



LOTUS & Clubman Notes



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

FEATURES

- WA State Sprint Series
- Mountain Madness, Thredbo
- Goodwood and a Day at Potash Lane
- Lotus Myths & Legends
- CLA Christmas Picnic
- LCV Lotus Christmas Gathering and Concours 2013
- 2013 Roundup from the ACT

2013

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December 2013

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COVER IMAGE:

A line of lovely Lotus legends in the rain at the LCV Christmas Concourse



LOTUS & Clubman Notes

Well there goes 2013! A year of highs and lows for the Lotus fraternity that started with a promising start to the F1 season with a win for Kimi, saw the passing of a number of long time club members around the county and has drawn to a close with a bumper combined CLA, LCQ and CLV effort to bring together, inside the one set of covers, a magazine that will provide some memories of recent events, legends from the past, as well as some food for thought on the way forward.

Along with an expanded choice of articles detailing recent club events and motorsport wraps I commend you all to read the various thoughts of some of our members on the idea of amalgamating all our clubs under the one banner and then make sure you let your thoughts be known to the various committees in the coming months as a vibrant club is both a pleasure to be involved with and a sure way to ensure that it remains a success into the future.

My year as editor for has been a pleasure and I have found that in being a small part of making the magazine a success I have met many members both locally and from up north that were previously only vaguely familiar names. I do want to give special thanks for the wonderful assistance during the year of a couple of members, Peter Hill who quietly goes about uploading some great articles that seem to arrive when we are running short of worthy material, and Venus Lane whose great work behind the camera can always be relied on. Her photos, that are often more than simply of the cars, as the accompanying photo demonstrates, have been of great help. Of course Lotus Notes simply would not happen if it was only up to me and I have needed the assistance and guidance of many others, so thanks to everyone who has taken the time to send in articles and photos. Do keep doing so next year!

My year of motorsport has not been as successful as I hope 2014 will be, however a sister group to LCV, the MSCA, does a great job of organizing a range of events throughout the year that I know a lot of members enjoy. In an effort to improve their visibility they have established a Facebook page, www.facebook.com/groups/mscav so do take the time to visit and browse through some great photos from recent events and plan, as I do, to come along to enjoy what they can offer to safely thrash your Lotus or Clubman in a safe environment.

Do drive safely over the summer so that you can all have a Merry Christmas and Happy New Year to you all. See you in 2014 and I'm now off to enjoy the early summer sunshine in the Elise, just to make up for when it was not on the road during the past year!

CKJ 111



President's pleasantries

By CRAIG CHALMERS, President, LCV

For my final president's comments for the year I welcome our associates from NSW on board with CLA joining us for an end of year bumper magazine.

Well it's hard to believe another busy year with LCV is already coming to an end. With track days, club nights, EMRs, the Gippsland Gallivant and our special guest speaker of Tony Wheeler there's certainly been something for everyone. Wrapping it up with the Christmas party and Concours gave everyone the chance to close out the social calendar and give their car a bit of a bath and a polish to wrap up the year. On the motorsport scene, congratulations go to the winners of each of the LCV championship classes and also to those who took titles in MSCA competition. We also had a number of members performing well in the Supersprint Championship as well as others performing in Open Wheelers and historic racing.

A quick wrap up of November events had the MSCA Winton sprint which also formed the final round of the LCV championship. The write up of the track day action is contained inside the magazine but for me the opportunity of an overnight stop in Benalla with the long Cup day weekend (for some) gave me the opportunity to head back to the eastern suburbs of Melbourne via Mansfield and the fabulous Jamieson-Eildon road. On a Monday morning with many at work, 50 odd glorious kilometres of almost deserted twisty road was pure Lotus bliss. This is a perfect way to relieve the stress of the day to day whilst the roads are so twisty that licence losing speed is nigh on impossible. Unfortunately the Black Spur (as usual) was populated by the lowest common driving denominator, with the usual lack of consideration and inability to read 'slow vehicle turnout' signs. However overall it was a great drive back and if you have the extra time when commuting back to Melbourne from Benalla, I'd highly recommend it over falling asleep on the Hume.

Unfortunately I missed the November EMR but I understand Kris Cook did a great job of

sourcing out some fun roads and a great lunch stop. Well done Kris and I'm sorry I missed it. LCV also managed to access and a tour of the Automotive Centre of Excellence in Docklands, with a slightly smaller turnout than our previous visit making it to the earlier start time for their technical and training fix. See the detailed reports on both events further inside.

A big thank you also goes to Peter McConnell, Jan & Gary Parnaby for a stellar job organising the Christmas party & concours. Unfortunately the weather wasn't the best, but most enjoyed a great day and quickly shuffled indoors and out again once the showers passed over. The weather tested the endurance of our concours judges, but thanks to Mike Richards & Iain Palmer for your work on the day and making some tight calls between some very well presented cars. Best wishes again to club stalwart Ivan Butterworth on celebrating his 90th birthday.

In wrapping up the year, a big thanks must go out to all those who have chipped in and contributed to the club throughout the year. A special thanks to the committee for all their hard work throughout the year. Your assistance and teamwork makes the top job a lot easier. Best wishes to those continuing on next year and thanks for your efforts for those who are stepping down after completing their tenure. On behalf of the club we all pass on our thanks. My appreciation and thanks must also go out to the quiet achievers who ensure the magazine is delivered to your mailbox each month. Cris Johansen chases up the content, Steve Blackie & Jo-Anne Ridgeway put it all together, Ashley Douglas prints it, then Simon Henbest, Alan Backholer and Ian Simmons donate their time every month to pack and deliver the finished product to Australia Post. The magazine packers will be glad that the quantity of magazines will reduce next year with more members going electronic only, but regardless, it's a big job so a hearty thankyou goes out to all of you. A special thankyou also goes to Peter McConnell & John King for organising our track day at Deca. To those who organised the Gippsland Gallivant,



EMR's and club nights I thank you and for anyone else who I may have missed I apologise.

With only the AGM to come to wrap up the year, it is time for me to sign off from my time as President of LCV. After seven years on the committee and three as President it is time for a rest and to give someone else the opportunity to lead the club and write their monthly thoughts. It was a great privilege and I enjoyed the opportunity to meet many members through all the various formats that LCV represents. I will still be around the club and won't be a stranger so I look forward to the chance to sit on the other side of the fence as a regular club member and be surprised at the nights and club runs planned by the committee. In the meantime, may all the members of LCV, LCQ and CLA enjoy a safe and Merry Christmas and an enjoyable New Year. I hope you get the chance to experience your car in whatever method that you enjoy and that 2014 is a good year for you all.

For a final sign off for now, as always travel fast and travel safe,



Craig

WELCOME NEW LCV MEMBERS:

David Guest [Elfin Clubman]
Claudio Vecchio [Lotus Excel]

LCV Annual General Meeting

TUESDAY 10 DECEMBER – 7.30pm

Water Rat Hotel
cnr. Park & Moray Streets,
South Melbourne

Where we love to be!



President's prologue

By **DICK REYNOLDS, President, LCQ**

Lotus days, oh! Lotus days. What a great couple of months we have had.

Quite a few members hit the road on 27th November for Ken Philp's run to Rathdowney, Rosevale. Article here. I had other commitments, and sadly missed seeing the guy with the helicopter turn up for a drink! Interesting to see Daryl Wilson lining up to take on a John Deere – good luck Daryl!

The Lotus / Caterham Seven owners had our annual "Seven Day" at John Lungrens, ably run by John Barrum, and it went off with the usual aplomb. Nice run from Mt Gravatt to Mt Cotton and then on to John's at Thornlands – that's out near Fiji for you un-geographical! Great arrival at John's with the usual snap shot opportunities and fine food and drink. We particularly enjoyed the unveiling of John's newly restored Seven. Immaculate as always, and very track like! There might be an article here, even though this is not a 'sanctioned' Lotus Club event.

On a less happy note, I was unlucky enough to be alongside a pushbike rider who crashed on Mt Gravatt as I was heading up the hill. No, I was not instrumental in his downfall! Bit scary how vulnerable these guys are. He was complaining about not being able to feel his fingers, and leaking a bit from various wounds, though quite coherent. We have been sharing the road with bikes, both 'motor' and 'push', for some years now, and I for one am quite happy to share with them. Maybe not if I am involved in an incident though! Turns out he was generally OK and ambulated off for recovery.

A while after settling in at John's, Jason McGarry and Jon Young suggested we decamp and visit the Queensland Hill Climb

championships just down the road. What a brilliant event. No members competing this time, but records falling left, right and centre. I think a bloody Victorian won again – well done! It was a bit scary seeing the track so close up. Probably a good idea to walk the circuit before running on it. Does give one a different perspective!

Noosa Hill Climb was the usual thrill! What a magic weekend. Jon Young, Jason McGarry and Peter Quinn and friends entertained me thoroughly, and I'm sure there is an article somewhere. Must say they seemed a bit 'funny' Sunday avo! Something afoot methinks. Morgan Park involved.

HANS devices are mooted for all events next year. Seems like a good idea, but you do wonder where it's all heading. Can't be safe enough I suppose, and we are motor racing.

I had a chat with Scott Dean at Noosa Hill Climb on the weekend, and he is now full of beans, having survived a serious 4g sudden stop at Lakeside some months ago. They tell me he is only alive because of the Hans device. Won his class!

Ken Philp's Caterham has hit the road, in his name, and what a great car it seems. The red colour scheme sets it off well, much better than black or green / yellow I think. Seem to remember he had a very quick Seven some years back. No doubt this one is heading in the same direction. Welcome to the fray Ken.

Our social gurus, Peter and Norma Upham, have organised our Christmas Dinner once again at the New Farm Deli on 23rd November. It was brilliant last year, and promises to be the same

this year. I can't be there, but I recommend it to all for a great night out.

Next weekend, 16th November is a Club Sprint at Lakeside Raceway organised by Matt Plowman. A great chance for the really quick, grown up cars to have a go at Lakeside. The next day has the Holden Sporting Car Club Willowbank Khanacross, one for the just as enthusiastic, but maybe not so serious and the 23rd 24th is the final round of the MG Car Club Mount Cotton Hill Climb series. That one is just for the plain crazy!

Like I said, what a great couple of months!

Well, that's probably it for the year, and I have enjoyed it immensely. I would like to thank the people who have read my prologue with interest, and promise I will attempt to continue to do so if I am at it next year. For those who haven't enjoyed it, just turn the page!

As President of the Club I would like to thank all the members for their support during the year and wish you all the very best for the festive season, and look forward to seeing you all next year.

Happy Christmas and all the best for the New Year,



Dick

PS. Oh, and 'travel fast and travel safe' – I like that one Craig.

LCQ Christmas Meeting

TUESDAY 3 DECEMBER – 7.30 pm

Shannons Insurance
Unit 5B, West End Corporate Park
305-313 Montague Road, West End
Contact: Dick Reynolds: 0419 791 326



President's prattle

By **ASHTON ROSKILL, President, LCA**

Happy Christmas to you all!

I am particularly delighted to be contributing to this year's collective magazine, and a big thank you to the Victorian team for continuing to pull this great magazine together; I see this as yet another sign of the continuing improvement in the collaboration across the Australian Lotus community, and I am particularly grateful to Craig and Dick for their continued friendship and help in building the bridges that we have over the last few years.

As these are my last mutterings of 2013, I thought a quick reflection on some of the highlights of the year might be in order.

The year started well with the traditional CLA CSCA sprint at Wakefield Park, this year a month later than usual in March; sadly I was overseas for the weekend of the event, but all the reports suggest that Mike Basquil ran the event to his usual exemplary standards, and great fun was had by all. This was the beginning of a great series of sprints, with a battle for the Champion Driver quickly establishing itself between Richard Wilson in his beautiful Elan, and Rex Hodder in his Exige; this battle continued right up to the wire, and was so close that in the end, they have shared the Championship, tied on exactly the same (maximum) points in their two classes. Many congratulations to them both, and grateful thanks to all those who came along to the sprints this year - my casual observation is that the numbers have improved this year, and the concerns we had last year on the viability of the series may have eased a little. Oh, and CLA once again won the Club Championship; I think that's now six years on the trot, so perhaps best not to rub it in!

That same weekend also saw the inaugural Top Gear Live event at Sydney Motorsport Park (Eastern Creek for all those who, like me, find that a bit of a mouthful!) which we were kindly invited to attend by Glen and Alastair at Lotus Australia; the photos of the day, and the subsequent film put out by Top Gear suggest it was a success, and I understand it is being repeated for 2014.

2013 is noteworthy as the 40th anniversary of the original establishment of Club Lotus

Australia, and it was therefore particularly fitting that the NSW team was responsible for the biennial gathering at our Nationals; this year we decided to try Canberra as a location, and also moved from the traditional Easter weekend, to the Anzac Day weekend in April. The feedback we have received since (many thanks to all those who wrote to us) suggests that both these decisions were contributors to the outstanding turnout of cars and friends, coming in from (almost) all over the country - we had visitors from not only NSW and ACT, Queensland and Victoria, but also contingents from Tasmania, SA and even NT. Hopefully we can get some of the WA crew over for Lotus 2015 in Adelaide! The event itself went without significant hitch, and the combination of tracktime at Wakefield Park, noisy, very lively social mealtimes, the Concours d'Elegance on the lawns of Parliament House, and of course the black tie Gala Dinner on the Saturday night seems to have provided a fun event for everyone.

The middle of the year is traditionally relatively quiet, prior to the run of events in August, with the Shannons Day at SMP (Eastern Creek) followed shortly by the All British Day at Kings School; since we had conducted the Concours d'Elegance at Lotus 2013, we had Concours de Couleur this year, with predictably amusing results! The usual comment about our stand looking as though someone has spilled the Smarties was amplified by parking the cars in colour groups, and we really stood out on the fields this year, particularly as we had 40 cars on show. Many thanks to all who attended - it is a great day, and this year the weather was stunning.

