



# LOTUS

## & Clubman Notes



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

### FEATURES

- A Touch of Middle East Magic
- DeLorean, Lotus and Colin Chapman
- England in an Elise 111R
- President's Report 2012 LCV

# 2013



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## FEATURES →

- 05 Lotus 2013
- 06 A Touch of Middle East Magic
- 07 Australian Kia Elan Project?
- 08 England in an Elise 111R
- 10 President's Report 2012 LCV
- 12 Citations for 2012 Awards LCV
- 13 MSCA Super Sprint Series
- 14 DeLorean, Lotus and Colin Chapman
- 18 Saundo's Spot
- 19 Book Review – Lotus
- 20 A Look at Unusual Elans Part 2
- 22 Lotus makes tracks to the metropolis of Milan
- 23 Lotus Racing

## REGULARS →

- 02 LCV President's Pleasantries
- 03 LCQ President's Prologue
- 04 Combined Calendar of events
- 22 Classifieds



### COVER IMAGE:

As all women and some observant men will have noticed, yellow is the 'in' colour right now so what better to grace our cover than a pristine yellow Lotus such as Tony Wheelers lovely Europa S



# LOTUS & Clubman Notes

After deciding to go along to the AGM in December to enjoy the Elfin display and catch up with other Lotus enthusiasts I was surprised to realise that I had been in the club for over 10 years in which time I had given next to nothing back, so in a moment of remorse mentioned to the last Lotus Notes editor that I would be prepared to offer some assistance should it be required. Little did I realise that he was waiting for such a naive volunteer and welcomed my offer! As a result, earlier in the month I received an email suggesting we catch up so he could run me through what is required by way of some help and that there is really not much involved. So on a 40-something degree Melbourne afternoon when only professional tennis players should be outside earning their keep, I called in and was informed that "I was now the new editor" and the first magazine was due at the printers within days! I now realise that 'not much involved' must be a term used regularly in the advertising industry to enlighten the gullible!

So here I am the 2013 Lotus Notes editor, having been thrown in the deep end, facing a rapid learning curve to understand what is required to pull things together for the year. Right now all I know is that things can only improve from here.

I will certainly be calling on more experienced club members for future editions when I have a bit more time to prepare. In the meantime I am taking a break from the cricket and tennis to focus on my initiation. This issue includes a well written and most informative article about the De Lorean saga, so do check it out and enjoy the rest of what I hope will be the first of this years' memorable issues.

The year ahead promises to be full of interest with the arrival to our shores of the Exige S, Lotus 2013 in Canberra and what will certainly be some milestones in the life of Lotus Cars. Let's hope that they can finally put a stable financial foundation in place and rid themselves of the ongoing rumours that are surely undermining their future. Stay tuned and I will endeavour to keep the wheels moving to have Lotus Notes on your doorstep/ inbox on time and up-to-date, with the latest developments from our clubs and the broader Lotus community. Finally, I trust that I can keep up the standard set by previous editors, and welcome your feedback

CKJ111

# President's pleasantries

By CRAIG CHALMERS, President, LCV

Firstly a happy new year to all and I hope that all the magazine readers out there had a very Merry Christmas and a safe and happy new year. Hopefully Santa was good to you all and that you had the chance to take your cars for a spin around your favourite road, a mechanical once-over, or just a wander out to the garage to admire and give it a spit and polish.

It's hard to believe we're already into another year and LCV is up and running, and planning the year is already underway. I managed to squeeze a few days off around Christmas, but with December being the end of financial year for our company, it's a busy period for us number-crunching types. Weather is great and the traffic is light, but heading for a spin across the Victorian high country and into NSW like a number of our Elise crew sounds a lot more tempting than work.

I'm already receiving the tap on the shoulder about Presidents pleasantries from our new editor in chief Cris Johansen. He tentatively stepped forward at the AGM as showing some potential interest and was immediately hog-tied and pronounced the saviour as he was unceremoniously shoved forward into the role. Seriously though, good luck Cris, and if all could please ensure you give him your full support (of course including articles and happy snaps) as he steps into this important role. Thanks also to Jon who is continuing to assist in the handover of duties.

For those who couldn't make it to the AGM, we had approximately 50 members in attendance and the new committee was elected unopposed, with some old(er) faces returning to

the fold and some new blood also stepping up. Good luck to all for the year ahead. As I usually ask, even if you're not on the committee, we are always keen for member's feedback and new ideas for club nights, EMR's and any other event that may be of interest to the group at large. So please don't be afraid to speak up or shoot us a quick email with your thoughts and suggestions.

The year has already kicked off with the social restaurant night at Kan Zaman in Bridge Road, Richmond to greet the LCV New Year. A number of members were spotted attempting to keep up with the belly dancing entertainment with some (including yours truly) continuing to wobble when the music stopped!

Friday the 1st February we have organised a night trial/EMR to try some different formats. Similar to a mini-EMR, this starts with a BBQ at Doncaster before heading into the evening and unleashing the vehicles through the nearby twisties for some end of week stress relief. Other upcoming events also include the Formula One Grand Prix display with the entry form that has been previously distributed. If you're a late entrant and hopeful for a spot, please see Dennis Hogan who is organising the LCV troops. As mentioned previously April 7th has been locked in for the track day at Deca in Shepparton. Following a similar format to last year's frivolities, a track loop and skidpan will both be in operation. Make sure you put it in your calendars now. Don't forget Lotus 2013 is now only months away and in a slight change to the usual date, commences on ANZAC day, in Canberra.



Given the popularity of the inaugural LCV championship, it will be run again in 2013 with some minor fine-tuning of the point scoring system, so stay tuned to see the all-important events that count. There was some good natured banter about some of the final results at the awards presentation and my sources tell me that some have been busy polishing their dipsticks and putting on lightweight wheel nuts whilst others were enjoying their Christmas turkey. So make sure you're at the track in 2013.

I missed mentioning in my last Presidents Pleasantries, but congratulations are in order to one of our members. Petrina NG received a special announcement at the drivers briefing at the MSCA Phillip Island track day with an engagement proposal. Her response was an immediate acceptance. There was some murmuring as to whether she was simply keen to get racing or was seduced by the beautiful views, but either way, a big congratulations to Petrina and the extended family.

On a more serious note, the Australian summer has seen many unfortunate people again suffer from the impact of bushfires. I hope all our members are safe and well and that we all take extra care when travelling on high risk days or in the vicinity of a fire.

Hopefully I will see you soon at an LCV function and catch up soon,

In the meantime travel fast and travel safe,

Craig



## WELCOME NEW LCV MEMBER:

Anna Iacovitti  
Scott Feldtmann [Clubman Open Wheeler]  
Dene Denny [2012 Elise]  
Linda Denny  
Bruce Astbury  
Hariate Staten

Karinda Parkinson  
Lyndon Neville  
Rochelle Neville  
Courtney Neville  
Caroline Mollison  
Brian Buttigieg [1992 Chevron Classic]

## LCV EMR

**SUNDAY 17th February – 9.00 am**

Leaving from Eltham Lower Park,  
Melway 21 H10  
8.30am for 9.00am start  
Travelling via Kinglake to Yarra Valley  
for lunch.

*Now we know where "fender" originated.  
Paris Street.*



## President's prologue

By **DICK REYNOLDS, President, LCQ**

Well I don't know about you lot, but I've been away in the winter of Europe. How on earth was this where the open top car came about. Go figure!

I'm told they leave the hand-break off when parking so the cars either side can squeeze in without causing excess damage. Obviously the Cinque Cento above needs extra care.

My email is full of Car Club stuff already, so it looks like it's business as usual. Looking forward to a big 2013 year.

As I haven't driven or been in touch with anyone so far this year, there isn't much news. However, Christmas loomed last year with a great night out at New Farm Deli, attended by all the foodies I suspect, and then the annual Motorman Curry Session at Derek Deans. This time frequented by all the car nuts. These were both great events and a terrific way to end the year.

Thank you to Peter and Norma Upham and Mal for organising the Deli, and of course Derek and Anita for again having us as guests at their venerable establishment.

