLD day yet. But at temps of around 30 degrees it works very well.

The main thing is that these mods have stopped the heat soaking into the cabin and in the process taken additional load off the AC.

Elise AC's are not known for being incredibly efficient but these mods give the AC the best chance of performing at its peak. I have yet to determine if the system will cope on a really hot QLD day (when of course you need it most!). I do have one or two tricks up my sleeve yet if it doesn't :-)



SAUNDO'S SPOT

Out we go with Trevor Norris and the Norm Beechey EH Holden replica to the track on Sunday morning after our regulation stop at Maccas for coffee. Roar off on the first practice session and the car is running very rough. Back into the pits, remove the main fuel jets marked 160 and we put in some 155s. After comparing the 155s with the 160s we find that the 160s had been drilled out to about 200, so the engine was getting too much fuel.

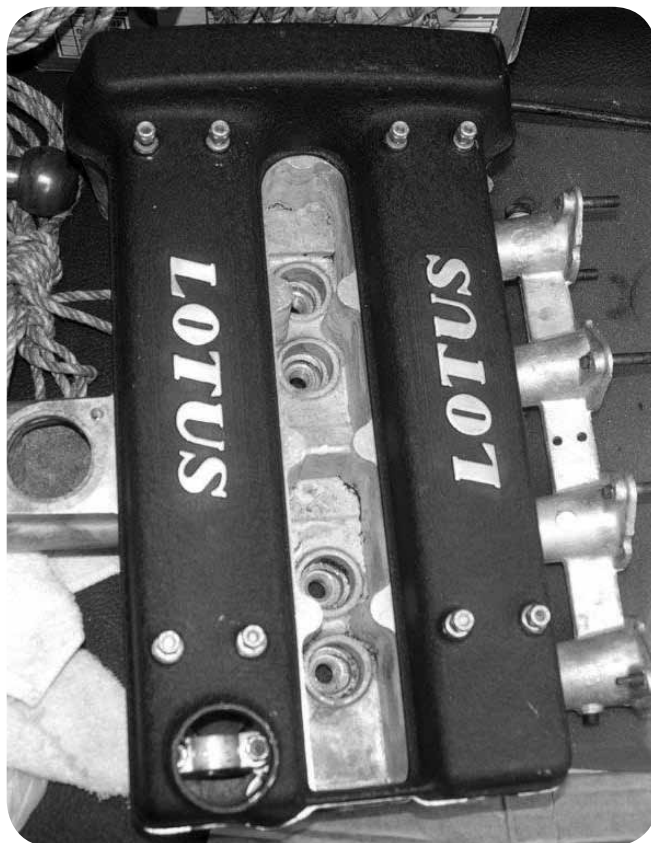
A few more laps and the EH is going like a rocket and then he rolls into the pits with oil pouring out from underneath. Trevor shaking his head from side to side saying I must have upset a Chinaman somewhere in an earlier life. Start the engine no oil pressure and a rattle. That's it back on the trailer and home, with our tails between our legs.

Removing the head next day and expecting the worst we find that one of the screw-in studs that holds the roller rockers in place had stripped its thread and fallen out. These studs screw into the water jackets in the head so this let all the water in the motor squirt into the tappet cover. No real drama: buy some more studs, remove the old ones, Hellicoil the stud holes and replace the lot. Problem solved. Slip in a new set of bearings and she is ready to race again.

My mate Errol Stratford also had his brand new BDA escort that he has been building for the last 6 months out for its first run. Looks and goes real well. I did like the top radiator hose from the Holden...gives the car 'a touch of class', as Trevor would say.

I just bought a Lotus motor, taken from an open wheeler which is out being put together right now by Matt, Jake and Craig at Precision Engine Recon at Ipswich.

"L" block, nice head with big valves and cams, lumpy Accrylite pistons, Cosworth rods, Fardon steel crank, steel flywheel, pointless distributor. We have 97 HP at the back wheels of our 1500 non-crossflow pushrod engine and it gets around Lakeside in 65.15 seconds with my son Allan driving. Attached are some pics of Allan hooking into the EHs in April 2011 at Lakeside. We hope to increase our horse power at the back wheels to at least 130 and do low 64 seconds and round up all the EH holdens including Norm Beechey (Trevor Norris).



» One Mann's Shed

February Club Night LCV

by Peter R Hill



About thirty people attended the February club night on Valentine's day – none of them were female! But the blokes had a good time poking around Richard Mann's factory in South Melbourne. It was a lovely, balmy summer evening (some, who weren't present, might have thought it perfect for romantic al fresco dinning). There was no excuse not to drive a Lotus and most of us did. Yellow was the predominant colour on display in the car park: Mike Richard's Elise; Kevin Neville's Evora; David Mottram's Elite; my M100 and Ed Perkins' Boxster. Kyran Meldrum gave the Elan representation in it's fiftieth year and there were more clubman than we have seen in a while including: Simon Henbest in his Seven; Tony McConnell in his Elfin joined by Mike Wilson; and Ian Simmons in his Amaro.