2013 also marks two ten year anniversaries; your truly arrived (back) to these shores in September 2003, and shortly after, in late October, with three good friends set up the online forum that has become Aussie Elises, as much reflecting the fact that not all Lotus drivers want to be part of a formal Club, but are happy to contribute to conversation in a more informal environment; AE has started to provide a similar resource to what LotusElan.net and TheLotusForums do for the older cars, and in November we had a joint celebration of CLA's 40th and AE's 10th anniversaries, with a

drive weekend to Thredbo in the Southern Alps. There's a report elsewhere in here, but suffice to say that, other than some dubious choices of roads down (for which my sincere apologies again), the weekend was a suitable celebration of these two milestones, and a great occasion to get together with old friends.

Our relationship with both Lotus Australia and our local distributors is an important one, not only for the information it provides us with, and the opportunities to attend interesting events, but also as an integral part of the marque - Lotus has long been a "friendly" car brand, partly due to the cosy size of the cars I dare say! So it is particularly pleasing to see the appointment of Simply Sports Cars as the NSW distributor this year (announced at Lotus 2013), and to subsequently see the magnificent showroom and workshops they have created at the northern end of Hotham Parade in Artarmon. If you haven't been there yet, we will be hosting February's General Meeting there with a barbeque, so come along and see it in all its glory then!

Sadly, 2013 was also a year where we lost some dear friends of Lotus; David Haydon, Graham Howard and Adrien Schagen, all founding members of CLA, and sources of astonishing friendship, knowledge and humour for many years all passed away this year; they will be greatly missed.

Our thoughts are also with Bruce Mansell and his family as Bruce starts the journey of recovery from his horrific accident; Bruce, please know we are thinking of you.

And as we charge headlong towards the year end, it just leaves me to say a big thank you to the CLA Committee who continue to keep everything heading the right way, and to wish all my friends that I have made throughout Australia through owning this "funny plastic Matchbox" (my father's words) a thoroughly enjoyable Christmas and New Year, and I look forward to seeing many of you in 2014.

In the meantime, keep it right side up and on the blackstuff,

Pip pip



Ashton





2013

LOTUS 2013-14 CALENDER OF EVENTS

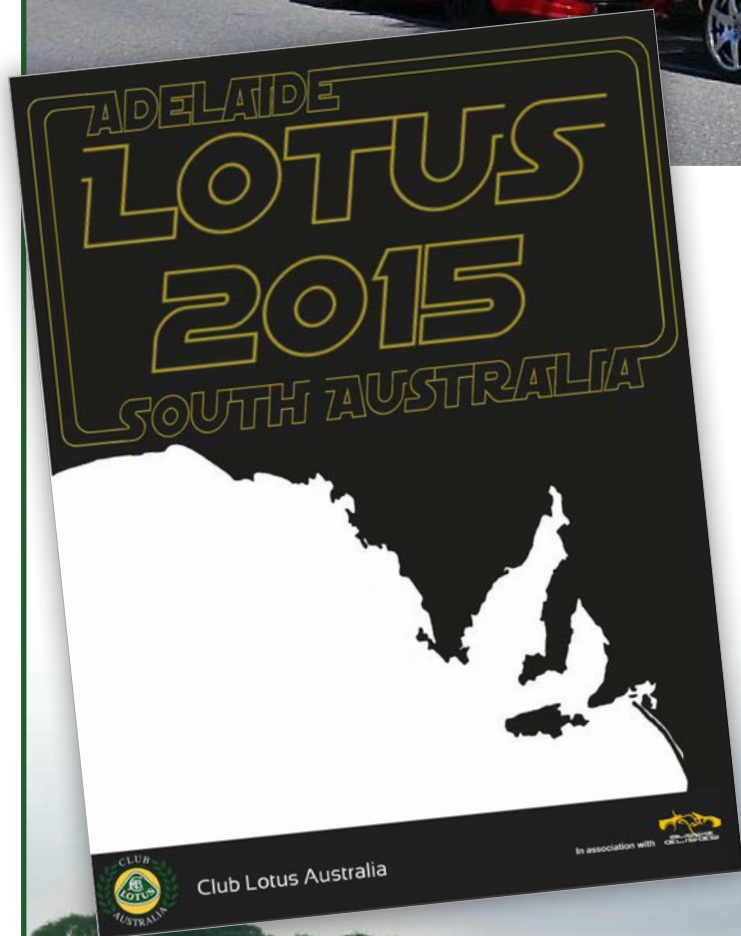
DECEMBER 2013		VICTORIA	QUEENSLAND
Tuesday 3rd			LCQ Christmas Meeting Venue Shannons Insurance – Unit 5B, West End Corporate Park 305-313 Montague Road, West End Start time: 7.30pm Contact: Dick Reynolds: 0419 791 326
Thursday 5th			Gear Day Queensland Raceway
Tuesday 10th		LCV Annual General Meeting Venue: Water Rat Hotel, cnr. Park & Moray Streets, South Melbourne Start time: 7.30pm	
Sunday 15th			EMR Venue McDonalds at The Gap Start time: 7.30am Contact: Dick Reynolds: 0419 791 326
JANUARY 2014		VICTORIA	QUEENSLAND
Tuesday 21st		LCV Restaurant Night Venue: TBA Start time: 7.00pm Contact: Peter McConnell 0402 076 107	
Monday 27th			Bayside Vehicle Restorers Club Australia Day BBQ Venue TBA and convoy to: Ormiston State School, Willington Street, Ormiston Start time: 7.30am Contact: Clive Wade
FEBRUARY 2014		VICTORIA	QUEENSLAND
Tuesday 21st		MSCA Sprint Venue: Sandown Start time: 7.30am Contact: MSCA website www.msca.net.au	



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au



LOTUS 2015 BAROSSA GETAWAY

2015 will see the return of the Lotus National gathering to the beautiful Barossa Valley. To be held over the weekend of 3rd, 4th and 5th of October, the weekend will showcase the best of South Australian hospitality, along with the food and wine that the Barossa is famous for, and the glorious roads of the Adelaide hills.

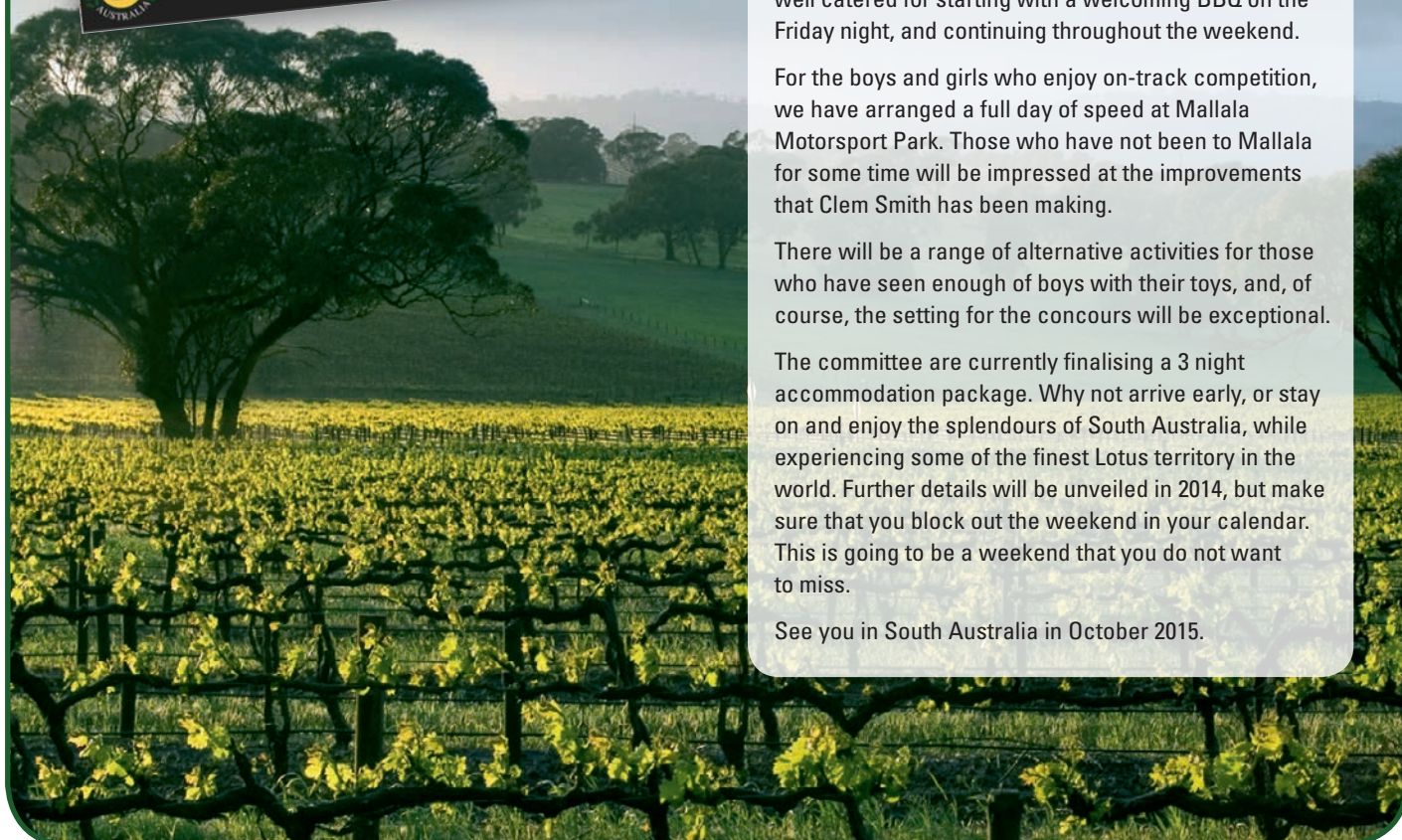
The organising committee is well advanced in planning a fun filled, family friendly weekend, with activities to please and engage all attendees. The social side will be well catered for starting with a welcoming BBQ on the Friday night, and continuing throughout the weekend.

For the boys and girls who enjoy on-track competition, we have arranged a full day of speed at Mallala Motorsport Park. Those who have not been to Mallala for some time will be impressed at the improvements that Clem Smith has been making.

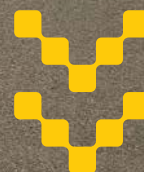
There will be a range of alternative activities for those who have seen enough of boys with their toys, and, of course, the setting for the concours will be exceptional.

The committee are currently finalising a 3 night accommodation package. Why not arrive early, or stay on and enjoy the splendours of South Australia, while experiencing some of the finest Lotus territory in the world. Further details will be unveiled in 2014, but make sure that you block out the weekend in your calendar. This is going to be a weekend that you do not want to miss.

See you in South Australia in October 2015.



by Vicky Rowe



WA STATE SPRINT SERIES 8

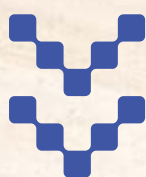
The final round of the MC Motorsport State Sprint Championship was on Sunday 27th of October at the RAC Centre. Every round of the series has been at this venue, but the great thing about this driving centre is its adaptability. We had a different track configuration for each of the 8 rounds, finishing on Sunday with a 5km long course which utilised both skidpans and took the outside track in the opposite direction to usual. This was probably the fastest and longest course of the series, and with some warm weather we had all the ingredients for some hot laps. In fact a little too hot for some. Bill Stagoll was directly in front of the spectators as he his Exige let go. The 360 was so beautifully executed that his time wasn't really impacted. And the overall leader of the series provided a gob smacking moment in his Evo as he left the track and drifted across the grass sideways, down a culvert, and up again to rejoin the track.

Not so hot was our little Elise. It only took one lap for me to realise something was wrong. Ed had his go and confirmed there was a problem, but what was it? There's not much you can see when you open the boot lid of a Lotus, although in this case there was a clue. The plenum chamber is usually almost touching the lid, but now it was a few inches lower and the engine was clearly at an angle. Hmm...engine mount? As it turns out the engine mount bolt had completely sheared off and the engine was effectively hanging off the oil cooler hoses. Whoops!

Whatever the problem our day was over. Or was it? I know, let's get the spare? Spare what I hear you ask. You know, the spare Lotus at home. Yes, that's right, the old girl got a rest, and the new baby came out for a play. Embarrassingly the super capable, supercharged 'orange wasp' was slower than the sick old girl. Gee whiz. It certainly felt fast on the straight, but the rest actually felt like a struggle. I for one will have to remember in future to turn on the S button and turn off the ---button.

At the end of the day there were some great times and lots of big smiles. Especially when series results for 2013 were announced and trophies awarded, with a strong Lotus representation. Big congratulations to Andrew Graham for taking out second place in class A (up to 2000cc). Also, a great win by Bill Stagoll in class B (2001 to 3600cc), with Steve Metlitzky getting second. Well done guys!





by Ashton Roskill

Mountain Madness

THREDBO

November 15th-17th 2013

Celebrating the 40th Anniversary of Club Lotus Australia, and 10th Anniversary of Aussie Elises

40 years ago, from small but extremely enthusiastic beginnings, the Lotus enthusiasts movement began in Australia with the formation of Club Lotus Australia; 30 years later, an equally small and equally enthusiastic group of four set up an internet chat room to try to find more of the "recent" (some might say slightly more reliable!) Lotus cars for socials, drives, motorsport and the like.

The combination of these two groups, one formal and incorporated under the (typically onerous) legislative requirements of Australian Law, and the other a more informal and less legislated body has brought together a superb group of people all over Australia, for which I for one am immensely grateful.

And over the middle weekend of November (when the weather is supposed to have warmed up!) 40 of us descended from the UK, Queensland, Victoria and NSW on the Southern Alps for a weekend to celebrate friendship, catch-up, and drive some spectacular roads.



The down from Sydney was designed to try out some new roads, supposedly all tarmac according to the research. The road from Nowra to Braidwood, we can all attest, is not sealed all the way, so we arrived at lunch rather dusty and with some of the crew not in the best frame of mind. Just to be sure, I asked in the Royal Mail Hotel where we had lunch whether the road to Cooma was sealed; oh yes, it's a good road all the

way through to Cooma. No it isn't; 30km is unsealed, and some of that is distinctly rough. More unhappiness on arrival into Thredbo, except for Giles in his Troopy, who had a grin from ear to ear.