While on the subject of thanks, a big one must go out to Garry Saunderson (aka Saundo) for his tireless pursuit of Lotus Cortina promotion. Every magazine sports an interesting report from Gary, detailing their "Corty" exploits, and we do appreciate it, lots! So thank you Garry.

Towards the end of last year I was pondering the future of our old cars. Some of our cars sport Carburettors, Contact Breaker Ignition Systems and other antiquated oddments. "What are these things?", you Elisii may say! Well they are things that many of us spent years getting a handle on, and often contacted experts to assist us. Due to the human aging process, many of those experts are disappearing. We can assume that the "supply and demand" process will keep the knowledge somewhere, but at what cost?

Having pondered all this, I have now decided that because of the global "Internet Thingy" happening, we can contact people world-wide for assistance, and therefore "job done".

So Dick and others, stop worrying about getting old, and just ENJOY.

Don't forget Lotus 2013. I know you won't.

See: <http://www.lotus2013.com.au/>

Next meeting on Tuesday 5th February, at Shannons as usual.

My apologies for the brevity, but that's it and it's Hi-ho Hi-ho for me.

Bye for now.

Dick



### LCQ Monthly Meeting

**TUESDAY 5th February – 7.30 pm**

Shannons Insurance.

5b/305 Montague Road West End Qld,  
4101 Australia



# 2013

## LOTUS 2013 CALENDER OF EVENTS

| <b>FEBRUARY</b>              | <b>VICTORIA</b>  | <b>QUEENSLAND</b>  |
|------------------------------|--|--|
| Friday 1st                   | <b>LCV Night Trial</b> – Details tbc. Contact Jack Burns 0427 820 622 or Simon Henbest 0458 448 870.                                       |  |
| Sunday 3rd                   | <b>MSCA Winton</b> – refer <a href="http://www.msca.net.au">www.msca.net.au</a> for details  |  |
| Tuesday 5th                  |  | <b>LCQ Monthly meeting</b><br>7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld, 4101 Australia   |
| Sunday 17th                  |  | <b>LCQ Early Morning Run</b><br>Details TBA  |
| <b>MARCH</b>                 | <b>VICTORIA</b>  | <b>QUEENSLAND</b>  |
| Tuesday 5th                  |  | <b>LCQ Monthly meeting</b><br>7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld, 4101 Australia   |
| Saturday 9th & Saturday 10th |  | <b>Morgan Park "B" Series Sprints</b> – Round 1.   |
| Sunday 17th                  | <b>MSCA sandown</b> – refer <a href="http://www.msca.net.au">www.msca.net.au</a> for details   | <b>LCQ Early Morning Run</b><br>8.30am for 9.00am start at the Eltham Lower Park, Melway 21 H10, Kinglake for coffee, Yarra Valley for a casual lunch. Roughly 150kms, finishing within an hour's drive from Melbourne. Details being finalised, so check the website: <a href="http://lotusclubvic.asn.au">lotusclubvic.asn.au</a> Contact John King (9819 9819) for further details. |
| <b>APRIL</b>                 | <b>VICTORIA</b>  | <b>QUEENSLAND</b>  |
| Tuesday 2nd                  |  | <b>LCQ Monthly meeting</b><br>7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld, 4101 Australia   |
| Sunday 7th                   | <b>LCV Club Championship – DECA Track Day</b> – DECA Shepparton. Details tbc. Contact Peter McConnell 0402 076 107.                        |  |
| Sunday 21st                  | <b>MSCA Philip island</b> – refer <a href="http://www.msca.net.au">www.msca.net.au</a> for details   |  |
| Thursday 25th – Sunday 27th  | <b>Lotus 2013 – Canberra</b><br>Refer <a href="http://www.lotus2013.com.au">www.lotus2013.com.au</a> for further details and booking forms | <b>Lotus 2013 – Canberra</b><br>Refer <a href="http://www.lotus2013.com.au">www.lotus2013.com.au</a> for further details and booking forms   |
| <b>MAY</b>                   | <b>VICTORIA</b>  | <b>QUEENSLAND</b>  |
| Sunday 19th                  | <b>MSCA Bryant park</b> – refer <a href="http://www.msca.net.au">www.msca.net.au</a> for details   |  |



For any last minute updates check your states website!

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

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



# LOTUS 2013

## Three months to go and the countdown has begun

The Lotus2013 organising committee are delighted to share with you that, with only three months to go until the biennial gathering of all things Lotus, we are well on the way to having the most amazing weekend of fun with great friends. With over 150 attendees already confirmed, it is looking to be a fantastic opportunity to catch up with old friends and perhaps meet some new ones. We will have support from Ateco to provide you with news direct from the new owners, DRB, and with the first of the new Exige due to arrive in March, we should have the chance to see this exciting new car too.

Lotus 2013 will commence on Anzac Day in Canberra, aligning with the Celebration of a Centenary of our Capital City; you may want to extend the weekend and join many of us by coming to Canberra on Wednesday 24th in time for an early start at the Dawn Service on Anzac Day.

The drive to Canberra is in itself an exciting and enjoyable event, and nearer the time, we will provide potential routes for those coming into Canberra from intra- or inter-state that take in the fun roads we have to offer around the state.



The evening of Anzac Day will see us all meeting up for registration and pre-dinner drinks around the cars while we scruitineer for the following day, and a BBQ dinner to follow.

Friday 26th will provide those who wish to the chance to drive Wakefield Park with the resurfaced track potentially providing for some faster times! Those wishing to join the Cultrual Excursion around Canberra and the local area need to get their booking in as places are quickly filling with only 6 places left - full details for booking are at [www.lotus2013.com.au](http://www.lotus2013.com.au)

On Saturday 27th we will be holding the Lotus Concours d'Elegance on the lawns outside Old Parliament House in the morning, and the the afternoon has been designed to allow those who wish to to visit various attractions out and about around Canberra, taking in the fun roads at the same time. Just be sure to be back in time for dinner, as the Black Tie Gala Dinner will kick off with drinks in the Marble Foyer of Parliament House at 6.30, then move into the Great Hall for dinner, an evening of conversation with our Guest of Honour, Ron Taurenac, and of course the obligatory awards for the track and field events! A band will play throughout

the night and provide for dancing once dinner is over. We promise no boring speeches!

As mentioned, numbers are fast filling up, so if you have been delaying making a decision, now would be a good time to act! You will find all the details at [www.lotus2013.com.au](http://www.lotus2013.com.au) and you need to move particularly fast if you want accomodation at the ANU, as rooms are fast running out.

If you wish to book a spot just for the track day or perhaps you'd like to book a table of ten for friends at the Gala Dinner, both these options are available at [www.lotus2013.com.au](http://www.lotus2013.com.au)

We very much look forward to seeing you there, and to another fantastic Lotus gathering.

***"keep an eye out for more information on track day only entry, gala dinner only ticket, etc on the website"***



# A Touch of Middle East Magic

by Jon Hagger

In stark contrast to the restaurant event that launched our 2012 year – it was one of the hottest days Melbourne has ever experienced since dinosaurs roamed the planet and we were in Jimmy's non-air conditioned Greek Tavern – this year's opener was brilliant. A mild summer evening. A great (air-conditioned) venue and wonderful Lebanese food.

All together, a disappointingly low twenty-six Lotus louts and their partners were treated to some Middle East Magic at Kan Zaman Lebanese Restaurant in Richmond. As one who is not too inclined to Lebanese food, I was a tad skeptical when the "usual" pita bread, homus and tabouli arrived...until the taste test: explosions of flavour to savour. The homus brilliant. The tabouli sensational. The "vegetarian" lamb extraordinary... and on and on. And then, to add some spice to the evening, the resident belly dancer.

Now this is the part where Middle East Magic became a Fools' Paradise. As our belly dancer twisted, gyrated, wiggled and swiveled her hips mesmerisingly to the music, she invited a number of "likely Lotus lads" (self included, "silly old buggers" all) to dance with her. Well, talk of stark contrasts...the weather extremes had nothing on this, but it's probably best to keep it simple: she was great, we were rubbish. Even some of our ladies got up to shake their "thang" and they were way better than the blokes. However, she was gracious (or brave) enough to keep smiling all the while.