A couple of members joined in the spirit of Mann's Europa fascination. Europa stalwart Iain Palmer can always be relied on to make sure that the model is represented at our events and he was joined on this occasion by Peter Nowlan's Banks example. This is one horny looking skateboard, if it was a Spanish cyclist it would be banned for life. A Europa on steroids, and man does it look good. So we all peered into the engine bay at the Vauxhall V6, then stood back and took in the hippy flanks that struggle to cover the super wide rubber. That alone made the evening worthwhile, but don't tell my wife that.

Richard's factory looked spotless despite the dirty sand blasting and fiberglass work that had taken place there. The body of his Series One Europe was suspended on a 'spit' like a large rotisserie chicken, the perfect way to easily work on it. Its engine had been pressed into service in the Series Two after a substantial blow-up in that car. Richard had the remains of the engine on display. There was a large hole in the side of the block and only little bits of con rod and other components. But he already has plans afoot for a 150 plus horsepower replacement. The Lotus 47 was elevated on a mezzanine area. Richard provided an explanation of this historic car's past - few were made and this was one of the first. They were very successful racecars. It will be great to see this car in restored condition on one of our future visits.

Underneath the 47's plinth the nose of a Renault Alpine 110 was just visible, poking out from various bits of covering, including the dog's bedding, according to Richard. This car will be restored and sold so that the funds from the sale can be put towards the restoration of the 47.

So on a perfect Melbourne night we all caught up with friends, chatted, probably exaggerated horsepower, top speeds and driving heroics then motored home. Thanks to Richard and his helpers for hosting us.



» Novice's Notes

A twenty five year old dream came to fruition about three years ago when my son-in-law entered his breeding season, and was searching for a charabanc on the internet. "Look for a real car" I said, and he fortuitously found a suitable machine for me. Three days later the deal was done, and I became the proud owner of an 88 Caterham, and by the way, he got an Oscar for his efforts.

Getting my car into a reasonable mechanical state was suitably undertaken over a period by Greg Bray, who patiently explained every step necessary to return the mechanics to a former glory - no fancy bits, as I wanted her to be as original as possible (Thanks Greg).

My familiarisation with the car followed, with social runs with the club, and frequent visits to the coffee shop at the top of Mount Glorious. Now understanding the individual quirks of my pride and joy more, what better than to start some track work to improve my somewhat dubious skills in a safe environment.

Happy laps at Lakeside and some timed laps on a short circuit at the same venue, organised by the club and hugely enjoyable, intervened and the bug had bitten.

And so to Mount Cotton.

Most readers will probably have forgotten the time when they took this step with trepidation, but will never lose the memory of the feeling when the green light flicked on at their first event. There might also be some readers who have yet to take the leap, and are apprehensive of the rules and procedures just as I was.

The MG Car Club of Queensland this year held a "Come-and-Try" and "Test and Tune" day at Mount Cotton on 5 February. The prerequisites were that one had to have a clean and tidy car that would pass scrutineering, valid licensing, insurances and proper clothing.

The "Come-and-Try" session was aimed at total novices, and the format included a walk of the course, three or four laps accompanied with an experienced trainer, and a few solo laps. Some of the brigade that bought into the "Come-and-Try" session, including me, then moved on to the "Test and Tune" session. It was daunting to see the performance of obviously experienced and quick drivers, but of no consequence to the novices who just wanted to complete the course without dents to the car or ego.

The informal scrutineering of my car by Dick Reynolds prior to the day paid dividends, and on the day, the car was judged fit and ready to run. Worry no.1 over.

The course walk was led by our allotted trainer, who explained the line on every turn, braking points and particularly the need to exit the course without modifying the Armco barrier.

Complete with trainer in the passenger seat, we novices paraded around the course in groups of four, sedately and sensibly, having a commentary on position at all points. Trainers changed for each accompanied lap, and it quickly became apparent that each trainer, understandably, had a different view on the best lines.

As we became comfortable with the idea, we were permitted to go solo, putting into practice the lessons we had been given. I think that we all found out why there had been disparity in the advice given to us, as we all seemed to find our own variation on the theme.

The afternoon session came far too quickly, but allowed us to get the important time on the track to sort out what we were doing wrong. I dare say that the list will grow as time passes, but my two club colleagues Dick and Daryl, who were there for the "Test and Tune", and the onboard camera have helped me identify a lot of errors. Don't expect to see me recording any spectacular times soon, I simply want to be a more competent driver and enjoy reaching my limits.