However, the prospect of dinner and a few drinks soon got everyone back into the spirit of things, and Gieta and the team at Redbank Lodge excelled, providing us with a lovely meal in a warm and friendly environment. Sometime later, silence eventually descended on Thredbo (and it was SOME time later!)

The following morning dawned cloudy and a little damp, and I don't mind admitting to thoughts of a rather tentative drive around the Mount Kosciusko circuit to Khancobin and back via Cabramurra (Australia's highest town) and Adaminaby. However, almost as soon as we cleared Thredbo, the sun came out, and for the rest of the drive to Cabramurra, including an interesting stop in at the Murray 1 Hydro-Electric Power Station, we had beautiful clear sky, and equally clear roads. Except for the one point where we had to turn off to the power station, and three of our number missed the turn off in their efforts to pass a car and trailer!

On up the hill from Khancobin was quick and enormous fun, past the interestingly named Tumut Pond – some pond! After a brief stop at Cabramurra, and an unscheduled stop following an interaction with the local Skippy, we headed down out of the hills, and back into the rain! The road out to the Snowy Mountain Highway reminded me of some of the best Scottish glen roads, open, sweeping and clear. And parts of the SMH were also quite fun, but the parts where the road repair process involves pouring mastic into the cracks resulted in a road surface with the adhesive properties of glass! Not so much fun.

Lunch at the Adaminaby Bakery was surprisingly good (burgers and cream buns!) and of course we had to get a shot next to the Big Trout! After a quick fuel stop in Jindabyne, there was a final quite quick burst up the hill to Thredbo, albeit tempered by the rain!

I don't think there are too many on that run who would dispute that this set of roads has to be one of the best day's driving available on the east coast of Australia (see the photos for the grins!). And not a policeman in sight all day!

Saturday evening saw us at Knickerbocker for a superb meal courtesy of Jean Michel and Georgie Gerst, and a very noisy evening of conversation with a lot of great friends. Awards were argued over, abuse thrown around like confetti, and generally the normal state of affairs prevailed. So Winno got drunk. And I had quite forgotten what fun a slightly drunken game of Foosball can be – particularly on a table with a lean to it!

A huge thank you is due to all those who made the effort to come and celebrate these two milestones – Giles, Damien and Georgie, Duane, Eric, Zed and Dana, Dave and Elizabeth, Simon (all the way from the UK), Mike, Craig, Hartley, Pete, Anne and Maurice, Rob and Candy, Rob and Robyn, Andrew and Monica, Tom and Donna, David and Kirsty, Rex and Karen, Kyle and Barbie, Winno and Kerri, and of course my long-suffering wife Caroline - to Rob and Robyn Bryden for the use of Redbank Lodge, and Gieta for her good-humour and excellent catering, and to Zed for the production of the limited edition T shirts for the event. Congratulations to Dave for losing the Dummy down the back of the sofa during a game of coin-drop (don't ask), and to Pete for acquiring the Wooden Spoon for missing the turn to Murray 1 not once, but four times. Just glad I was able to pass it on!

I hope we don't have to wait another ten years for the next one – and I hope to see you there.





by Simon Herbest



ACE VISIT

On a wet Tuesday evening more than 25 LCV members arrived at the Kangan Institute's Automotive Centre of Excellence in Docklands. We welcomed by Paul Beutel, the Business Development Manager, who explained that ACE is TAFE college primarily used for training students in the light and heavy vehicles trades; outdoor power equipment, marine mechanics, motorcycle and motorsport. ACE is the largest dedicated Automotive training facility in Australia and trains over four thousand students every year. The centre has more than doubled in size since our last visit with the addition of the Stage II facility, which was completed two years ago.

We were given a guided tour of the premises; this included a range of training areas, each having its own practical area and classroom to ensure students have ready access to the relevant equipment. These training areas included a state of the art paint shop; an engine section covering internal combustion, diesel and electric; a drivetrain section for gearboxes, automatics and differentials; a bodywork and metal work section and a new auto electrical laboratory. There was also a purpose built vehicle and engine laboratory, with dynamometers and fully equipped state of the art emissions measurement capabilities.

As Paul took us around, it became clear that the strong partnerships with and contributions from industry were a key component of ACE's operations and these linkages ameliorate running costs and ensure that the centre remains aligned with current technology. The centre is also utilized for commercial work such as vehicle emissions testing and they run a series of short courses, some of which would be most useful to the home mechanic or when undertaking vehicle restoration.

At the conclusion of the night our president Craig Chalmers thanked Paul for a truly excellent night and this was recognized with a Certificate of Appreciation from the club.



FURTHER INFORMATION ON ACE CAN BE FOUND AT
<http://www.kangan.edu.au/automotive-centre-of-excellence>





Goodwood and a Day at Potash Lane

by Clive Wade

Did I ever make a comment about our glorious weather we have in SE Queensland? Beautiful one day, perfect the next. Spring perfection, no hotties, no beanies, just a light jacket and enjoy the perfect post-winter sunshine. Golly I'm glad I don't live in one of those places where it rains, sleet or snows all the time. In October 2012 Gloria and I really tested the weather gods, we went to Victoria to enjoy the hospitality of LCV, to enjoy the back roads of the Goldfields. And to really test the south, do it all in an open air Porsche. The results; the Porker was nice, the weather was wonderful, and LCV really made us welcome. That was the short-term result, the long-term result was LCQ has never forgiven our misdemeanour, we have been endlessly berated for bringing Victoria's "normal" weather back to Qld! It seemed thereafter, every LCQ day was wet, and it was our fault! Dear, oh dear, OH DEAR!

So, for this year's spring we set out to really test our fortunes. Our good friend Greg Bray invited us to join his family in Portsmouth, and while we were there, Goodwood Revival just happened to be on - too good to resist! And the weather you might ask? Fine. England's rare summer of perfect weather stayed that way, until we arrived 3 days before Goodwood, then poor old Blighty returned to its rumoured traditional way - it was cold, grey and wet.

Goodwood; Kyran (God rest his soul) has already filled you in on Goodwood, so I am not going to bore you with more detail regarding one of the best weekends I've ever had. Suffice to say, watching numerous Lotus historic F1 cars being raced flat chat in the rain made a positive impression on me, and I didn't mind one iota being soaked on a wet and blustery English afternoon, or two.

So if one has made the effort to travel to the UK for 2 days of bliss, how can one improve on such? Easy! Spend four more weeks poking 'round Cornwall, Cumbria and Yorkshire, pop in on some rellies, then drive back to Portsmouth via Norfolk. Don't bother about the Norfolk Broads for quanting is out of fashion at the moment, rather, pop in on the good folk at Potash Lane.

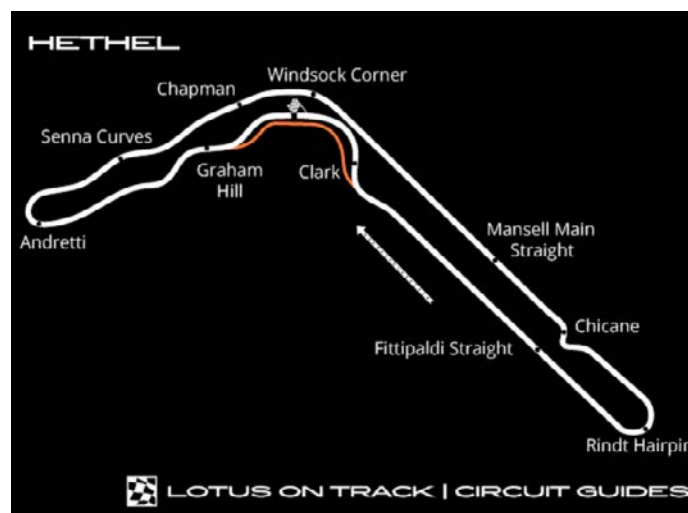
And so, after five weeks of either sunny or overcast weather (which only the English could describe as "perfect") we arrived at Lotus to heavy showers and driving wind. Sorry, SE Queensland still has the weather!

Friday, October 11 was probably one of the most memorable days of my life, as Mark O'Conner said, "dreams do come true". What more could a

young lad dare dream, than a day on Lotus' test track for some one-on-one tuition with a Formula 3 driver and an ex-F1 driver.

Martin Donnelly was chief instructor for the day and Jay Bridger was my in-car instructor. Martin still has a limp due to his horrific crash during practice for the 1990 Spanish Grand Prix, though once behind a steering wheel there is no sign of any side effects, just raw skill. And Jay? Jay is all of 26 years old, that's 6 months younger than my own son. Jay is a wealth of knowledge and advice. He has calm beyond his years and an analytical mind, which soon sorts through the myriad of disguised mistakes to home in on improvements that are needed to hone a late 59 year old. The other persons who should also be mentioned are Lisa Dann and Amanda Staerk. Lisa and Amanda were the organisational "belles femme" who managed to coordinate instructors, students, lunches and other persons and places of interest which needed to be fitted in through the day.

The day started with coffee, Martin briefing us on safety, vehicle dynamics, balance, the circuit lay-out, brake, entry and apex markers and to *"please note the rather damp surface"*. Jay then briefed me on the finer points. As I was there as an "experienced student", Jay tried to glean an understanding of me, my perceived strengths and weaknesses and issues which I thought needed improvement. Then it was out onto the track.





Photos by
Gloria Wade

*Bob Dance,
Lotus mechanic*

The track is very fast with some slow corners, and some deceptive corners. The first laps were as passenger, Jay showing me the braking points, entry points, apexes and exits for 16 turns. He then went a "little" faster to show me them again (just to ensure I wasn't going to forget, or get confused). Then he went really fast just to show me it is possible to group 16 turns into a very quick time indeed. And then it was my turn.

Easy; first rule is: take it easy, first laps are for learning:

Enter from pit lane just before Graham Hill, straighten the next two turns giving good pace to motor down to the double apex of Andretti. Senna Curves & Chapman are almost a straight line, however, the entry into windsock could be too fast for a novice, so the lads have setup a chicane with plastic barriers in Chapman. Windsock has standing water near the apex, so treat it with respect, then floor it out and down Mansell Main Straight. Braking markers for Chicane are early, and Chicane is the first real test of combining corners with the view of a fast exit before late entering into the Rindt Hairpin. Bore down Fittipaldi Straight with a slight left and hard braking into the Clark combination which flow into the Graham Hill series of turns. Thus a lap is complete.

It took a number of laps to initially learn the car and circuit together. I probably did seven or eight laps then Jay took the wheel for a few laps to emphasise his instructions as a passenger, then I took over again to emulate his instruction, whilst still learning the car and track.

So what are the tricky bits? Lots. The whole circuit is a combination of differing types of bends. The biggest challenge is to maintain a balanced car into and through the combination of Clark & Hill. Time and again my first entry would be good followed by my too enthusiastic "balanced" throttle control, which then only accumulated into a mucked up exit, thus the lack of required speed into the short straight prior to Andretti. And so the day progressed, with my pace ever improving.

When rain came through, we pulled up if the standing water became dangerous. However, each rain period was not wasted; my booking was for a half day of "one-on-one training", plus an afternoon of tours through Classic Team Lotus and the Lotus factory. Martin re-organised the day flexibly so during wet periods we did the tours, which was great, because the extended breaks gave me time for reflection, thus each track session was a vast improvement on the previous. Thus, the final session was fast, balanced, and exhilarating. I came away feeling a sense of achievement and satisfaction, not necessarily the fastest pace I've ever put into a track day (after all, new car, new track and wet) but it was certainly the most constructive.

Then Martin took me for a run in the Evora S. Now I've heard the Evora is a great GT, *"but don't bother tracking it, it isn't in the league."* Well, don't believe everything you hear or read... this car, in Martin's hands

was very balanced, very controllable and very quick. It was raining lightly and Martin was in his element. Suffice to say my eyes were wide open, I thoroughly enjoyed it, and I was impressed by the Evora. What a car.

So what of the other adventures of the day?

During our first wet interruption we toddled off to Classic Team Lotus where Clive Chapman welcomed us, introduced us to what CTL is all about, then handed us to Martin for a tour and to meet Bob Dance who was working on the ex-John Dawson-Damer Lotus 25 (which had just competed at Goodwood Revival). Also parked up were Martin's Camel F1 car and a beautiful Lotus 11. Bob kept us entertained for a good half hour of memories of F1's past, and past F1's current. Of course, whenever Bob took breath Martin was never short of a word, especially with his old car close by.

The factory tour was another highlight. Richard Parramint walked us through every part of the factory, answering every question and entertaining us with many a tale of Lotus past and present. He made it a very enjoyable visit.

Every space on the assembly line was taken up with either an Elise, or an Exige, or an Evora. At the "Final Completed Car Departure Point" there is a production scoreboard. By midday, this had achieved exactly half of the "Daily Production Target Board". After all the recent negative reporting on Lotus, it was heartening to see full production in progress.

Then the surprise; Richard took us through Lotus Motor Sport! Wow, couldn't a lad just spend his hard earned in here without batting an eyelid! This is one workshop with toys to die for. Evora GT4's, competition Exiges and Elises, and memorabilia to challenge Classic Team Lotus. If a boy was allowed to forget practicality, bankruptcy with a grin would be easily achieved.

My visit to Lotus was just the best 60th birthday ever. Thank you Gloria, I just loved it. And thank you to Clive, Bob, Martin, Jay, Richard, Amanda and Lisa. It was a most rewarding day.

PS: The track car was a standard 134bhp S3 Elise, a very different car to drive from my S1, though still a very enjoyable drive. After living with R spec road tyres, I must say I was amazed by the wet weather grip of the car's road tyres. Now there's food for thought and debate on Aussie Elises.