As if that were not enough, our waiter asked if we wanted more food! Since when does that happen with a fixed price menu in Melbourne! All in all, at the end of the evening, twenty-six very sated people reluctantly made their way home after a great night out...should do it more often, should visit Kan Zaman again. Matt Preston's quote, taken from our LCV website, sums it up perfectly:

**KAN ZAMAN – MATT PRESTON EATS OUT:**

*Service is ruthlessly efficient and they won't stop bringing courses until the greediest member of your party is sated. Kan Zaman still offers a generous and wonderfully good-value night out with food that keeps your tastebuds and your stomach happy. It's especially good if you're dining out in a big group.*

Now, being the environmentally-friendly soul that I am and with all the hot air banter going back and forth across the Kan Zaman tables, I recommend we all start working to reduce our carbon footprint – so, eat more, talk less. Thanx to all for making it magic – Middle East Magic.







# Australian Kia Elan Project?

LCQ member Chris Murphy visited McFeeter's Motor Museum Forbes NSW in early December 2012 and was surprised to see a Kia Elan in the museum.

Chris spoke to Bruce McFeeter the museums owner about the Kia Elan and it appears there were originally 6 cars imported to Australia by Kia Motors.

Apparently at the end of the project Kia ordered that all the cars be destroyed, but somehow this car escaped the crusher and was purchased sometime later by Bruce for his museum.

When Kia heard that Bruce had the car, they visited Bruce and demanded that the car be destroyed, to which Bruce replied he had purchased the car in good faith and would not be destroying the car, or something similar!!!!

Unfortunately Bruce was unable to provide much information about the Kia Elan or the project, so if anyone knows about these cars would you please send the details to Daryl Wilson at [wilmac@bigpond.com](mailto:wilmac@bigpond.com) and we will publish the information in a later magazine.







by Steve and Jo-Anne Blackie

## » England in an Elise 111R



Talking "Lotus" with the doorman at the Savoy



Outside Royal Crescent, Bath.

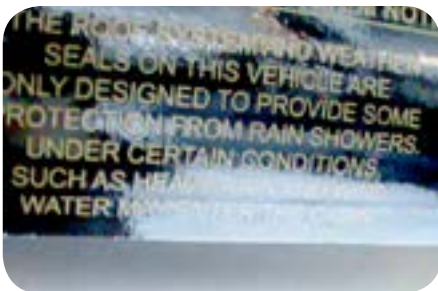
Jo-Anne and I were on holiday in England just before Christmas, and I had pre-booked a 2004 Lotus Exige for three of the five days that we were there. The idea was to experience a modern Lotus for the first time, as I had never been in any Lotus newer than a 1988 model – while it was moving – and what better place to do it than its place of origin, England? But as they say: ‘the best laid plans of mice and men’, it was not to be. Between booking the car and getting to England, fate stepped in. Zagame held their track day and I was given the opportunity to drive the new supercharged Elise S, Evora ISP and super charged Evora S at Sandown. I was still looking forward to seeing what an Exige would be like to live with for three days on the road, however after arriving in England, I received an email informing me that the Exige had been involved in an accident and was not going to be available for me to drive. The car hire company enquired if I would accept an Elise as a replacement, which I did. The car was a bright yellow 111R with about 35,000 miles on the clock. I was surprised at how different the power delivery was between the Elise 111R and the new supercharged

Elise S that I had driven at Sandown. The new supercharged Elise S had power with lots of lowdown torque, similar to my Esprit, the 111R was real peaky like a lot of Japanese engines, with most of the torque and power being produced at the top end, but still fun to drive.

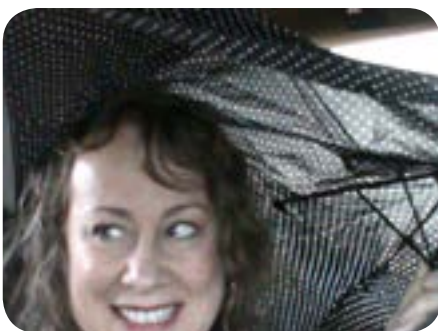
We picked the Elise up from Kings Cross, and headed west to avoid the city traffic and then went south through Wimbledon and Epsom to Brighton. It started to rain lightly as we left Kings Cross and continued to get steadily heavier for the rest of the day – and night. You forget how wet England can be in winter and how early it gets dark. We arrived in Brighton about 3.30pm and it was already twilight, so we did a quick tour of the Brighton Pavillion, and then headed off to our hotel. It was The Grand, the hotel the IRA bombed 28 years ago, hoping to dispatch Maggie Thatcher who was staying there for a conference. By coincidence, the movie “The Iron Lady”, starring Meryl Streep as Maggie Thatcher and covering the bombing, had screened on the plane on the trip over! It was also the hotel that featured in the 1979 film “Quadrophenia”, but sadly no sign of Sting, who played the bellboy in the movie.

The car caused a lot of confusion for hotel staff. When we arrived the doorman (not Sting!) rushed up to open the passenger door, but had trouble finding a handle. By the time the second doorman had arrived (how many doormen does it take to open a Lotus door?!) Jo-Anne had opened the door herself and was on her way out. The doorman held out both hands to pull her out, but Jo-Anne informed him it was easier without help. When I went to open the back to get the bags out (yes, lots of very small ones, the rest of the luggage was still in long-term storage at the Savoy in London) one of the doorman said "isn't the engine in there?".

After my first half day with the 111R my views were: seats are very comfortable, it is easy to drive in and out of traffic; the ride is not that much harsher than my Esprit, getting in and out ... well, I was still trying different techniques, but it was nowhere as easy as the Esprit, and YES the sign above the passenger door, stating that the roof was only partially water proof, was indeed correct. Jo-Anne thinks it defies logic that a car built in England, for English conditions, is not waterproof and at one stage she attempted to put the umbrella up inside the car ... not a wildly successful solution!



*Not joking!*



*... and opening the umbrella in the car ... not a wildly successful solution!*

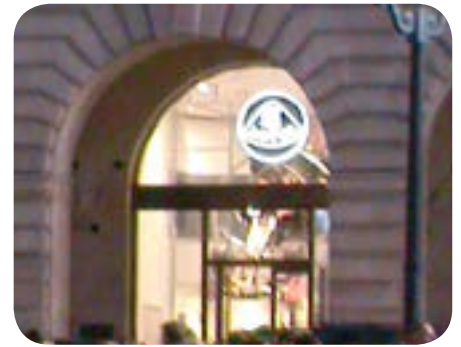
The next day was the Brighton to Bath run. Our plan was to run along the back roads inland behind the coast, in what was marked on the map as National Park, and then up to Stonehenge and on to Bath. Like the day before, it was still raining heavily and the rain continued until mid-afternoon, or just before dark. So the car took in water most of the day. Shortly after leaving Brighton we discovered that the map I had bought in London had

nowhere near enough detail for such a trip (not dissimilar to a Goldsmiths Tour map, you would think it had been doctored by Darren!). And after quite a bit of back-tracking, driving in circles, circumnavigating the same roundabout several times and coming up against dead ends, we eventually found a road that would take us away from the coast, and, with a newly-purchased map in hand, we went happily along our planned route.

The car drove well and I was impressed by the amount of grip it had on the wet roads (no R spec tyres for an English winter). It only lost traction when it was at peak power on painted road markings. It also has less body roll than my Esprit and was lots of fun under power, although I think it would need more skill than I have to get the best from it on a wet English road. We arrived at Stonehenge just before dark (3.30pm!). There were a lot of odd people, let's call them the great unwashed (hippie types, in strange hats) and they were camping there in order to celebrate the winter solstice (the next day being the shortest day of the year). We had a very quick look around and as it was almost dark, we made a bee line for Bath.

I felt that arriving after dark without a town map should not be a problem, as I had been to Bath twice before (17 and 25 years ago). How much could it have changed? It's a historic town after all. Well, nothing much had changed, except for the implementation of a one-way street system and a distinct lack of signage. Street closures and pre-Christmas shopping traffic (both human and auto) added an extra element of difficulty. After attempting for 45 minutes to find the hotel, it became obvious that assistance was needed, so I rang the hotel, described where we were and was given turn-by-turn directions to the hotel, which was in Royal Crescent, one of the major tourist spots in Bath. There was no sign to it and they had closed one end of the street, and heritage regulations even prevented the hotel from having a sign outside (Heritage conservation run amok!).