For those about to take the plunge into something other than social runs, I can thoroughly recommend it, providing you:

- take the time to get your car in a proper working order,
- take every piece of advice from the guys that have done this so many times before and,
- drive on the track in a way that lets you drive home.

For club members who are old hands, thanks for your help, advice and remembering that there are novices in the club.

Hats off to the MG Car Club for arranging a sensible introduction to motorsport in a safe environment. Let's hope that more event organisers adopt their approach.



▲ 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



▲ 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

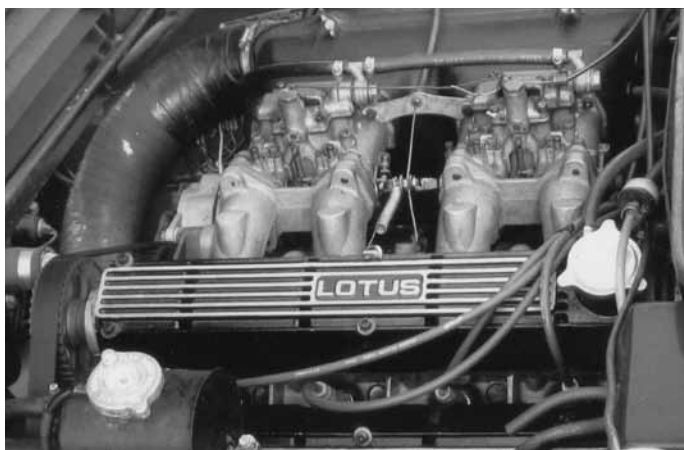
(Celebrating the Lotus F1 GP win in 1972).

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



▲ LOTUS ELITE 502 1974

Not the best Elite in Australia but with TLC it could be.

- Tasmanian registered, original condition
- Purchased 16 years ago from a collector
- Basic replacements during this period, new tyres, clutch and pressure plate, stainless steel exhaust and rear bearings
- Good clean honest car which is mechanically sound and handles like a Lotus
- Is fun to drive
- Relocation to a smaller residence with no garage necessitates the sale

Price \$9000.00

Phone 0363497110 or 0427 313 523

Old Beach, Tasmania

▲ 2008 ELISE S2 2008 (purchased new in September 2009)

- Toyota 1zz-fe motor
- SSC front splitter
- Sector 111 low seat rails(standard rails available)
- X-PEL full front protection including mirrors.
- All book services (log books)
- Always garaged.
- Dash pod replaced at 22,000 klms ,current mileage shows 6,008 klms

Fantastic car ripe for modification or just enjoy the car as is.

\$54k or negotiate

► 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.

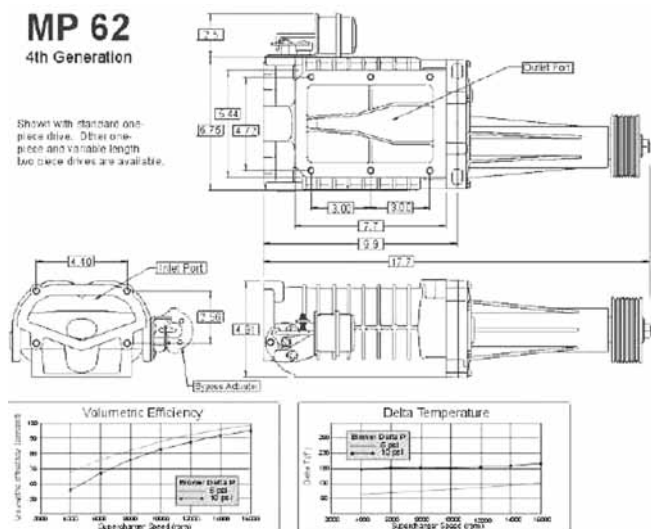
Quaife Type 9, heavy duty, 5 speed semi-helical synchromesh gearbox (2.39, 1.69, 1.21, 1:1, 0.87). Aluminium casing, Quaife steel lever and billet operating block. Rated to 250bhp.

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.

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 ZZZ 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 whp tuned ECU. Only been used for 2500km

Price \$4,000 negotiable.

Contact Mitch Gaskell 0403 570 159 or email mitchell@gabba.com.au

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

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- 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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TVR Tuscan Speed Six

This is a very rare car and one of only a handful in Australia. It is a 2000 model powered by a four-litre, high-performance, six-cylinder engine with 360 HP on tap. Mated with a five-speed gearbox and weighing around 1100kg it is quoted as being good for 180mph! You get Ferrari performance for a fraction of the price. The car has power steering and is airconditioned. It has travelled approximately 24,000 miles from new and has a full service history and a file with all receipts. It is finished in 'chameleon' with contrasting leather trim. Intoxicating performance . . . truly a driver's car!

Reg TVR07. \$69,000.

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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.

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2nd Tuesday each month
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South Australia – CLA

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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 idalpalmer@melbpc.org.au

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