Warbirds, Wheels and Racing in New Zealand's South Island



by Peter R Hill



Highlands Motorsport Park



Lycoming Special Clark drove in 1965



Highlands Museum



Highlands Circuit

This year seems to have been a year of museum visits for me. I was at Beaulieu in the UK in February then enjoyed a trip to the museum at the Automobile Club of Argentina last month followed by a trip to New Zealand for the first race meeting at the new Highlands Motorsport Park near Cromwell, nestled amongst the majestic mountains and lakes of Central Otago. Tony Quinn, of VIP Pet Food and Darryl Lea fame, and his team have achieved the impossible, building a Motorsport facility from scratch in just eighteen months.

I am not prone to the use of superlatives and “stunned” is not a word I use lightly, but I really was stunned by what I experienced at Highlands Motorsport Park. This is a world-class facility that seems to have appeared from nowhere. The facilities and attention to detail are truly amazing – the track; sculpture park; Kart track; mini-golf; planting; restaurant; and building design, attest to this.

The track can be configured to suit different styles of events: international meetings, national meetings, historic events and club events. There is a “Top Gear” track where you can buy a drive to test yourself against other wannabe race drivers. Your time is displayed on a “Top Gear” style lap time board in the entrance of the museum. I decided not to embarrass myself on this occasion. On the Monday after the first race meeting I paid for a ride in the “200kph Taxi”, a Porsche Cayenne driven enthusiastically by Kiwi race driver Grant Aitken. The Tarmac twists and turns for 4.5 kilometres with an elevation change up over the bridge and even a couple of sweeps into the pine forest.

The three-day race meeting primarily revolved around the Australian GT cars and was part of that series (Tony Quinn owns the series). There were other races for Kiwi categories plus demonstration and parade laps that included the ex Schumacher Benetton F1 car.

A permanent attraction at the complex is the National Motorsport Museum. This museum has been purpose built at the entrance to the complex. It is open every day and has a cafe and great views over the track (there is also a good restaurant just a two minute stroll away). When we visited there were over thirty cars and four bikes on display. As you would expect given the name of the museum, the majority of the exhibits are connected to New Zealand motor racing and its history. But with the likes of McLaren, Hulme and Amon from the past, plus Richards, Francevic, Van Gisbergen, Coulthard, and the Stone brothers, there are many names that Australian visitors will be familiar with.

The walls and hanging spaces of the museum display great photos of NZ Motorsport plus plaques commemorating memorable events or happenings. I visited the museum on two separate days spending more than two hours wandering, reading, admiring and reminiscing. The cars that captured my attention were: the re-creation of the McBegg (a McLaren CanAm type sports car built by George Begg), the replica of the McLaren/Amon Ford GT40 MkII that won Le Mans, the 1925 Riley Redwing Sandracer, the NZ Freighters Titan FF Mk6, Denny Hulme's Yardley McLaren M23 F1, Jim Richards' Sidchrome Imp...but the list goes on and on. You don't have to be a Kiwi to have an interesting time here. The web site is: www.highlands.co.nz

We skipped one of the race days and drove from Queenstown over the Crown Range (made for Lotus) to the lovely town of Wanaka. Every second year Wanaka runs a world recognized air show called "Warbirds over Wanaka" - a fabulous event that you could build your South Island touring holiday around. A museum "Warbirds and Wheels" has been opened at the Wanaka airport—that was our Wanaka destination. We learnt by trial and error that there are two museums very close to each other, the first, if you are driving from Wanaka, is a car and toy museum, after a very brief visit we continued on to take the airport entrance for the Warbirds' museum.

The museum is an impressive spacious facility with two main display areas, one for the cars and one for the warbirds. In addition there are two smaller galleries, one with paintings the other a collection of clever New Zealand fashion creations. One of these "dresses" is made entirely from knives, scissors and other sharp objects that have been confiscated at airports. I am not sure how comfortable or safe it would be to wear but it would certainly deter unwanted physical attention.

The cars are mainly American, but rather special. The feature is an immaculate rare 1934 Duesenberg Model J. The history of its NZ restoration is carefully documented with photos and text on information boards. Despite my general lack of interest in American cars (apologies to Dave Webber) I found all of the cars interesting along with their well-documented histories. But for me the highlight was the recreation of the workshop of the extraordinary Kiwi engineer Ralph Watson. This brilliant man somehow created masterpieces of engineering in what can only be described as a primitive shed. All his tools and machines (and even his two bar electric heater) are included in the exhibit, being faithfully placed in the same locations that they occupied in Watson's original workshop. Photos were taken from the windows of the workshop and put on the windows of this recreation for added authenticity.

Next to the workshop are two of Watson's best known creations: the Lycoming Special (driven by both Jim Clark and Bruce McLaren) and a rotary aero engine. Both are in full working order. The Lycoming Special is still raced in historic races, Jim Clark was very taken with this car, he drove it at Teretonga (near Invercargill) in 1965. The rotary aero engine can be fired up for static demonstrations.

The second display area is for NZ warbird aircraft and includes: a Skyhawk; a Strikemaster; a DeHavilland Vampire; a Hawker Hurricane replica; plus a biplane and helicopter. All the aircraft are well documented including details of one or more of their pilots.

On the mezzanine level there is a tribute to Sir Tim Wallis who established Warbirds over Wanaka. Wallis has had a colourful life including hunting deer from helicopters and establishing an important export market. He has owned and flown many aircraft including a Supermarine Mk XVI Spitfire. He has suffered two major flying accidents, the first in a helicopter—despite serious injuries he recovered to fly again. Sadly his next "big one" in 1996 was in the Spitfire shortly after take-off. He suffered serious head injuries that ended his flying but not his enthusiasm for aviation and his beloved Alpine district of the South Island.

We managed to get through the souvenir shop without lightening our wallets but the '50s retro cafe was irresistible with its red and white vinyl and chrome chairs, Formica tables and groovy Jukebox. Needless to say Marilyn and Elvis also feature. The museum web site is: <http://www.warbirdsandwheels.co.nz/>

I am constantly surprised at the number of Australians who have not had a holiday in NZ. It's a short flight, reasonably priced and is full of motor sport events and enthusiasts, to say nothing of spectacular scenery. Start planning a trip around Warbirds, an event at Highlands Park or even the Coronet Peak hillclimb.

What I didn't see on this trip was much evidence of Lotus. There was something that claimed to be a Seven parked by the lake in Queenstown, bits of it looked right, including the windscreen, but other bits looked dodgy especially the bonnet and wheels. I didn't see any Lotus at the track, but that may be remedied at the Classic meeting next Easter.



Star of the Show - Duesenberg



Sculpture Park fun at Highlands



Sculptures outside Highlands Museum

Lotus Myths & Legends



Chapman Clark and Spence victorious at the 1963 Italian GP

50 years ago this year Lotus won its first World championship for both driver and constructor

On the 8th September 1963 (Exactly 50 years ago this month) Jim Clark took his Lotus 25 to victory in the Italian Grand Prix at Monza. This victory put him so far ahead of his rivals that he was uncatchable and therefore was World Champion. Additionally Team Lotus collected the Constructors Championship for the first time. The victory however, was far from an easy one and clearly illustrated the tenacity of the young Scottish driver.

The weekend starts as a bit of a fiasco with the organisers declaring that the race circuit will be the 'full' circuit including the infamous banked section. The teams complained bitterly because this section was in a very bad condition with its foundations collapsing and cracks appearing in the track. When Bob Anderson badly crashed his Lola on this section during practice, the Italian authorities finally saw sense and excluded the banked section from the race circuit. But if they were sensible in this matter, the permitted starters list was a bit of a joke. When Chris Amon crashed and was forced to withdraw, they allowed Giancarlo Baghetti his spot. The reason for this was truly an Italian one, Baghetti was Italian, the ATS was an Italian car and it was the Italian Grand Prix... fine della musica!! (More astute readers may remember the ATS was the team that world champion Phil Hill went to after his bust-up with Ferrari. An absolute disaster of a car, its most horrible feature was that the chassis had to be cut apart to remove the engine). Worse still, Baghetti leap frogged our old mate Carel Godin de Beaufort for a position since Carel had faster practice times... Awww Shucks!!

In the Lotus camp it was not all smiling faces. Ferrari had recently unveiled their new semi-monocoque Aero V6 and in the hands of John Surtees it was clearly considerably quicker than the Lotus. Graham Hill in the BRM had also set quicker times, so Clark was to start from third. Additionally the team had a driver problem. Trevor Taylor, Jim's teammate had suffered in a horrific crash at a previous race, Arundell was committed to a contracted race at Albi, so newly hired Mike Spence was promoted to the position and his Formula 1 debut. Spence was to drive the 25 (R6) which was all bells and whistles but when Clark borrowed it to try and peg back Surtees Ferrari in practice, the Hewland gearbox was damaged. As a result Spence started with the old hack, the R3 and Jim in R4*.

In his book 'Jim Clark at the wheel' Clark gives us an idea of his mood on race day. "The fact that I was so much slower than John (Surtees) really sapped my confidence and I felt dismal". The team were also aware of the problems facing their star driver, so before the race fitted a new engine, gearbox, changed the ratios and the tyre sizes. That was all fine and dandy, but it meant that Clark was starting in a car of unknown performance. When the flag dropped Clark made a dive to get between Surtees and Hill and quickly got between them. Half way around Hill passed both of them but at the same time Clark passed Surtees so at the end of lap one it was Hill, Clark, Surtees and Gurney in fourth. Surtees soon regained the lead with Clark glued on the back of him whilst they left Hill and Gurney to their own private battle. By lap 5 Surtees was weaving



John Bowers in his Lotus 25 R4 at Duns festival earlier this year

Graham Hill leads early in the race, pursued by John Surtees and Jim Clark



from side to side trying to throw Jim out of his slipstream. "At Monza slipstreaming is almost second nature... In my case slipstreaming John Surtees in the Ferrari gave me an extra 500m r.p.m. down the straight".

On lap 17 Clark notices a little puff of smoke from Surtees tailpipes. It was soon over, on lap 18 Surtees retired. Clark was now holding a comfortable lead but with a problem on his hands. His lead was entirely due to the tow that Surtees had given the Lotus, now the quicker BRM of Graham Hill would surely catch him. Clark remembers "It was inevitable, but when it came they whisked past me so quickly that they almost caught me on the hop". Once again Jim pulled in behind a faster car and slipstreamed them. But on lap 44, Hill's car suffered clutch failure and it was Gurney and Clark. Eventually Clark took the lead but the 2 of them continued with a furious dice. At one time they caught up to Innes Ireland driving a BRP-BRM. Ireland's car was quicker on the straights but hopeless in corners, which is where Clark first attempted to pass. "I tried to get past on the inside but Innes blocked me off. Then I tried again and the same thing happened. The next time I thought I would play it crafty, so I waited until Dan had come up close behind me and I made a pass at Innes. But I eased off slightly, and let Dan go through. Innes thought that the car coming inside him was me and he moved over again but he found out it was Dan, and no one does that sort of thing to Dan. In the ensuing battle of wits Dan eased Innes out, and while he was doing that I passed them both". By lap 60 Jim and Dan had lapped the entire field, and on lap 62 Gurney's Brabham started dropping behind and finally stopped with fuel feed problem. Jim was a complete lap ahead of everyone. Clark now eased off completely such that he even allowed Richie Ginther to un-lap himself. On the 86th lap Jim Clark took the chequered flag.

For the 1963 season the championship was decided by the best 6 results out of the 10 races. Clark blitzed the season with 5 flag to flag wins such that by the seventh race he was unbeatable and therefore World Champion with 3 races yet to run. In the previous year the Lotus 25 with Jim Clark at the wheel had shown its real potential, in 1963 with the addition of reliability, it was an unbeatable combination. At the end of the slowing down lap, Jim picked up Colin Chapman who climbed on the back of the car clutching the silver trophy for a lap of honour, during which they also picked up Mike Spence who had broken down on the back of the circuit. The added weight to the back of the 25 shows with the angle of the rear wishbones which should be parallel with the ground.

The day was, however to sour for Jim. When they got back to the pits he was informed that the Italian police wanted to see him. They wanted him

to sign a document written in Italian regarding the incident the previous year with Wolfgang von Trips**. When they refused to get it translated, Jim refused to sign it. Eventually they released him, but it was a very unhappy Jim Clark that went into the night. "...this affair depressed me so much that all I wanted to do was to get out of Italy...it was a very subdued victory party, enlivened only by a bun fight...between the Lotus and Cooper teams. This then was the rather miserable end to what should have been the most memorable day of my life".

And what of Giancarlo Baghetti, well he failed to finish, officially he was in 15th place, having been lapped 23 times by Clark. But how's this for a crazy fact, in 1967 Baghetti competed in the Italian grand prix in a works Lotus 49! But don't get too excited, he was a DNF in that race as well.

* The Lotus 25 chassis R4 is currently owned by Australian John Bowers who drives and exhibits the car around the historic European meetings and festivals

** At the 1961 Italian Grand Prix at Monza, the Ferrari of Wolfgang von Trips collided with Jim Clark's Lotus on the approach to Parabolica at the end of lap 2. The Ferrari hit the spectator fence and became airborne and von Trips was fatally thrown from the car which continued into the crowd killing fifteen spectators. For several years after the incident, the Italian authorities attempted to implicate Jim Clark.



LOTUS Myths & Legends

An occasional column by Tom Devitt



➤ MUG with a roof

by Dick Reynold

Last year I knocked up a “Bimini” top for MUG, to make the damn thing a bit more comfortable on my runs to events and all. It’s hand sewn upholstery vinyl, on the original hoops. I thought it looked quite smart!

The thing actually worked quite well, tested in many rainstorms and up to 140kmh. Minimal flapping, easy to erect and cheap as. Problem is it doesn’t really stop the buffeting, or all of the rain.

Having recently had a go at some furniture fabrication in wood, I decided a timber top for the Seven might be the go - reminiscent of old Morgans and those lovely Italian speedboats.

I took the tried and tested route for design – model, test, fabricate, test, finish, test etc. Generated the design over the top of the original elevations of the Lotus Seven, then cut out the bits and made a paper model to see what it looked like.