The next day the run from Bath to London was in sunshine, but still on damp roads. We drove just south of the M4 on the back roads through towns and villages, even through Windsor (but didn't drop in for tea at the castle). Once back in London, I won a bet with Jo-Anne that I could find the Savoy without using a map (much more success here than in Bath!). The car had performed well all day and it also seemed light on fuel compared to the Esprit. On arriving at the Savoy the young doorman said to me "I drove one of those (pointing to the Lotus) on a race track last month' ... so you can never be sure where you will find someone who knows about Lotus. It was an ironic sight to see the now dirty 111R Elise parked outside one of the poshest hotels in London!



*The 'Lotus Original Store' with the new Exige S (V6) on display.*

The last morning (in the rain again!) we did a run to the Ace Café on the northern ring road. The café was a hangout for motorbike riders in the sixties and they would go there to drink tea, and race each other between the roundabouts on the highway. These days it hosts bike and car events, and rock 'n roll gigs.

After dropping the car back to Kings Cross, we caught the tube back into Picadilly Circus for lunch and stumbled across a 'Lotus Original Store' selling Lotus and Lotus F1 Team merchandise. They had the new Exige S (V6) on display, which was attracting a great deal of attention ... a very pretty car! Couldn't afford the car, but I bought some Lotus cufflinks!

In summing up, the 111R Elise was very easy to live with as a road car, a lot more practical than I expected, although Jo-Anne thinks this is a new use of the word 'practical' that she was unfamiliar with! It was not as hard to handle in traffic as the Esprit and it had better visibility at the rear than the Esprit. It did leak more than the Esprit, however and I never did find an easy way to get in or out of it (though I did get more efficient at this over time). But this is a small price to pay for the fun that is called 111R Elise.



# President's Report 2012 LCV

## New Members

This year we welcomed 61 new members to the club. These new members brought a number of new cars to the club including numerous new Elises, Exiges, Esprits, Elans, Europas, Caterhams, Clubmans and DeLoreans. The new member welcome pack of LCV branded cap, keyring and cloth patch has been introduced and despite a minor delay with the keyrings has been distributed to our new members. This new member pack is the reason for the new member application fee which was introduced from 2012 for new members. Existing members wishing to purchase any of these unique items can obtain them from John King.

## Track Day & Motorkhana

April this year saw LCV return to organising a motorsport event on a smaller scale appropriate to our membership levels. 33 Members hit the track at the Driver Education Centre at Shepparton and all thoroughly enjoyed the day. The majority enjoyed a social dinner and stayed overnight in the accommodation kindly organised by Peter McConnell. A huge thanks to Peter and the other organisers including John King, Jack Burns, Kyran Meldrum and Darren McKemish for getting this event off the ground and to the Shepparton District Car Club for providing the equipment, catering and officials to make the day run smoothly. With a resounding response of Yes, do it again, we have booked Deca for April 7th, 2013 so put it in your diaries now. With limited places available and the feedback from this year's event we expect it to be a sellout so make sure you get in early.



## Motorsport

LCV was very well represented in various forms of Motorsport including many performing well in different formats. Jonathan Stoeckel, Rohan Hodges and Mike Byrne are competing in various forms of competitive racing along with others in historic in Formula Fords and Vees. MSCA is the forum where most of our members find their speed fix and LCV and the Lotus cars again dominated their classes. Congratulations with MSCA class wins to members Chris O'Connor, Min Chan, Michael Bouts and Bruce Main.



## LCV Championship

2012 saw the introduction of the LCV championship for the first time in an effort to encourage members to try their cars in a controlled environment and also support MSCA events. The championship kicked off with the LCV event at Deca in April and concluded with the MSCA Sprint at Phillip Island on November. Congratulations to the inaugural class winners of Bruce Main, Chris O'Connor, Min Chan, Josh Robbins and yours truly. 2013 will see a minor change to the scoring system and the championship events will be nominated by the new committee for 2013. Keep your eye on the website and the magazine for details.

## Goldsmiths Tour

Despite a huge turnout in 2011 unfortunately this year's event was cancelled due to a lack of entries. Thanks to Kyran Meldrum, Peter McConnell and Peter Hill for having the event organised and ready to go and extra thanks to Kyran and Annette Meldrum for rapidly putting together a Goldfields Rendezvous weekend in its place. The roads were similar and the extended EMR format was more relaxed than the usual hectic fun of the competitive event. Those who came along certainly enjoyed the weekend, so a big thankyou.

## Club Nights

Our club nights this year saw us visit some new venues and return to some old stomping grounds we haven't visited for a while. The grand prix go-kart night was again popular, as was catching up on Richard Mann's garage and restoration progress. The Elfin heritage centre hosted us for a restoration/technical night and we had also listened to the tales of a number of guest speakers. The Nereo Dizane car collection had a huge member turnout and at the same time raised funds for a worthy cause. The club also visited the new premises of Zagame Lotus in Richmond and the Healey Factory in Ringwood to survey their new establishments. If people know of hidden collections or interesting locations for a visit who might be willing to host our club, please make sure you let a committee member know as it is always a challenge to find those hidden gems.

Our understanding partners also enjoyed the socialising and dining at the restaurant nights in January and July. This years victims of the Lotus crowd included Jim's Greek Tavern in Collingwood and the Mt. Erica pub in Prahran.



## Early Morning Runs

Most are familiar with our Early Morning Run premise of a Sunday morning blast late in the month. Runs this year included the recently sealed road to Jamieson and a special run for the 50th Anniversary of the Elan to the Elan winery in Gippsland. For those not familiar with the concept it is a casual turn up at the start and drive as far as time permits, whether that be morning tea, lunch or anywhere in between. Enjoy the Lotus roads that are inevitably found, some socialising and cruise home when you've had enough. It is an enjoyable way to spend part or most of a Sunday and is a great format to enjoy our cars whilst the gourmet stops ensure our passengers allow us the indulgence.



## Christmas Party

Our Christmas party and concours was held at the Ferny Creek Horticultural Society Gardens. The detailed report is in the magazine but what a great day! The weather was perfect and the venue was fantastic with approximately 100 members and family enjoying the day. The cars were gleaming and it was good to see a huge turnout of Esprits and the lineup of Elan's for the anniversary year. A huge thanks must go to Gary & Jan Parnaby for again assisting the club with the venue and arranging many of the little extras to make the day go smoothly. Thanks also to Peter McConnell for once again organising the catering and a delightful spread to ensure all our stomachs were kept full. Thanks also to the concours judging team of Iain Palmer, Steve Miller and Jack Burns for undertaking the challenging job of splitting some of the immaculately presented cars.

## Club Plate Scheme

80 of our members with older vehicles and clubman replicas have taken the option to change their cars to the Vicroads Club Permit Scheme. A reminder to benefit from this reduced registration cost a RWC is required to join the scheme. Fill out the Vicroads form and the LCV form which is available on the website and forward both with your RWC to John King for approval. This scheme has an increased requirement on the club to keep accurate records of vehicles and members with club plates so please ensure you fill out all the required information before forwarding to John King for both initial applications and annual renewals.

## Lotus Notes Magazine

Our monthly magazine is a highlight for many members and especially those who don't manage to keep in direct contact regularly. A special thanks to Jon Hagger and Steve Blackie & Jo-Anne Ridgway for their tireless work throughout the year. You have done a great job chasing down articles (and presidents) to keep the pages full and entertaining. Thanks also to Simon Henbest and the distribution team for packing and mailing the magazine each month.

As Jon is very busy with work commitments we are on the lookout for a new magazine co-ordinator so please let us know if you can assist in this role. The committee is also keen to assist by helping to spread the load as much as possible.

As most members would be aware the club conducted an extensive magazine survey during 2011 to determine members' thoughts about

the future direction for the magazine. Based on the results the club is in the final stages of implementing an on-line magazine option for those that prefer it. It will be available to members through the website with final details on how to access etc communicated in the first quarter of 2013. Current membership rates will remain the same for 2013 to cover website modifications and until we can determine the actual print and mailing costs for those still requesting a printed copy.