Scale it up, make the timber hoops, and test it for fit! Thinking it needs to cover me, a passenger and possibly a helmet at some time. Adding more bits starts to make it look more like a roof. Then fair the hoops and try to work out how to clad it with Plywood. So I make up paper patterns for the ply panels, fit them, and then cut out the panels.

Turns out steam softens plywood, and number two son has heat gun!

Gathered a heap of old clamps from the shed and steam and clamp panels onto frame. Steam’s pretty straight forward - water and just add heat!

I used Tarzans Grip style PVA which is much stronger, and it seems to have worked.

Once clamped, the roof is trimmed with a jig saw and sanded smooth, filling all the f..ck ups along the way.

Next the roof is painted with multiple coats of Cabothane Urethane – because I had it in the shed, and sanded smooth as. Then of course, do it again because the Urethane is out of date!

Having found a piece of Polycarb I bought years ago, it is brought into service as a back window – light and strong!

Holding the thing down onto the body is proving problematic, as I vowed “no holes will be drilled in this car”. However, the last Bimini used elastic straps, and they have proved to be effective again.

What we have here is a ‘Three Metre Top’ – three metres because it looks good from three metres away!





CLA Christmas Picnic

Tunks Hill, Lane Cove National Park, Sunday 1st December

Up a delightful winding lane in the midst of Lane Cove National Park is an ideal setting for the annual CLA Christmas Party; there's plenty of level parking (Lotuses on one side, all the metal cars the other!), a big expanse of grass for the children to run around on (although they seem to prefer to ride their bikes between the adults legs!), and a pavilion to set up the catering in... and from where we could watch from shelter as the inevitable shower of rain came through! Well, it wouldn't be a picnic if it didn't rain, now would it?

Over 100 members and their families made it to this year's shindig, which is in line with recent years, and as in previous years, we had a wide variety of cars, from the beautiful early Elans, through some stunning Esprits and Eclats to the more recent Elises, Exiges and a 340R - and everyone had made an effort to clean them up, even though we no longer have our Concours d'Elegance on this day.

Today was a classic Lotus day - lots of great friends together in the sunshine (well, mostly sunshine!), the conversation flowed, boots were opened and peered into, the food turned up and was tasty and filling, Ashton kept the speeches brief, dessert was hoovered up by all, turning the kids (and some adults) into sugar-fired demons, and then it was time to go home!

As there was some left-over food, we decided as in a previous year, to donate the left-overs to The Haymarket Centre, a local hospice for the homeless and disadvantaged (www.haymarket.org.au) so hopefully they will have an equally good dinner this evening. So the Elise truly is a multi-purpose vehicle!

Many thanks to Geoff and Kris for finding the location and for organising the catering, and to everyone who came for your excellent company.

This comes with very warm wishes to everyone with a Lotus across Australia, for a very happy Christmas, and a prosperous and fun-filled New Year wherever you are.

All the best,
The CLA Committee







LCV Lotus Christmas Gathering and Concours 2013



The fact that it was probably the worst November day on record, didn't dampen the spirits of our annual Christmas Lunch and Concours at the Ferny Creek Horticultural Society's magnificent gardens in Sassafras. The rain pelted down _ then stopped – the sun came out – and then went away – the rain came down again – and then a low cloud descended over the mountain as though it was the middle of winter.

Outside, the beautiful lawns and gardens were decorated with Loti of many colours, all preened and polished for the judge's eagle eyes. The colours of the cars stood out against the background of greenery shrouded in mist and rain. We are thankful to our intrepid judges, Mike Richards and Iain Palmer, who could be seen occasionally huddled under umbrellas to complete their task.

Inside, we gazed out the windows at the gloomy day, thankful for Gary and Jan Barnaby's suggestion of this great venue, which included a warm, well equipped hall.

Over 90 members, family and friends – including many very welcome children – enjoyed a buffet lunch and the atmosphere was full of chatter.

A highlight for us all was to be able to celebrate Ivan Butterworth's 90th birthday. The singing of Happy Birthday accompanied a cake.

A large birthday card was signed by many members and Mike Richards shared some stories about Ivan, including the great Grand Prix barbeques held at his Collingwood premises. Ivan was a foundation member of our club, and a life member who holds the number 2 Membership Card.

The results of the Concours classes were as follows.

Esprit	Paul O'Connor	1992 Turbo Esprit
Elise	Ian d'Oliveyra	Series 2
Clubman	Tim Donnellan	Birkin
DeLorean	David Parkinson	
M100 Elan	Ian Simmons	Series 2 Limited Edition
Elan	Matt King	
Evora/Europa	Kevin Neville	Evora
Eclat	John Nicholls	

Congratulations to Paul O'Connor, whose Turbo Esprit won the trophy for best in Concours.

Our thanks to the judges, and the club members who presented their cars in pristine condition for judging on the day.





Australian Supersprint Championship

by Chris O'Connor



The Australian Supersprint Championship was held at Phillip Island on 9–10 November. After a long season of sprinting only the die-hards turned up to have a go. I was joined by Peter Nolan in his Clubman, Jonathon Stoeckell in his West, Peter Mackie also in a West and Merv and Craig McCallum in their Westfield Clubman. There was a fantastic array of cars from ex-Bathurst V8, lots of those really powerful 4WD Japanese cars, Sports Racers, Porsches, MX5s and my little Elise.

Saturday began bleak and looked like staying that way. It was windy and showery and the day looked to be a bit of a loss but all of a sudden you'd look around and realise that the track had become dry. This realization was soon followed by a shower just to annoy. Jonathon was having his first run in the car following a big rebuild so he was just feeling his way. Peter Mackie lost oil pressure and was at a loss to know why while Peter Nolan just didn't turn up. Craig and Merv circulated incident free and I was just despairing of the conditions.

Phillip Island weather usually surprises and it did just that on Saturday afternoon by remaining dry. Times generally got quicker but I finished the day two and a half seconds behind my best but in front of my class.

Sunday promised a much better outlook weather wise and so it was. Peter Mackie found the oil pressure problem (loose terminal) but developed a misfire and had an early weekend. Jonathon had a good day until a high speed vibration caused him to pull the pin. He finished fourth in a very competitive class with an amazing time of 1:34.5. Peter Nolan came second in the Clubman Class (over 1600cc) after only completing two timed laps all day. I'm not sure what happened there but I saw his car on the trailer quite early in the day. Merv beat Craig and so holds bragging rights at the dinner table. I had a neck and neck tussle with an MX5 from NSW. I thought that I had done enough by early afternoon but my opponent had other thoughts. He kept nibbling away at my lead and I was disappointed not to improve on my last run of the day. He did and fell just 0.0840" short. Interestingly, I had three laps quicker than his best even though the margin was so small, my quickest being 1:52.95, about 0.1 slower than my best ever time there.

Next year's championship is taking place in Tasmania and I'm already planning my trip over.





TO TOOBORAC 'N' BACK



Early Sunday morning wasn't exactly shaping up to be the nicest day for an EMR. The forecast was for *"rain at times, clearing"* which can mean anything from a few spots to a deluge. Fortunately, the former prevailed and only a few spots were encountered en route to the Coventry Oval in Diamond Valley.

I felt like I'd done an EMR just getting there! Nevertheless, a great starting venue and the 16 sleds in the starting line-up were a sight to behold...or are we becoming a little too accustomed to it? It was great to see a strong contingent of Series 1 Elises taking part this time. And yes, a thought was spared for our illustrious editor whose Honda-powered Elise remains in "hospital", relegating he and "better half" to his new Fiat Abarth – modern day version of a Spaghetti Western if you ask me. Mind you, we didn't dwell on it, Cris.



So we set off. Tooborac'n'Back was an EMR in two parts. The first took us over some familiar twisties between Diamond Creek, Healesville and Kinglake, no doubt unsettling a few cyclists along the way, until we arrived at the Yarra Valley Chocolaterie and Ice Creamery for morning coffee.

Oh, man! Is that place a dentist's delight or what? And if not that, for those of us with cholesterol readings a tad on the high side: massive central chest pain under glass! Thank the stars my handbrake wasn't along for the ride – we would have had to get a special air conditioned trailer to bring home the chocolate she probably would have purchased. Having said that, the coffee was superb and the vista from the terrace where we enjoyed it under outdoor heaters, was absolutely spectacular. Picture postcard perfect: we could have been in Tuscany... except for the Antarctic Blast of a breeze, which did not get much warmer inland as the day progressed.

Suitably refreshed (heart-started) and watered, we bid a fond farewell to our illustrious editor (well, his better half couldn't hold the camera still anyway!!) along with one or two others, who were previously committed and off we went. In contrast to the twisties of phase one, the run from Yarra Glen to Tooborac was more of a series of longish stretches where we could open our cars up a bit and blow any carbon deposits out of our collective exhausts.

Of the 22 starters, 15 ended up at the Tooborac Pub, or more correctly Hotel and Brewery, for lunch. The pub is Historical Heritage listed, with its brewery housed in the refurbished Cobb and Co stables... a far cry from their previous purpose. Five craft beers are the specialty of the house: Blacksmiths Porter, Gunslinger American Pale Ale (tasted that one... n-i-i-i-c-e), Shearers Lager, Stonemason's Pale and Woodcutters Amber.

On reflection: for a bloke on an AFWE (Alcohol Free Weekend) after a big week attending the Melbourne Cup and (bl)Oaks Day, the Tooborac Pub was probably not the ideal place to be. Ah well... the liver did survive.

All 15 of us filled the one table and when the food eventually arrived (I think they must have

grabbed the shotty, gone spotlighting in the ute and shot a few rabbits to make the pie, given the time it took!!), it was nice and hot – straight out of the Fukushima cooling towers was the consensus – tasted OK and went down well.

But, all good things must come to an end, as they say and suitably sated, bellies full, we gradually dwindled off down the Mogodon Motorway (Hume Highway) for home.

Special thanx to Kris Cook for his hard work and organisation – these things are not as straightforward as they seem and require a lot of time and attention to detail. A very enjoyable EMR, Kris... thangyouvermuch.





by Jon Young

Historic Noosa Hill Climb 2013

Having spent many years earning the right, I have achieved the status of being a grumpy old man, remembering days when we didn't have smart phones, computers, ABS, engine mapping, and it was still legal to have children cleaning chimneys, even though in my youth they only worked on Saturday mornings.

So it was gratifying to know that I had a Friday morning when I could get in my Caterham and enjoy the peace and quiet of a gentle drive from Brisbane to Noosa without the distractions of modern life, without tripping over dismal people more interested in tapping at a piece of plastic than looking where they were going. Even better was the arrival at the paddock to find people actually putting up gazebos, checking tyres, putting sponsors stickers on their cars and being scrutineered, without checking telephones to see from whence the next storm was coming and how much it was going to rain. Indeed the whole weekend was pleasantly warm and somewhat sunny.

It did surprise me that I arrived at a convenient time when Jason McGarry and Dick Reynolds had already erected Jason's double garage and been 'scruted', so they were ready, able and willing (but apparently not too much) to assist me in completing the tenting arrangements that were to become 'CAT corner' for the weekend. In fact, we were all so early, that we had time to examine the other participants' cars; in the process discovering a lonely Elise belonging to Peter Quinn.

By three in the afternoon, the triumvirate concluded that there was nothing more to be gained on the day without retiring to their respective temporary abodes, and pouring a libation or seven to the gods who might take care of us in our endeavours over the next two days.

Saturday arrived, and without the assistance of my pit-crew (my furry cat who normally strongly advises that dawn has broken) I managed to get to the paddock to be greeted by surly LCQ members who clearly could not recall that I only operate with an intravenous caffeine drip. Signing-on happily coincided with sating the craving for coffee, thus avoiding joining the queue with the other 143 entrants.

Although we did briefly consider the possibility of using a terminological inexactitude to move yours truly from Sports Class A (0-1600cc) to Sports Class B (1601-2000cc) to get us all in one class and to avoid me being up against a couple of hardcore racecars, we decided to be honourable and accept that my car was really entered in its correct class. While writing, I was thinking that a Sports Class A with a displacement of 0ccs wouldn't be too competitive, but there you are.

Honourable behaviour became the phrase of the weekend as it happens, pretty much starting before the inspection lap, when tyres on the three Caterhams came under team inspection, proving that there was a set of Yokos, a set of Dunlop DG3s and a set of Kuhmos that looked decidedly like slicks.

Saturday running was disturbed by some form of local election, and the presence of a voting booth close to the finish line. This meant the organisers decided that to avoid upsetting the voters, after running, all



the cars would return to the paddock in a train down the track. Road registered cars normally returned to the paddock using the public road, thus shortening the transfer time and allowing more runs in a given time. It wasn't as bad as we thought it would be, and it was a restriction on the Saturday only.

We managed to get the inspection run and three other runs in on Saturday in spite of the logistics frustration. This saw a mixed bag of times, with Dick getting his time down to 66.50, Jason 67.88 and myself a 68.63. Peter picked up a 74.23. I think all the times were personal bests, so we were all quite pleased - except Jason who thought that slick tyres should be disallowed! Dick made up for Jason being miffed by offering invaluable advice on car set-up.

Sunday was another glorious day, and started with the information that we could revert to the normal practice of road cars using public roads to return to the paddock. While we CAT drivers relaxed and waited for the announcement to get ready to go to the holding area, we were alarmed to hear a distinctive "wee-waa" out on the road. We think that a Porsche might have been involved in a spot of exuberant driving, but no-one was owning up. Further announcements let us know that there were some 'visitors' externally observing the event, of which we all took notice.

The targets for the LCQ team had been set on Saturday, and by the second run of the day, Dick had achieved a sub 66, recording 65.09. He promptly cut this to 65.05 on his next run, earning first place in the group. Jason was chasing hard, opening the account on his first run of the day with a 66.81. Jason didn't make any improvement, but it was sufficient to collect a second place in the group. Peter was pushing hard and recorded a 71.29 to collect third place. So the Class B's were dominated by the Caterhams and a Lotus.

I was skulking in the Class A's, having to put up with Brian Pettit in his 200bhp Westfield, beautifully set-up and with a great driver, who predictably took a well deserved PB and first place with a 61.73. Brian is well worth watching at Mt Cotton. The other major contender was Bruce Chamberlain in his Hayabusa powered Westfield XTR2 who recorded a 63.24 for second place. I managed a 67.52 to collect third.

All in all, a great weekend and we all drove away from the track. My thanks to Dick, Jason and Peter for making my weekend memorable.

Next year? We shall see what it brings.



To Chief Steward, HRCC Noosa Hill Climb 2013
CC Queensland Lotus Club Executive
Re Un-Sportsman-like behaviour.

I would like to bring to your attention a very serious matter that does require a full investigation regarding the behaviour of the Lotus Club Qld President Mr Dick Reynolds at the recent 2013 'The Hill' Noosa Hill Climb.

As a member of the club and a competitor at the Noosa Hill Climb I was appalled at the behaviour the President displayed resulting in unjustly hampering the efforts of other Lotus Club members firstly Jon Young competing in the Modern Sports Class A up to 1600cc in his 1988 Caterham. Jon encountered the President freely offering advice to a competitor in this class on how to setup tyre pressures and shocky settings to make his car more competitive, which is not in the spirit of assisting fellow Lotus Club members. Fortunately, Jon was able to rise above this incident and deliver a PB and take 3rd Place in this Class and ahead of the person the President assisted.

Modern Sports Cars Class B 1600cc to 2000cc in which the President was an entrant and the writer of this official letter of complaint resulted in more issues. Firstly the car that the President entered was highly modified and should not have been in this class, the list of modifications included, soft racing slick sticky tyres (not in the spirit of the class), a gearbox that was designed specifically for this event and possibly not factory original, LSD diff, smaller wheel size and a light weight alternator. The President then went spreading slander around the pit area that 'he says' originated from the writer of this letter which was totally unfounded and untrue. The President then offered some advice to the writer about shocky settings, which were totally inaccurate and caused the writer to become uncompetitive. The writer then rose above this to come within 0.4secs, then the President's illegal car modifications propelled him to complete a 65.05 run and increase the gap to 1.7secs to win the class easily.

I would like the above matters to be included on the agenda at the next meeting to be discussed and see if the current President is fit and proper for the role.

Signed

Jason McGarry – (Sore Loser)

Thanks Dick and Jon for a Great Weekend

PS: For the record, I would like to add the writer willingly gave car accommodation to the president! This may be under review in future events.

Ben and Alec

by Craig Chalmers



Competition Corner MSCA Wrap Winton November 3rd

LCV Championship Final Round

The opportunity of having a long weekend for the Melbourne Cup convinced me to make the extra effort and trek to Winton for the final round of the LCV championship. Hosted by MSCA this was also the final round of the MSCA championship so many of our LCV competitors were hoping for a good finish to the season. An early start had a number of us forming a mini convoy and leaving Kalkallo before the Sparrows had exercised their bodily functions to dawdle up the Hume Freeway to Winton.

The weather forecast was holding and in a new innovation for MSCA events, the entry numbers were boosted by joining the regular entrants with the Corvette club. The guests certainly provided some different sights to the usual crew and a delightful din as they roared past the spectators on the start/finish straight.

With it being my first experience on the Winton long track and the first time at Winton since Lotus 2009, I headed out with the newbies to scout out the track and a rough idea of the lines. Thankfully the good conditions held and the day ran smoothly. A few LCV members had some minor incidents during the day with our MSCA delegate along with fellow committee member Kris Cook being inspired by the recent Dancing With The Stars TV competition and working on their pirouette's. Thankfully their dance moves resulted in no more than hurt pride and they were able to continue to enjoy their day.

Chris O'Connor, David Buntin and Rhett Parker were battling out the Elise class with any of them a chance of taking out the LCV title. Stuart King and Keith Marriner were also battling it out in the Clubman class. A number of other LCV members were also competing in various other classes both LCV and MSCA. Throughout the day fastest times were swapped but when the final car came to a stop Bruce Main in his giant killing Caterham had fastest

Park Ferme

time of the day with a 1:31.13 pipping a hot Skyline by 5 hundredths of a second. Jo Vodopic is quickly coming to terms with his Honda powered Elise, lapping extremely quickly with a best of a 1:36.73 and a class win. Alec Spyrou took out his class leading the Elises home with a 1:39.25.

Unfortunately a couple of LCV members who shall remain nameless ran foul of the Clerk of the Course. One clubman driver forgot to reattach his bonnet clips after a break and lost his bonnet on the out lap. As he worked on repairing his bonnet trackside this resulted in a red flag for the rest of the run group and a stern chat. Our other member receiving the stewards wrath seemed to suffer from colour blindness or red mist as he careered past 4 flag points waving red flags and overtook other cars slowing to exit the track after an unfortunate open wheeler had hit the tyres in the eases. Thankfully he came to a halt just in time before the recovery vehicles which were on the circuit. Another bashing around the ears duly followed. I didn't catch up with all of our members or the unfortunate driver of the open wheeler but thankfully he appeared ok.

The final times for LCV members had the results as follows:

Name	Car	Time
Bruce Main	Caterham Seven	1:35.13
Jo Vodopic	Lotus Elise HPE	1:36.73
Les Bone	Haynes Clubman	1:38.47
Mike Richards	Royale 31M	1:38.55
Alec Spyrou	Lotus Elise	1:39.25
Chris O'Connor	Lotus Elise	1:39.66
Keith Marriner	Caterham Seven	1:40.16
Stuart King	Westfield SE	1:41.26
David Buntin	Lotus Elise	1:42.17
Tom Bartley	PRB Birkin	1:42.64
Ben Styles	Lotus Exige	1:42.82
Robert Swain	Royale RP16	1:43.59
Rhett Parker	Lotus Elise	1:44.27
Kris Cook	Lotus Elise	1:44.84
Sam Fisher	Elfin Clubman	1:46.81
Craig Chalmers	Lotus Europa S	1:47.07
Brian Buttigieg	Scorpion Formula V	1:48.90
Bruce Astbury	Triumph Spitfire	1:55.71
Peter Buczak (Reg)	Locost Clubman	1:56.49

Congratulations to all the LCV class winners and also Bruce Astbury, Alec Spyrou and Bruce Main who also took out MSCA class wins. A special thanks also to those who got out and competed and had an enjoyable year. A special thanks to our MSCA delegates and promoters for giving us the ability to get our speed fix in a safe environment and LCV, MSCA and myself hope to see many of you back on track and going faster again next year.





2013 Roundup from the ACT

2013 was a year of growth for CLA in Canberra. We have a surprising number of new Lotii in town, and correspondingly more interest in drive days and track events. Canberra has some lovely roads for sunny weekend drives, and the Cotter and Tidbinbilla area has proven to be popular. We also had our first skid pan day in September, which was great fun. The overall year included the following Lotus-related activities:

- Southern District Motorsports Association (SDMA) hillclimbs at Sutton Road Queanbeyan (www.sdmahillclimb.com)
- Wakefield Park track days (only an hour from Canberra, so we'll claim that as closer to Canberra than to Sydney)
- Skid pan day with driver training by Rick Bates
- Canberra Centenary events and the SPIN motorsports events
- Canberra Lotus participation in the Top Gear Festival in Sydney
- Social days (particularly seeing Neil Trama's lovely red Esprit), and drive days around the Cotter
- Identification of local approved repairers Kustom Motor Finishes (KMF) and Extreme Street Performance (ESP)







2013 CSCA Review



by Mike Basquill

The 2013 CSCA series was loaded with promise of good times to be had with your friends at the track with seven rounds booked, unfortunately with the increased popularity of Track events pressure to get suitable dates has become intense; we were left with a couple of 6 week breaks in the calendar that couldn't be renegotiated. The major innovation for this year was the introduction of Motor Event Entry an online Entry system which showed great promise as being a way of simplifying the paperwork side of running an event, if we could only get rid of cheque payments it would be possible to organise an event from your computer desk.

ROUND 1 Naturally you start the year with the Lotus event at Wakefield Park; CLA makes an effort to set the standard for the year by making the event run as smoothly as possible trying to ensure all entrants have an enjoyable time. We had a great support from our membership with 40 runners and half of those driving a Lotus and as usual in recent times we dominated the top half of the time sheets resulting in a huge lead in the Club championship. A big THANK YOU must go to all our runners and helpers on the day as everyone lent a hand at some time during the day, following the principle of many hands making light work.

On track the Élan battles of Richard Wilson, Keith Edwards and Steve MacDonald was lots of fun to watch Steve shared his car with Len Goodwin whose 26R replica wasn't complete but was hopeful of being ready for the National meet in April. The Elise Exige battle also provided lots of entertainment, across three classes Naturally aspirated; Supercharged and Honda powered. Rex Hodder, Mark Alexander and Syd Reinhardt were the drivers wearing the targets that all runners were aiming at, we also welcomed Phil Pluck in a Cup 240 and Craig Brown in an Elise S into the fold. In the Non Marque Classes the Renault boys had increased their numbers most preferring a Clio to take it to the Peugeot 205's of the Taylor Team and Adrian Wuillemin, while the battles on the time sheets were hard fought laughs in the paddock showed the complete opposite, at the close of play lots of tired competitors packed up for the trip home but all had smiles so job well done.

ROUND 2 Hosted by Jaguar at Eastern Creek North the first Sunday in May followed the success of Lotus 2013 again we turned out in numbers with 27 runners in a field of 105, 10 driving Lotus. I have to admit to being less than impressed with the running of the day with most runners only getting 4 runs, not helped by the large number of recoveries and a major oil clean up that cut into the available track time. Thankfully the weather and the company were great, so despite the slow day the social side of our series saved the day. This event polarized the CSCA delegates into initiating some standardised procedures particularly for the Drivers Briefings, Dummy Grid and vehicle recovery with the aim of keeping cars circulating and eliminating the dead circuit time. On circuit we had a big field of 105 troubling the timers, with CLA taking the win in all but one class contested with all being in the top half of the outright results. Unfortunately there was some drama with Peter Taylor suffering an issue in the 205 Peugeot along with Wade Lillington in the Renault having a diff problem and the "Phantom" Hodder got punted off at the entry into turn 1; minor damage but the ghost that drives skillfully avoided anything immovable, other competitors that witnessed the event were less than impressed and gave the perpetrator an earful, pity the C of C wasn't as keen to intervene to stamp out the rubbing in club Motorsport. As usual the real competition was between ourselves on track and in the garages, with much discussion about tyre pressures, suspension settings corner apexes – the smell of bullshit was heavy in the air with all the stoppages but still a good time was had by all.

ROUND 3 Hosted by the MG clubs was again at the North Circuit at Eastern Creek with a full field of 100 entrants on the day, lessons learnt from the previous round initially appeared overtly officious. The Dummy Grid was used to marshal vehicles into fastest to slowest for the first time in CSCA and was a roaring success. CLA was given the compliment of being the only runners who came to the grid with their brain and car in gear and knew where to be when giving the marshals' time for a well earned break. The weather after lunch turned from perfect to windy with

the threat of rain causing lots of runners to call stumps early but those that stayed till the thunder storm enjoyed 6 runs. On the time sheets we again populated the top half of the outright results with lots of battles and banter. The Marque cars competed against one another and the non Marque cars were the other chapter lots of Renaults in this chapter. The sight of a dozen Elise / Exige on the grid was very impressive and gave me a thrill. Fastest on the day was Craig Drury in the HPE S1 Exige, a quick look at the outright results shows that there was not much room for a mistake with 6 seconds separating Craig's time from Richard Wilson in the Élan in 19th outright.

ROUND 4 Hosted by Austin Healey at Wakefield Park on the last weekend of June, always cold but nobody anticipated the effect the weather would have on proceedings. The week leading up to the event was wet- really wet as Event Secretary I fielded lots of calls asking if it would be going ahead answer ABSOLUTELY it just doesn't rain for a week straight any more. I was almost proved right it was fine at Scrutineering on the Friday afternoon Goulburn had 5 inches of rain in the previous 5 days and by 9pm the heavens opened once more and it virtually didn't stop till late afternoon Saturday. Rain at the track is on new phenomena but continual heavy rain over several days takes a toll. The drainage at Wakefield isn't great but the ground was so soaked and the rain so constant we had rivers flowing across the track at several points. Undeterred we carried on in drizzle that soon became rain once we opened the track, of course despite having a full field we had 8 no shows and many decided to play the five minute or was that hours rule before venturing onto the dummy grid. The officials on the day did a fantastic job in adverse conditions and while we had lots of spinners on the day the recovery guys only had one car into a tyre wall. The rivers across the track caused havoc everyone had a moment "somewhere" watching the drama from race control the question was constantly asked "Will he get out of there?" even Rex Hodder had a big one going through the kink on the main straight. A car wash at the circuit would have made a killing. The real hero's of the day were the runners in Open cars they got wet on the dummy grid waiting to go out, then got soaked once on track.

Of course the times reflected the conditions Mark Alexander was our fastest entrant followed by Dean Rodgers both in Supercharged Exige, the surprise on the day was John Ribero returning to CSCA after many years in a Toyota 86 being 8th outright on the day and Len Goodwin not winning his class in the 26R replica. The entertainment on track and in the run off areas was matched by the tall stories of disasters avoided and moments had in the pits, then add the efforts Dean Rodgers went to to make his super stiff Exige more compliant for the conditions, then giving up and just driving the wheels off the thing and a good day was had by all- now the job was to clean the dirt off/out of the cars.

At this point in the season it was a given that CLA would again be the Champion Club we had amassed double the points of our nearest rival, by having half of our runners in Marque cars and consistently supplying 20% of the field, then to add insult to injury we took the class points in the classes we contested. In the Drivers Championship Rex Hodder and Richard Wilson were leading and appeared unchallengeable so the final rounds would be a case of who blinks first doesn't get a gong.