## Ideas and Suggestions

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

## Thanks

In wrapping up I must also say a huge thank you to the committee for their efforts during 2012. Whilst many of us are very busy in our daily lives, spreading the workload certainly enables us all to enjoy our time involved with Lotus Club Victoria and still have time to enjoy our cars.

To all our members we wish you and your families a very Merry Christmas and a safe and happy new year. I look forward to seeing you out and about in 2013, whether on the road, the track or at a club night. Don't forget the year starts off with the restaurant night on the 22nd January. The details weren't finalised in time for the December magazine so keep an eye on the website and your email inbox for final details. Please make sure you RSVP.

Wrapping up the year I thank you for your continued support of Lotus and Lotus Club Victoria and hope it continues in the future.

Thankyou

# Citations for 2012 Awards LCV

## Ricci Cup

The award of the Ricci Cup is made to a member who has distinguished himself by outstanding motorsport achievements in the current year. This year we are delighted to make the award to a chap who has put a lot of work into establishing the club in Victoria many years ago and contributed much to the welfare of our club. During his long membership he has enthusiastically competed with distinction in Historic Racing, latterly in his Series 4 Seven which is mostly observed up the pointy end of Class Sc giving a certain Porsche the hurry-up signal.

**Mike Byrne** has competed in Historic events at most Australian circuits this year scoring numerous wins and always finishing well ahead of the opposition, a record which would have looked even better if that Porsche would only move away to let Mike past. Mike has also distinguished himself through the performance development of his car such that he is the "go to" person for twin cam engines.

Mike was the first to receive the Ricci Cup award in 1996 and we are delighted to make a second presentation, an award well earned.

## Can Do Award

The LCV "can do award" for members who have 'put in' for the club and its members over this year, goes to two LCV members who have made a significant contribution over the last three and a half years to the club.

Every month your magazine arrives in the post. For this to happen not only does it need to be written, edited and printed, but also packed and posted.

Each month, **Alan Backholer** and **Ian Simmons** consistently turn up and give up several hours of their time in support of the club to pack the magazine. They have done this since July 2009 and look forward to their continued support in the future.

The Committee on behalf of the members, would like to thank them and recognise their efforts with the 2012 LCV Can Do Award.

Congratulations to Alan and Ian.

Note from Simon: Btw – we are always happy to have more volunteers!

## Notable Notes

For contributing the most to the magazine during 2012, the Notable Notes Plate for 2012 is awarded to **Jo-Anne Ridgway** and **Steve Blackie** of Polar Design, for creative excellence in their redesign of Lotus Notes and their absolute professionalism with publishing our magazine each month – often under extreme deadline pressures.

When Jo-Anne and Steve presented their submission to the Committee in late January, they told the Committee they "wanted to give something back to the club". Well, they have done that in spades: saving the club artwork/setup costs in excess of \$10,000!

Congratulations and well done. You are worthy recipients of this important Award.

## Clubman Steering Wheel

The clubman steering wheel is awarded to the club member who has made a major contribution to the club and its members in any shape or form deemed appropriate by the Committee, this year in particular and other years in the past. For his outstanding service to the club the clubman steering wheel is awarded to **Kyran Meldrum**. During 2012 Kyran has organised a Goldfields rally, unfortunately when that did not proceed, Kyran and his wife Annette organised a last minute Goldfields rendezvous weekend. This extended EMR or mini-goldfields drive included accommodation, food & restaurant stops, interesting and fun roads and a highlight of our Faulty Towers dinner. Kyran also assisted with organising our track day at Deca and planning of multiple EMR's throughout the year. When you see Kyran whizzing past in his little red Elan you know he's probably busy organising something for LCV. Congratulations Kyran a worthy winner of our Clubman award.

## Ivan Butterworth (formerly Presidents) Piston

As determined by the President the Ivan Butterworth Piston for 2012 is awarded to **Peter McConnell**. During 2012 Peter has stepped up and done a huge amount of work for the club. With assistance from a number of others Peter was the driving force behind the

track day and Motorkhana at Shepparton. He organised the hire of the venue, the Shepparton District Car club for equipment, officials and flaggies, Cams permits and accommodation for competitors and officials alike. Not content to rest on his laurels Peter also organised two restaurant nights, the catering for our Christmas party and squeezed in an EMR. A quiet achiever who likes to make little fuss, I am proud to present the Ivan Butterworth Piston to Peter McConnell.

## Encouragement Award

This was first awarded in 2003 with the idea of encouraging members to become further involved in Club activities and has had a number of worthy recipients.

This year is no exception although the circumstances surrounding the decision are a little different. The Committee has decided that twenty years of dedicated service is not sufficient and wish to encourage **Iain Palmer** to contribute another twenty years.

P.S. If Iain is not in attendance, he will be at home celebrating the birth of his new baby, a bright yellow Elise S.

## Concours

Although not a citation as such, for outstanding presentation of his Birkin Clubman, the 2012 concours trophy is awarded to **Tromp Hofmeyer**.







# MSCA Super Sprint Series

## Calder MCSA December 2nd (or more accurately VALE Calder!)

Calder has a lot of potential for motor sport enthusiasts in Melbourne. Due to that fact that it is within easy reach of most of us who live in and around the Greater Melbourne area, being less than 30km from the CBD and right beside one of the major arterials out of town it's great to get to. It also has a rich heritage of racing over the years since the Australian Motor Sports Club established in the early '60's and Bob Jane took control in the early '70's. It even hosted the Australian GP a few times in the early '80's!

It is nowadays however, a mere shadow of its' former self with a dysfunctional team in control of the place, it seems destined to die a slow death or most likely one day go the way of some of the circuits that once existed in the Sydney area and be turned into a housing estate as property prices in the area make land use for anything else prohibitive. Its future as a motor sports venue is certainly bleak.

It appears that Calder gets most use these days (or should I say nights) on a Friday or Saturdays when it hosts night street drags and as a result the top of the main straight is covered in a surface of rubber and rocket fuel, among other things, that with the slightest moisture, behaves like ice. As a result, it is most unfriendly to those wanting to make a quick entry to the main straight. In addition, the focus on drags has meant that the balance of the circuit has not been maintained as well as it could have been and the track surface is less than ideal.

In light of the above, and the experience of the officials on the day, it is most likely that the sprint meeting on Dec 2<sup>nd</sup> will be the last time that most of us will get to drive on the track as it is simply too hard to make it work.

Despite the best efforts of the great guys at the MCSA to make Round 1 of the 2013 Super Sprint Series a success, the venue on the day was simply a disgrace. The most noticeable example this was that whoever was responsible for unlocking the place didn't show up on time and after finally managing to get in, no one was able to work out how to get access to the timing equipment! After much colourful language and further delays it was agreed that all timing would be done manually thus rendering dorian's useless on for the day. In addition a damp start to the day and the need to be cautious at the top of the main straight meant that all of us were less than excited by the venue by the time we finally got out on the track.

Fortunately the rain stayed away and the rest of the day went relatively smoothly with only a few minor 'offs' to hold up proceedings. As is usual with MSCA meetings LCV members made up a large portion of entrants and we were second in number at Calder only to the Nissan guys. Everyone who wanted to was able to get in 4 runs and there was plenty of time to get into the groove and put in some good times.

By the end of the day the club managed to pick up the FTD thanks to Greg Alcock in his Honda R powered S1 Exige showing the way to a number of Porsche GT3's and Nissan Skylines with a time of 1:03.84. Our members also took out the Clubman cars up to 2000cc and Modern 155 – 1999cc classes thanks to Peter Nowlan in his NRC Bullet Clubman and Alec Spyrou in his S1 Elise, respectively.