ROUND 5 Hosted by Morgan was to be our first run at the full Brabham Circuit at Eastern Creek I was expecting an average lap time of around the 2:30 seconds mark and knowing the Event Secretary I was expecting a Great Day- I even put an Entry in, running the Exige. As expected Choy-Lin the Event Secretary was ultra organised with the paperwork and run groups and I reckoned it would work well; the big failing for me was not using the Dummy Grid as the MG Clubs had for fear of that using up to much track time. CLA arrived in big numbers 28 runners in a field of 112 the Event was fully subscribed two weeks before the day which was clear and sunny as only mid August days can be. As most competitors hadn't seen Brabham before Familiarisation was run for everybody; which for



mine was a complete waste - the Number of drivers I observed driving up the middle of the track not taking and notice of turn in points, braking markers or flag points was astounding. What everybody found was that the track had it all, two uphill hairpins; two down hill hairpins; flat out left hander; left right esses; a couple of constant radius turns all linked by a long straight, there was something for everybody and it would be hard to generate "flow" 100% concentration was required.

As usual the fast cars were all Lotus with Brad Douglas and Craig Drury toping the outright time in HPE Exiges Brad on Slicks Craig on R spec tyres. The day was notable for the great friendship showed by all competitors on the day; it is obvious the enjoyment factor of the event is not necessarily all about the track time. On track some tip bits to enjoy our "outrageous Pensioner" Syd Reinhardt in the HPE Elise burying the car in the gravel trap coming onto the straight and would still be searching for those pesky gravel marbles for weeks to come. Len Goodwin returning with the new super lightweight 26R bonnet rolled up like a blind- may have been a little to lightweight. Mark Morsillo from Triumph breaking one car, going home, getting another then breaking it, even more comprehensively but still smiling at day's end (driving highly modified Triumphs what could you expect). On thing the day did show up with the longer track the advantage being at the front of the group meant that you could get 2 extra laps over the tail enders if you were quick - I can guarantee this will be addressed in 2014 with a new format and groupings.

ROUND 6 Hosted by TSOA at Wakefield Park before the final round at SMP South will go down as the most relaxed event of the Series I think most competitors are finding the enthusiasm factor waning just a little.

Saturday was the annual Driver Training Day, Sunday was the Supersprint Day and the weather was perfect clear fine and a sunny 20 degrees with

little or no breeze, in direct contrast to last time we were at Wakefield with rivers running from the sky. The "vibe" of the morning was very relaxed, lots I talked to suggested that today wasn't going to be the day for breaking records more about having fun. Richard Wilson brought two generations of the family and had a picnic in the garden between the pits and Dummy grid. Not to be outdone Team Klumper arrived with three generations without the picnic rug, Nicola was returning to competition after increasing the numbers of the youngest generation in an Audi A3 and showed she has lost none of her enthusiasm being fastest Lady on the day. It must have been the relaxed vibe on the day by mid morning the times began to tumble the battle of the Élans of Richard Wilson Len Goodwin and Keith Edwards was memorable in that all post PB times on the day. Not to be outdone the Elise /Exige battles were just as comprehensive most if not all posted PB times on the day which doesn't help if you improve only to find out everybody else has done exactly the same. The notable non Marque car on the day was the Toyota 86 of John Ribero, again his class winner and 20th outright in a standard off the showroom floor car. Ashton was disappointed despite posting a time comparable with his last outing, now despite a rebuilt engine was pushed out of the top 20 outright times and was worth some serious ribbing. As usual the competition on track was only part of the enjoyment of the Event, the only issue from the day was the discrepancies in the official times as compared with hand held and in car timers unfortunately I could only voice my objections with Triumph organizers but little could be achieved.

ROUND 7 Hosted by the Sprite Club and the final round for the season, the club championship was bolted to the CLA display cabinet but lots of other classes were dependant on the final round and the Drivers Championship was still a contest between Rex Hodder and Richard Wilson and it was all to be played out at the South Circuit at Eastern Creek not everybody's cup of tea. Drama needs a stage so the day started with the Clerk of Course having to withdraw due to illness- I was asked to fill in but wasn't qualified; followed by some "negotiation" with the interested parties (some who should have been left at the station and charged for not having a ticket), the event got under way so we could all just enjoy ourselves. On track Status Quo prevailed and it was the place to be, the day turned hot and sunny with a stiff breeze coupled with the lack of shelter at South made the pit and dummy grid area unpleasant areas to be. Team Klumper brought a temporary shade pavilion that became the meet and chat spot- cause it was the only shelter available, then the

breeze that morphed into a wind decided to intervene reducing it to a pile of fabric and twisted aluminum destined of the rubbish. At close of play Rex and Richard were joint Champions and won their classes at the event, the other class winners were Len Godwin in the 26 R replica; Mark Alexander in the Exige S; Adrian Weir in the Clio and Syd Reinhardt in the Elise HPE, all our other runners basically took the lions share of the laurels for the minor placings. Strangely the winning wasn't as important as the fun that was had, hopefully that won't translate into me having to distribute armfuls of trophies to folks that didn't pick them up at the Presentation, but we will do it all again next year.

At present the 2014 Calendar is firming up with the first Event February 1st at Wakefield Park hosted by CLA, with the next confirmed date 1st June at SMP North hosted by the Jaguar Club. At present both the MG clubs and Sprite look like only having the option of running their Events on a Monday or Friday, this I don't see as a problem in this age of flexible working hours – the real issue will be staffing with officials. Of course my solution would be to use the Entrants of which we don't have a shortage; any thoughts on overcoming this problem will be gratefully received.

See you at the Track,

Mike Basquil



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Hello, I've just bought a Lotus and I'd like to join the owners club.

Certainly, sir, you need Club Lotus Australia.

That sounds great! How do I join?

Just fill in this form and pay the membership fee. There's a club magazine, you know.

Excellent!

And meetings! And track days! And don't forget the pizzas!

Perfect!

May I ask where you live, sir?

Certainly. I live in Queensland.

Oh.

Is there a problem?

Ooh, no sir! But you will need to join Club Lotus Queensland.

But you just said...

Sorry sir, but if you had said you were a Queenslander in the first place...

I'm not a Queenslander, I'm from Adelaide, I live in Queensland but will be moving to Victoria soon with work.

Oh.

Oh?

You may want to consider Club Lotus Victoria.

Really?

Yes sir.

But you said I should join Club Lotus AUSTRALIA,

Yes, but that isn't really for Australia, just the bits that aren't Vic or Qld. They had a falling out years ago.

Forget it. I'm off to join the WRX club. "

Geoff Noble:

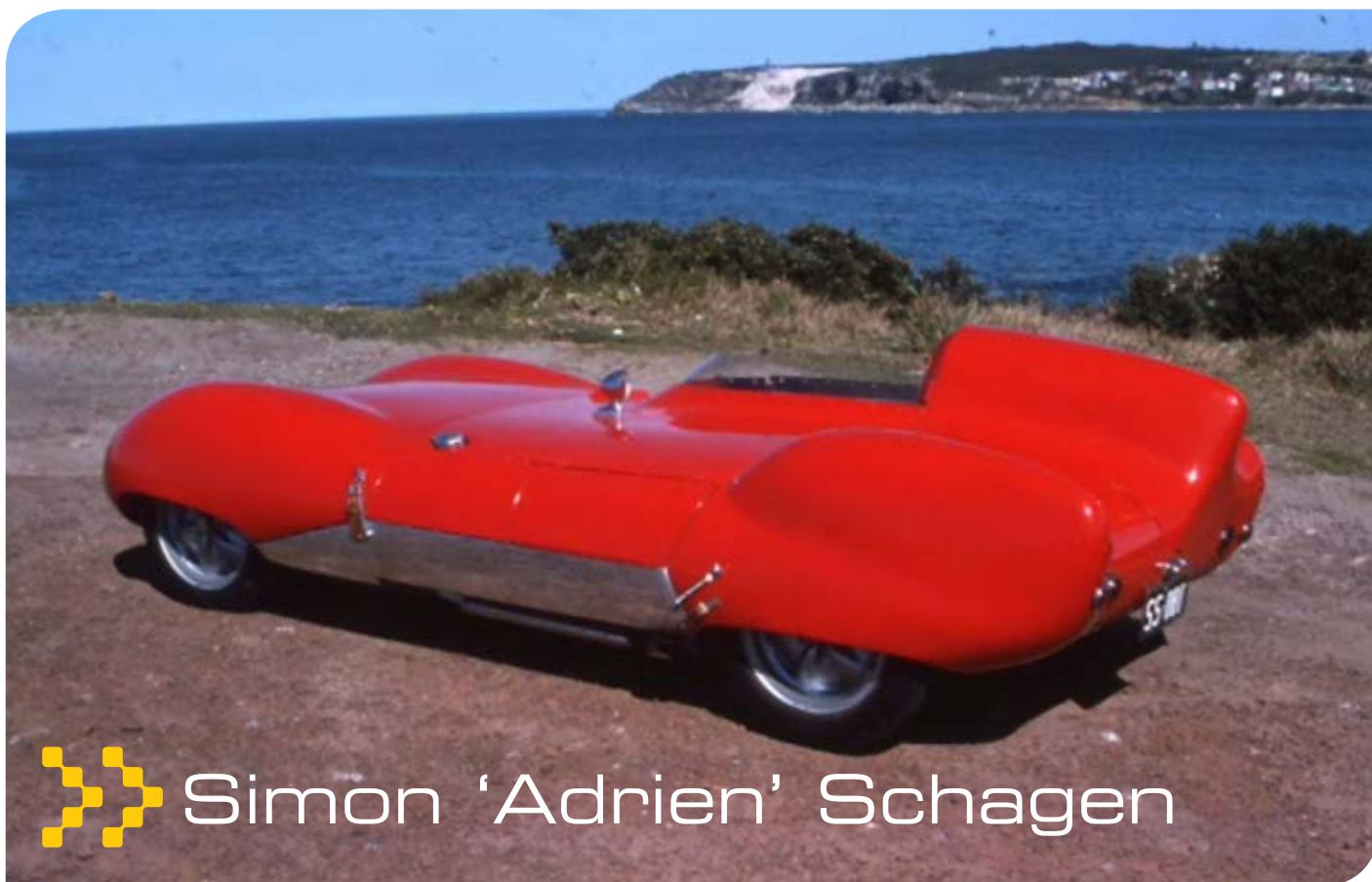
Aussie Elises member Kev Fitzmaurice, who has a series 1 Elise in WA posted up this witty and tongue in cheek observation in regard to the various and fragmented Lotus Clubs in Australia (this was posted in the thread about the magazine which we were discussing last Tue). I have his permission to print this in the next mag if you find it appropriate!

Kev Fitzmaurice:

"I posted this in the WA section, but most of you probably don't venture there very often, so here's my take on this. Ashton has done his best to explain the situation, and reading this thread it does look like there is momentum for a national club. If only the Canadians and Mexicans can get on with the guys in the USA, in Cuba, California and Florida (and Randall) It's all a bit Monty Python.

Dick Reynolds:

I can't remember what the falling out was anyway.
Just remember though, "if it aint broke, don't fix it".



Simon 'Adrien' Schagen

For many years, during occasional breaks and holidays, Adrien and his son Marc travelled throughout Australia in a quest to trace the history of every Lotus Racing Car that came into Australia. During that time they endeared themselves, and often became very close friends to Lotus owners past and present, Australia wide. Their tireless and resourceful investigation eventually led to the publishing of Marc's book 'Lotus, the Historic Sports and Racing Card of Australia. Adrien, then in his penultimate year was justifiably and overwhelmingly proud to see it in print.

(The following text is adapted from the eulogies that his sons and friends gave at his funeral)

In 1923 several significant things occurred:

- The USSR was established
- Adolf Hitler's Reich party formed in Munich
- Howard Carter found the Pharaoh Tutankhamen
- The US Attorney General says it is legal for women to wear trousers anywhere
- The 'Flying Scotsman' train went into service
- Firestone puts inflatable tyres into production
- The first Le Mans race was run; AND
- Adrien Schagen was born in Geneva Switzerland.

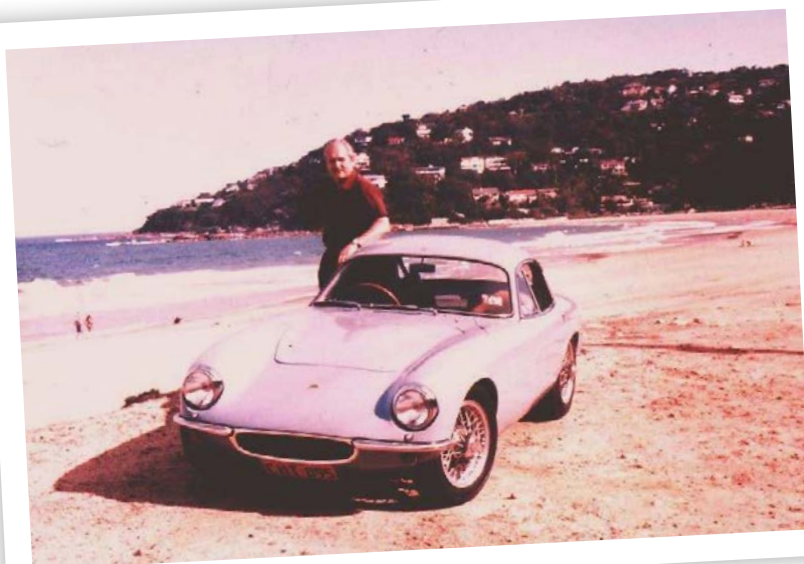
He was born to Dutch parents, who had emigrated to Switzerland to find work as jewellers and watch makers. Adrien followed in his father's footsteps and became a jeweller at the Beaux Arts in Geneva. During the war, Adrien felt he wanted to do his part and joined the Dutch Army. Despite being born in Switzerland, he was actually Dutch by nationality. The Dutch Government and Army were in exile at that time because Holland was occupied. He went to London and then France and was part of the reinforcements for the Battle of the Bulge.

When the war finished in Europe, he was transferred to the Pacific, coming to Australia for the first time. He was stationed in Darwin,

in 18 Squadron RAAF, which was a joint Australian and Netherlands East Indies unit. It was at this time that he flew along the Australian coastline, seated in the rear of a bomber following the coast to Sydney. He said this is when he fell in love with Australia.