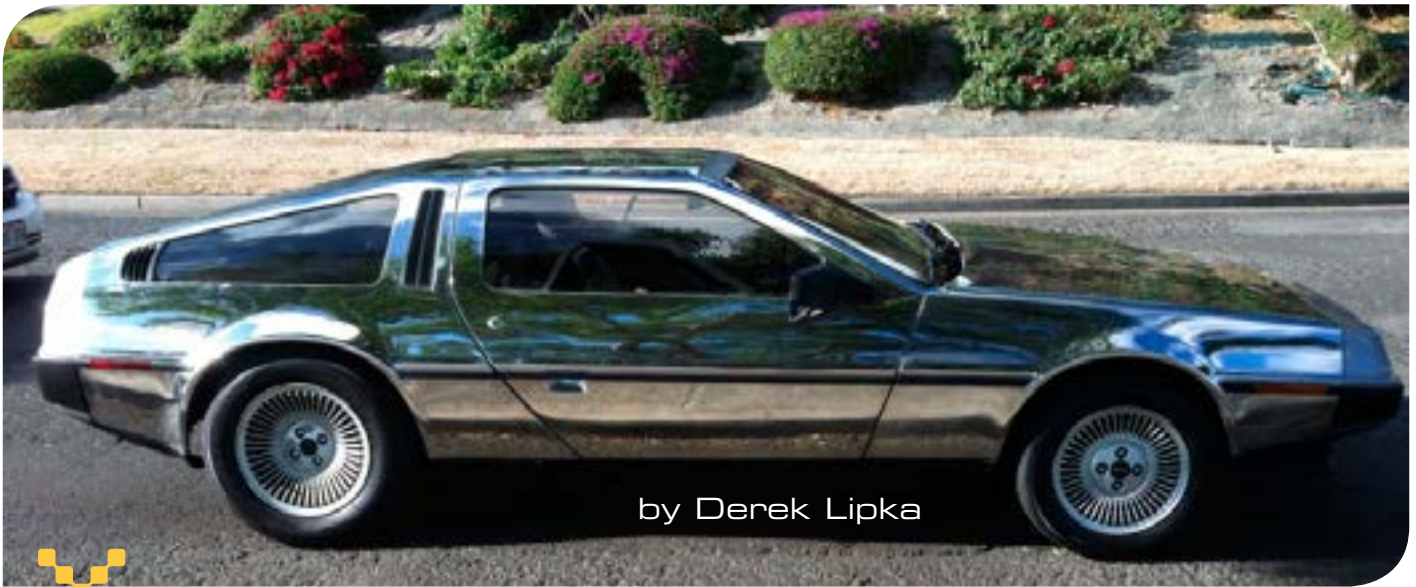
Just prior to wrapping things up and heading home we heard that the Calder was badly clogged inbound due to road works limiting things to one lane only so several of the Elises decided to avoid it by going home on an alternative route. This resulted in several km of rough dirt road resulting in filthy cars and the discovery of even more rattles than we started with.

The results for the LVC members who were there on the day are detailed below

| No. | Driver            | Car                | Capacity | Fastest time | MSCA Class | MSCA points score |
|-----|-------------------|--------------------|----------|--------------|------------|-------------------|
| 11  | Greg Alcock       | Lotus Exige        | 3396sc   | 1:03.84      | 4M         | 20                |
| 13  | Michael Bouts     | Porsche GT3        | 3600     | 1:06.00      | 5M         | 18                |
| 237 | Peter Nowlan      | NRC Bullet Clubman | 1770     | 1:04.09      | 7          | 20                |
| 171 | Bruce Main        | Caterham Seven     | 1800     | 1:05.53      | 7          | 19                |
| 21  | Richard Stevenson | Elfin Clubman      | 1999     | 1:05.10      | 7          | 18                |
| 77  | Stuart King       | Westfield SEW      | 1587     | 1:08.52      | 7          | 17                |
| 47  | Alec Spyrou       | Lotus Elise        | 1798     | 1:08.68      | 2M         | 20                |
| 52  | Petrina Ng        | PRB Clubman        | 1587     | 1:09.16      | 7          | 16                |
| 15  | Cris Johansen     | Lotus Elise        | 1998     | 1:09.49      | 2M         | 19                |
| 20  | Chris O'Connor    | Lotus Elise        | 1798     | 1:11.23      | 2M         | 18                |
| 73  | Rhett Parker      | Lotus Elise S2     | 1798     | 1:11.70      | 2M         | 16                |
| 251 | David Buntin      | Lotus Elise CR     | 1798     | 1:12.03      | 2M         | 15                |

So it's my guess that the days of sprints at Calder are over and unless the place is sold to someone with more interest in resurrecting the track to its former glory the motorsport fraternity will watch the track disappear. Vale Calder Park Raceway.

Note: The accompanying photos are the work of Tony Shaw @ Classic Car Photography so many thanks to Tony for kindly allowing us use them. Check out more of his work, (and purchase a photo of you on the track!) on his web site [classiccarrphotography.com.au](http://classiccarrphotography.com.au)



by Derek Lipka



# DeLorean, Lotus and Colin Chapman

It has been said by many that if Lotus Founder Colin Chapman had not died when he did, he would have gone to prison for his part in the DeLorean debacle. In fact, the then financial director of Lotus, Fred Bushell was jailed and John DeLorean himself was indicted, but remained in the US avoiding extradition to Great Britain. Despite the mystery surrounding the financial dealings, the DeLorean was a major success for Lotus, and in particular the consulting arm of the company, Lotus Engineering. But more about that later. First some background....

John Zachery DeLorean was born on January 6th, 1925 in Detroit Michigan. Growing up with Motor City, some would argue that his destiny was set in the stars and that the automobile was in his blood.

An honours student at high school, DeLorean studied Science and Industrial Engineering at Lawrence Technology University in Detroit. His studies were interrupted by WWII military service. After the end of the war he returned to Detroit to finish his studies while working part time for Chrysler. On graduation he worked a variety of jobs from selling factory equipment to life insurance, but soon returned to Chrysler on an education scholarship where he completed his automotive engineering degree. In 1953 he took a new role with the Packard Motor Company which saw him promoted to the head of research and development. In 1957 DeLorean finished his MBA and moved to the Pontiac division of General Motors to work as an assistant to the Chief Engineer and the Division Head. He was 32 years old.

While DeLorean is credited with dozens of patented innovations during his time with Pontiac he is best known for the creation of the Muscle Car through his involvement in the development of the Pontiac GTO. In 1965, at age 40, DeLorean was promoted to the head of the Pontiac Division – the youngest person in the history of GM to hold such a position. Four years later he was promoted to the head of the Chevrolet Division.

Many would describe John DeLorean as charming, charismatic and flamboyant. There was little question that he was a brilliant engineer and a driven, risk-taking entrepreneur. He was certainly a 'ladies man' and where ever he went he was always accompanied by at least one attractive member of the opposite sex. As his career developed, so did his flamboyant lifestyle.

His rise within the GM ranks had given him a taste of the jet setting life style. He started mixing with high profile business leaders and celebrities and he was never short on self promotion. All of which began to create friction in the conservation ranks of GM.

Ultimately this, along with the politics and bureaucracy of GM (and some would say most importantly his ego) spurred him on in pursuit of his ultimate dream – to have his own car company. So, in 1973 DeLorean suddenly left GM to set up his own car company – The DeLorean Motor Company or DMC as it became known.

John DeLorean's vision was to design and build a car that would be "As safe as possible, reliable, comfortable, handle and perform well, be enormous fun to drive and unmistakably elegant in appearance". The car was to feature standard safety systems such as disc brakes, good weight distribution and handling - features that few manufactures were offering at the time. And to have all this for the price of \$US12,000 which is where the model designation DMC12 originally came from.

DeLorean set up in a small office in Detroit to get the company off the ground. He was joined by former GM engineer Bill Collins and development started in 1974. DeLorean was excited about the prospect of building his 'ethical sports car' which would use new materials and manufacturing techniques such as Elastic Reservoir Moulding for the frame and chassis.

Following in the footsteps of Ferdinand Porsche, DeLorean believed (some would argue erroneously believed) that the rear-engined layout was ideal for a sports car. Early on he decided that the DMC12 would be a two seat, rear engine coupe with gull wing doors. DeLorean picked Giorgetto Giugiaro and Itai Design to design the car, and the similarity of the wedge shape to Giugiaro's masterpiece, the Lotus Esprit, is clear.

By 1976 the first prototype was completed with a transversely-mounted Citroen CX four cylinder engine, but it was found to be seriously under powered. The second prototype arrived in 1977 and while retaining the same basic Itai designed body style and layout it was now equipped with a south-north, rear mounted PRV6 2.7 litre V6 engine. This engine was the result of a joint development program between Peugeot, Renault and Volvo and the upgraded 2.9 litre version ultimately became the engine that all production DMC12's left the factory with.

The other significant change that occurred between the 1976 and 1977 prototypes was the change in the structure of the vehicle. The original concept had been to use a Elastic Reservoir Moulding (ERM) in a multi-segment design in which 12mm thick sheets of open-cell urethane foam were sandwiched between sheets of glass fibre. These would then be



moulded into shape under pressure in simple press tools. From there the parts would be 'fibre-glassed' together to form the 'chassis'. Front and rear steel sub frames to support the engine, transmission and suspension, were then to be bolted to this plastic chassis. Interestingly this style of glass fibre chassis was a method that Chapman had pioneered back in 1957 with the original Lotus Elite (albeit without the foam sandwiched in the middle). There were lots of manufacturing problems with this approach and by the time the second prototype was being designed the ERM monocoque had given way to pure glass fibre (GRP).

By 1978 the project had been under way for more than 4 four years, there were still significant technical challenges to be overcome and no production location had been identified. The state of the existing prototypes could best be described as 'elementary'. Further to this, Delorean was yet to find a location to build the car.

To hasten the progress / development Delorean sought external help and began discussions with Porsche, hoping that they would design the car for him. With Porsche requiring an unacceptably long four year period to design the car, Delorean turned to Colin Chapman and Lotus for inspiration. With Lotus struggling and in need of work, Chapman was easily persuaded to take on the work based on a two year delivery.

To complicate the situation further, Delorean decided that the styling needed to be 'freshened up' – a process that was to run concurrent with Lotus activities.

As with all new entrepreneurial ventures, one sometimes doubts that depth of the financial backing of the project. In this instance, the money was real, even if in an unusual twist it was paid from a Panama-registered company called General Products Development (GPD). With this Delorean established an engineering and purchasing facility in Coventry (UK) and also set up a small team at Lotus headquarters at Ketteringham Hall. As Lotus took over the engineering the Delorean, they had people located at both Ketteringham Hall and Hethel air field – as the project ramped up, Lotus allocated the largest building on the Hethel air field – an old aircraft hanger – to house the project team.

Soon after Lotus became involved, they examined the prototypes and concluded that the design was 'abominable' in execution with two key areas the most concerning: The GRP 'chassis' and the gull wing doors. The huge cut outs for the later combined with the questionable strength of the earlier resulted in very poor rigidity.

Based on their own experience, Lotus predicted that GRP monocoque chassis would not pass crash-test requirements. This was later confirmed when US aerospace manufacturer Gruman used their at-the-time state-of-the-art computers to simulate such tests. Their modelling showed that a 42km/hr frontal collision would cause the engine and gearbox to end up in the front foot well – crushing the occupants in the process!

As a consequence of these issues, Lotus demanded a free hand in the redesign of the car, with their first step being to replace the chassis with

**sunny**  
High 84, low 61  
Partly cloudy Saturday  
Details on Page 2A

**Detroit Free Press**

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ON GUARD FOR 153 YEARS

Friday, August 17, 1984

20¢  
**metro final**

# Jury Finds De Lorean Not Guilty

AP, New York Times and UPI

LOS ANGELES — A federal jury found John De Lorean not guilty Thursday of all eight counts in a \$15 million cocaine conspiracy indictment.

De Lorean rose from his chair at the final "not guilty" pronouncement by the jury foreman and said, "Praise the Lord."

De Lorean's wife, Cristina Ferrare, began crying softly as the jury foreman read through the series of "not guilty" verdicts. At the final count, she threw herself into the arms of her mother, Rosalia Ferrare, sobbing without restraint.

De Lorean walked over to his wife and held her in a long embrace, blinking back tears as his face reddened. He turned to his lawyers and hugged them, too.

Cristina Ferrare ran from the courtroom to a telephone and called their son, Zachary, 12. "We won, we won," she said, still crying.

ABOUT TWO hours later, after he emerged from a long talk with the judge, De Lorean, 59, told reporters, "As a Christian, I hold no animosity, no grudges."

Speaking in an unemotional, almost monotone, voice, he said, "I am grateful."

See De LOREAN, Page 16A

**More on De Lorean**

- John De Lorean "really suffers the American dream," says his attorney, Page 16A.
- Cristina Ferrare broke the news to spectators outside courtroom, Page 16.
- Entanglement of "reverse undercover?" Detroit expert explains difference, Page 16.

**Tapes were dramatic, but didn't sway jurors**

By GEOFON DILLOVI  
Free Press Staff Writer

LOS ANGELES — In the end, the jurors decided that no matter how bad John De Lorean appeared on the government's videotapes, it wasn't bad enough to make him a criminal.

The prosecution accused the tapes over and over, hoping the scores of De Lorean's meetings with agents posing as drug dealers would persuade the jury that De Lorean was part of a cocaine-distribution conspiracy.

But although the tapes contained what appeared to be incriminating remarks by De Lorean, the jury decided there simply was not the "smoking gun," the one statement or action that clearly made De Lorean part of a drug deal.

The tapes showed him walking his

See DRUG CASE, Page 16A

John De Lorean gives a thumbs up sign as he leaves the federal courtroom in Los Angeles after a jury acquitted him of eight charges of possession and conspiracy to distribute 220 pounds of cocaine.



a Lotus designed steel double-‘Y’ backbone which shared many features of the Esprit of the era (but allowing for the differences created by the rear engine of the DeLorean). This similarity extended to the suspension geometry, including the very long semi-trailing arms for the rear. Further to this, both cars use the Vacuum Assisted Resin Injection VARI moulding process to create the GRP under body structure - with the difference being that this also forms the outer panels for the Lotus, whereas it forms the sub-structure to which the DeLorean’s stainless-steel skin is attached. Both cars have a distinctive ridge along the side due to the two-piece design of the moulding.

At its peak, the DeLorean project was absorbing well over half of Lotus’ entire engineering resources, without doubt causing significant stress for Colin Chapman. The sheer size of this project inevitably meant that there was a delay to the development and production of Lotus’ new models for the Eighties.

The design was finally finished in a little over two years – an exceptional result considering the ‘freshening’ of the styling added an estimated extra seven months to the process and that this was before the days of 3D computer modelling.

Besides the PRV engine, DeLorean sourced the transaxle (both automatic and manual) from Renault and many other semi-generic components (switches / steering components / brake components etc) are shared with other European cars of the era including Jaguar and Saab. Even the windshield is common with the Lotus Esprit. Unfortunately, the drawn out development process and increase in complexity of the design significantly pushed up the cost of the DMC 12.

While the DeLorean was being redesigned, DeLorean himself was working his charm to romance governments around the globe to see who would offer the most funding for him to establish the factory. On the short-list were a site in Puerto Rico, a site near Shannon airport in the Republic of Ireland, but the British government’s desire to generate employment in the strife torn Northern Ireland sealed the deal. The British government ultimately paid DeLorean over £150M (around half a billion pounds in today’s money) to build a new factory in Dunmurry, just south of Belfast.

The DMC 12 sports coupe was launched in 1981 to quite a fan fare. The first units were in high demand as early adopters and speculators entered a bidding war pushing prices up beyond \$25K list price. Many people bought the car believing it would immediately achieve collector’s status. Initially all cars were destined for the US market and the untimely demise of the company meant that very few were ever sold new into other markets.

The motor press gave the car mixed reviews. In its final form the PRV V6 engine had been enlarged to 2,849cc (as was the latest Volvo 760GLE saloon at the time) and it produced 130bhp. The unladen weight was just less than 1300kg, which reflected great credit on the Lotus design team and their experience with such structures. It was not, however, anything

like as quick as its looks suggested. Road & Track’s authoritative road test showed that the top speed was a mere 109mph (175km/hr) and 0-60mph acceleration took a ‘rather pedestrian 10.5sec’, and that 0-100mph needed no less than 40sec and a lot of straight highway. All this helped to give the car its ‘gutless’ reputation, right from the start. Day-to-day fuel consumption was quoted as 19mpg (US gallons) or around 12.5 litres per hundred kilometres. On the upside, the appearance was well received, the car handled very well and the build quality was generally very good. Of course the latter suffered as the factory struggled to deal with the initial sales rush.