Just a few years later, he met Aline and he said it was 'love at first sight'. They moved to Sydney because that was where the work was. He was a close friend of Sir George Proud and a lot of his early work was for Prouds. His parents eventually came to Australia and he went into business with his father in a workshop at the back of the house at Harbord.

He cornered a part of the market in Australian animals and charms. Some of those are in the presentation and became famous in the world of jewellery. The solid gold ring tail possums are currently owned by the Packers.



They had many friends all over Australia and loved their road trips around the country. Up until recently he still corresponded long hand to all his friends in Australia and around the world.

As we all know, Adrien was a car enthusiast and started with an MGTC in the 1950's in Queensland racing it at Strathpine, Lowood and Leyburn. He later owned an Austin Healey 100/4 then ordered a Lotus Elite in 1959 which arrived two years later. He owned it for 37 years. In the mid 1970's he purchased an aluminium-bodied Lotus eleven sports racing car which he painstakingly restored over a period of about four years. He sold it to Fred Vogel who went on to race it for some time. He restored another one later which he sold on to Paul Samuels. Then came another which was built up as a seven clubman sports car. He also restored a Lotus 23 for Fred Vogel and a fifteen for Paul Samuels. Although there was no formal training in mechanics, he enjoyed working on the cars. He made many friends over these years which he retained for life. His attention to detail and annoying will to make everything perfect were his legacy. All these cars were built with the help of his good mate Rod Hoffman, a master craftsman in sheet metal. One of his favourite cars was the Lamborghini Muira. He bought it in 1978 and had it for 20 years. He never saw the value in paying all those premiums for comprehensive insurance so only had third party insurance on it. Even when it caught fire one day in Ryde, and a car load of Italian builders stopped and extinguished the fire with wet rags, he continued to drive it uninsured.

Marc recalls "I recently sat with him in the car and asked him why he was driving so fast. His answer was that he didn't have much time left. He hated funerals because he said he was too close to his own....I will always remember the time we spent since his operation last December. We walked along the promenade at Curl Curl only weeks before he died when he was considering taking one last trip to Europe. He fell ill only days later and spiralled downhill from there. The last nine months were a bonus and I have used this time to get to know him better. He has done so much that it's hard to remember everything he's told me. It's still difficult when I think about the things I wanted to do with him but ran out of time".

Brian Caldersmith recalls Adrien's Lotus involvement:

As foundation members of Club Lotus Australia, Adrien and Spencer Bates were the mature influence amongst a motley collection of young

enthusiasts who were finding their feet and still trying to do everything at 100 mph. Peter Eppel described it well when he said, "Adrien was our guiding influence as the calm, worldly-wise gentleman with the European accent." Adrien was the decorum in the room and because he had owned a Lotus longer than anyone else (his Lotus Elite from new), he was assigned membership # 1.

But Adrien's influence went beyond quietly displaying appropriate behaviour to the growing throng. His enthusiasm for Lotus, his energy and dedication to the task in hand set the standard for others to emulate.

His gold and silver jewellery work was extraordinary and recognized internationally for its style and craftsmanship featuring many Australian animal sculptures. And that skill flowed over into his car restoration work that was evident in his attention to detail and amazing finishes that raised the bar and set new standards in preparation and presentation at that time. A "Schagen restoration" was known and recognised universally.

And he was the only club member who could say "Concours d'Elegance", without affectation - it always sounded right coming from Adrien.

Other than the MG TC, Healey 100/4, Jaguar and many Lotus cars he owned, there was a small 20 year love affair with a Lamborghini Muira that he complained about frequently because it was a pig to work on, for the reason that accessibility to anything was less than marginal. He was heard to mutter, "Changing the plugs needs a long weekend!"

Adrien's friends and associates were immense in number, diverse in experiences and spread around the world. It was always surprising to hear of the people he knew. We discussed music and old records (because we both had old 78s) and I had just bought the complete collection of Ginette Neveu on LP (She was a famous violinist tragically killed in a plane crash at the age of 30). "Oh good", said Adrien. "I have her on 78. She was a really nice person." You knew her? "Mais qui!"

On some trips to Europe he would stay with his friend Maurice, who was a vintner in France. And indeed, we used to savour the wines that he sent out to Adrien. Turns out Maurice was Maurice Trintignant - the F1 driver and Le Mans winner!

Adrien has left a legacy of friends, family and love of life. His material accomplishments in art and cars will remain and he will not be forgotten



1969 LOTUS ELAN +2 Chassis Plate No. 50/1430

This ground up restoration project is now approximately 70% completed and is reluctantly offered for sale due to recent health problems which have left me unable to complete the work.

Running gear and power train have been completely rebuilt with the engine and gearbox final assembly by Greg Bray and now form a complete rolling chassis. Body has been completely repaired and tissue coated and is fully finished with the exception of final polishing in 22 line Glasurit, colour is deep red and has been clear coated. All accessories, instrumentation etc. has been restored or replaced where possible including all new Lucas switches etc. All brightwork has been stripped and replated Cu, Ni, Cr. Most other items are new replacements. Included are 4 new 14" Spyder "Minilight" centre lock peg drive road wheels c'with new Bridgestone high performance tyres. Many other new components such as radiator, alternator, SU fuel pump, brake booster etc. This has been a no expense spared labour of love.

Price is negotiable and all sensible offers will be considered seriously.

Please contact Greg Gabb on 07 3376 3829
e-mail to greggabb@bigpond.net.au

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4 into 2 into 1 w/Magnaflow muffler side-exit. Good condition.
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▲ LOTUS ELITE SALES BROCHURES

Four page sales flyer for the Lotus Elite.
Three available. \$30 each or \$40 for two and \$60 for three.
Contact: peter.r.hill@bigpond.com
or 0411 111 439.



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▲ 1964 LOTUS ELAN RACE CAR

Club Permit CH4000. Mid Blue with dark blue leather trim

Car was prepared as a race car by the Ford Performance Centre at Boreham in Essex with fully rose jointed suspension, u/jointed splined drive half joints, dry sump Lotus twin cam 1,600 cc engine with steel crank, larger 4 pot brake calipers, close ratio gearbox with alloy housing, twin plate racing clutch, limited slip diff with alloy nosecone, roll over bar and harnesses, fuel cell, reinforced chassis, simplified wiring harness, etc.

It was imported to Australia in 1974 to compete in the Class D category by Bill O'Gorman who raced it at AIR and Oran Park in the seventies.

Subsequent owners included Rob Rowland, Alex Reid, Ian Wookey in WA (who raced the car extensively at Wanneroo), Gary Ryan and then the present owner in 1998.

It has a CAMS COD for Group Q .

The car has is fitted with a Perspex racing screen, tonneau cover but no hood.

It comes with two additional differential assemblies with different ratios, three sets of 8 x 13 Performance Superlight center locking wheels and nearly new Yokohama Advan A032R tyres

It has been used sparingly over the past years in club events only and is fully road legal and driveable.

The car is listed in Marc Shagen's new book.

For sale due a new project.

\$28,500. Barry 0418 396 281 barry@in-tech.com.au or Ben 0408 516 900 ben@in-tech.com.au



▲ 1994 LOTUS ELAN M100 SERIES 2 (LIMITED EDITION # 56) REG – XOA 037

It is a much loved car, which has served as my daily transport for the past three years, proving its reliability. Brakes were upgraded in 2011 with braided brake lines and EBC Green Stuff pads, addressing the one noted weakness of this model. It has an upgraded 4 channel audio system with usb and CD functions.

Reasonably priced, sold with RWC and long registration – \$18,200
Contact: Dennis @ 03 9796 2339



▲ LOTUS ELAN 1969 DHC S4

Triple Concourse winner '85, '86, '87. Full 100 point body off 6 year restoration. Replacement Spyder chassis, tubular wishbones and full roll cage. Big valve Webber engine spec. 5 speed gearbox. 3 piece Simmons knock on rims. Solid CV joint drive shafts.

I have owned this vehicle since 1979 and currently it is laid up and unregistered. Still is a superb drive and in exceptional condition apart from some nose cone paint crazing and intermittent clutch thrust bearing noise on take off only. All car restoration history and receipts available plus \$7000 worth of new genuine Lotus parts including 26R spec full polished alloy radiator and header tank.

Reluctant sale due to relocating overseas

AUD \$45,000 for car & parts OR AUD \$39,950 ONO for car only.

Viewing essential.

Call Geoff on 0403788706 or Email: geoff_58@yahoo.com.au

The vehicle is located in Kurrajong, NSW.



▲ CAR TRAILER FOR SALE

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\$3,500.00 Call Peter 0438615144.



▲ 1992 S1 LOTUS ELAN SE M100

Great little car for everyday use and especially weekend runs. Car is in good condition for its age and mileage (110,000kms).

Quick car point to point as some Elise drivers may (or may not) attest to. Engine is strong and the car has a new windscreen, excellent hood and gear change cables upgraded to S2 spec. It will also be fitted with new Michelin tyres prior to sale and will come with RWC. Registered XHE 431

\$18,000 Phone Ian 0421 024 437



▲ PRB CLUBMAN S2 #62. Car, trailer and spares

\$28,450

Sale includes car, spares and custom tilt trailer with brakes and winch. Toyota 4AGE 20 valve motor and Toyota/Albins T50 close ratio gearbox. Road registered and ideally setup for both track and road use. Car has been fully reconditioned over the last 2 years, rebuilt T50 5 speed with new Albins close ratio gear set with all new bearings and seals. New clutch. Rebuilt 4 wheel disks, new race grade brake pads, new front wheel caliper pistons and seals. Replacement import 4AGE-20V engine fitted last year. Microtech computer, alloy race sump, Spare diff, spare axles, spare 4AGE20V motor, long guards, low profile track areoscreen, full windshield, 5 x 13" Superlight rims with Yokohama Advan-032R track or road tyres, plus 4 x 14" Superlights with unused Bridgestone G-Grid 195/60R14 for road or wet.

Regretful sale, moving overseas. Please contact John Wright on 0419 515 613

Large Inventory of GENUINE LOTUS SPARE PARTS

LCV has been contacted by Rex Colliver, former Spare Parts manager at Zagame, concerning a large collection of mostly genuine or excellent used parts for most Lotus models which he wishes to sell. He has about 400 part numbers listed, plus a large inventory of unlisted Europa parts, covering Elan, Esprit, Excel, Eclat and Elise models.

Special prices for club members.

Contact Rex Colliver on 0400 173 365 or email colliver@myone.com.au

FOR SALE MINILITE PATTERN WHEELS (4)

Supplied by Spydercars to suit the Lotus Elan Series 4, Sprint and Elan Plus Two. The Minilite-pattern wheel fits the layout of the five peg drive, knock-on Elan hub. Size 14" x 6J fitted with 185/60R14 82H YOKOHAMA A539 tyres.

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▲ CAR TRAILER

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EXPRESSIONS OF INTEREST – DAVID HAYDON'S COLLECTION OF LOTUS & OTHER CARS

David Haydon's collection of Lotus and other cars will soon be available for sale. It is envisaged that viewing will commence in late October and continue through November, with expressions of interest for all items closing Monday 2 December 2013.

List of Items

- LOTUS ELITE (car number 1141, white, the Ex Geoghegan Australian GT Championship winning car)
- LOTUS ESPRIT SE (dark blue) with damaged motor
- LOTUS ELISE S1 (c1997, green, with overheating engine removed)
- LOTUS EUROPA (c1970, stripped for painting)
- LOTUS ELAN S3 (c1960, white)
- LOTUS ELAN S3 (c1960, stripped for painting)
- LOTUS Type 61 (Formula Ford)
- LOTUS SEVEN (replica by Leitch of NZ, silver & blue)
- PORSCHE 930 Turbo (c1979, white, rare car)
- MERCEDES 280SL (68B, auto, white)
- FORD Transit van
- HARLEY DAVIDSON extended length golf cart

If you would like further information regarding these items and details of the viewing dates emailed to you, please email Maurice Blackwood at mozzieb@ispdr.net.au.



▲ VICTORIAN REGISTRATION PLATES

Contact Travis Waycott, 0458 728 479 or email travis@cousins.com.au



▲ 1967 LOTUS ELAN S3 FHC – Yellow/Black Interior

Currently on Qld Club Registration – S 12253

Ready for spirited Sunday drives!

More photos can be sent on request.

Recent work includes:

Engine/Gearbox rebuild;

New Springs & Shock Absorbers;

Doughnut/Universal Joint conversion;

Generator/Alternator conversion;

Full Harness seatbelts.

\$29,500 Make me an offer – new car on the way and I need the shed space

Ph: 0419 756 896

Email: aconway@bigpond.net.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

Line advertisement with photo:

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



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Lotus & Clubman Notes is the official magazine of the Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876. 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 by either Club Committee. No part of this magazine may be reproduced without written permission from the relevant 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 Steve Blackie 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 79,
Hawthorn Business Centre,
Vic, 3122.

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
Contact Mike Bennett
Ph 08 8339 2605
bennett453@ozemail.com.au
16 Woorabinda Drive,
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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

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Elan	TBA	
Elan M100	Mike Richards	03 9397 1638
Elite	Peter Murray	03 9560 0082
Elise S1	David Mottram	03 9534 1426
Exige	David Mottram	03 9534 1426
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Europa Type 46	Iain Palmer	03 9326 2282
Europa S	Craig Chalmers	0412 983 818
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Elite	Wybe Geertsma	wlgeertsma@cxi.com.au	07 3812 3137
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Esprit – S1,2,3	Russ Carter	carter@overflow.net.au	07 3804 0122
Elite / Eclat / Excel	Henry Hancock	henry.hancock@architectus.com.au	07 3878 2850
Europa	Greg Bray	elanmanseries3@yahoo.com.au	07 3206 1395
Seven / Sedans	John Barram	thebarrams@bigpond.com	07 3379 9686
340R , Esprit / V8	Derek Dean	derek@motorman.com.au	0438 688 886
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