It soon became obvious that the expected sales volume of 600 cars per week was far too ambitious. At over \$25,000, the car was too expensive to sell in these volumes. Quality problems plagued the factory meaning that even if the car had been sold in the anticipated numbers, there was little chance of the factory being able to keep up. These quality problems quickly translated into poor buyer experience and pretty soon the DMC 12 had acquired a reputation as a ‘dog’. Inventories began to grow.

As the DeLorean financial situation began to deteriorate, the British government started to take a greater interest in the DeLorean Motor Company and DeLorean took ever more dangerous steps to keep his dream afloat.

In the summer of 1982 DeLorean entered a complex arrangement with a drug smuggler turned FBI informant to finance the trafficking of cocaine in a bid to save his company. Depending on whose side you believe, DeLorean’s personal level of understanding in the deal varies, but on October 19th, 1982 DeLorean was charged with trafficking in cocaine by the US government.

In the meantime, the initial sales fanfare had worn off, DeLorean inventory built up on both sides of the Atlantic, the money ran out and the DeLorean Motor Company was placed into receivership by the British Government and questions were asked. With the financial break-even point at 10,000 units, only 8,200 cars were produced by the time DMC went bankrupt in 1982.

Lotus were paid for most of their work, however, in the decade following, it was shown that fifteen millions of pounds of the British Government’s money had gone ‘walk-about’. That the development money came through the Panama-registered company GPD was a puzzling twist to the financial arrangements. There is little question that the stress of Colin’s involvement in the DeLorean scandal took a toll on his health. Sadly, Colin Chapman died of a heart attack in December 1982, age 56, and took the secrets of the DeLorean financial debacle to the grave.

Following a two year FBI / IRS investigation, a US Federal Grand Jury issued a criminal indictment, charging him with defrauding the private investors in the DeLorean auto company and using that money to finance a cocaine trafficking deal.

The Serious Fraud Office of the British Government successfully tried, convicted and jailed Fred Bushell (DeLorean Finance Director) and they also indicted John DeLorean who avoided extradition by staying in the US. At the trial of Fred Bushell, the judge insisted that had Chapman himself still been alive, he would have received a sentence “of at least 10 years”. Bushell was jailed for three years.

The administrators that ultimately wound DMC up, restarted production in late 82 to use up some of the remaining inventory and a further 1000 cars were built bringing the total production to around 9200 units. These cars were marketed as 1983 models. It is rumoured that the press tools for the body panels were dumped in the Atlantic Ocean, ensuring that no further cars could be made. Another rumour had them ending up as net anchors in a fish farm not far from the factory – whichever may be true, there is probably little doubt that many parties wanted to ensure that no more DeLoreans were made.





A significant quantity of subsequent consulting work was obtained as a result of Lotus' part in the DeLorean. For that we should be grateful as for many years the consulting wing of the company has financially supported the car manufacturing division. Without Lotus Engineering the Elise would have not been born.

The remaining inventory (and naming rights) of the Delorean Motor Company was sold to a Texas based company who is now the major supplier of all spare parts. A few years ago, they commenced building a limited number of 'new DeLoreans' from their NOS inventory (original parts). The engines are different to meet current emission requirements, but to the untrained eye the new DeLoreans look identical to the originals. More recently DMC (Texas) have developed a plug-in electric DeLorean.

As for John DeLorean, he successfully argued entrapment and was later acquitted, but the damage had been done and the Delorean dream was well and truly over. After the legal process was concluded, John DeLorean drifted in obscurity and ultimately passed away in March of 2005 at the age of 80.

## POPULAR CULTURE

The DeLorean is embedded in modern pop culture – it is quintessentially an icon of the 80s and as such it has appeared in many movies from the Wedding Singer to Big Fat Liar with cameos in other movies such as Rambo III and the original Beverly Hills Cop.

However, without a doubt, the DeLorean owes its popularity to one movie, or in fact three movies – the Back to the Future (BTTF) trilogy. For those who have not seen the movie, it officially starred Michael J Fox as Marty McFly, many car enthusiasts would argue that the true star of the movie was the Stainless-steel DeLorean which had been converted into a time machine. Initially powered by plutonium, later by lightening and finally by garbage, the DeLorean needed to hit 88MPH before the 1.21GigaWatts of electricity powered the flux capacitor and allowed the vehicle and its occupants to travel through time. Apparently the stainless steel skin of the DeLorean improved the flux dispersal....

The BTTF trilogy grossed over \$1B in the quarter century since its first release. In doing so, accelerating Michael J Fox's career from that of a sitcom star into the Hollywood elite and rocketing the DeLorean from potential obscurity into its place in automotive history.

In the lead up to the 2007 Australian federal election, the ABC television show 'The Chasers War on Everything' borrowed a DeLorean to 'stalk' John Howard during one of his regular morning walks and provided him with an offer to travel back in time to change some of the decisions that he had made. One can only wonder how things might have played out differently...

## Interesting DELOREAN Facts

- DeLoreans use Renault transmissions originally designed for the front wheel drive cars – the Renault 30 – thus requiring Renault to 'flip' the crown and pinion to suit the rear engined DeLorean.
- The famous Gull-Wing doors operate on a combination of gas struts and cryogenically preset torsion bars.
- A standard DeLorean speedo does not go to 88MPH (the speed at which time travel occurs in the BTTF movies).
- All DeLoreans left the factory with unpainted, brushed stainless steel panels with the exception of three cars that were created for a special American Express promotion. For these cars the panels were plated with 24 carat gold. Painted DeLoreans are often seen for sale in the US – invariably these cars have been painted to hide accident damage which is extremely difficult to repair on the unpainted SS panels.
- There is some conjecture on the point, but all DeLoreans left the factory as left hand drive cars. The factory contracted a third party to develop a RHD conversion process. Subsequently 16 cars were converted to RHD prior to collapse and these vehicles carry a unique VIN sequence. A number of other cars have subsequently been converted to RHD by independent companies for markets such as Australia and the UK.
- As previously discussed, the DeLorean is powered by the PRV6 engine which port fuel injected by Bosch's ultimate iteration of their Jetronic fuel injection system – the K-Jetronic mechanical fuel injection. This system, which if not complicated enough was over laid by an 'electronic' 'Lambda' control system which monitored exhaust emissions and endeavoured to fine-tune (adjust) fuel pressure to reduce unburnt fuel to the catalytic converter and thus reduce emissions. The latter was required to meet the California emissions at the time. In reality though it often ended up 'chasing' the mechanical fuel pressure regulator, causing the engine to hunt, making hot starting difficult and causing headaches for even the most experienced mechanics.
- Just prior to its collapse, DeLorean was working on a Turbo charged version based around the turbo version of the PRV6 engine fitted to cars such as the Volvo 264 Turbo. It is believed that 3 prototypes were built and still survive. Others have been created by enthusiasts.
- There are believed to be about 40 DeLoreans in Australia with less than half that number in a drivable state.
- What is a DeLorean worth today? There are lots of low mileage cars in existence and many would suggest that is due to their poor reliability from new. With a bit of research and some sharp negotiation a very good condition, low millage (less than 30K miles) car should be able to be purchased in the US for between \$US15K and \$US20K. There are plenty of options to then ship the car to Australia and with the majority of cars built in 1981 and 1982, full LHD registration is possible. All parts are fairly readily available.

It could be argued that the post collapse success of the DeLorean and the relatively high prices of these cars today owe much to the success of Back to the Future. And as the author can attest from first-hand experience of many flux capacitor and 88MPH jokes from anonymous motorists whilst waiting at traffic lights, the Back to the Future image is very much alive. With many BTTF fans expected to enter a more financially secure phase of their lives over the next 10 or so year, giving them the means to indulge in dreams of their youth, DeLorean values are expected to rise.



## Lotus Cortina Race Car in the Making

I bought the car off Bob Stewart down the Gold Coast about 3 months ago with no motor in it.

Been busy the last couple of weeks working on the running gear of the car.

Replace the ATB gear driven limited slip diff with a brand new clutch pack type.

Replaced the 4.125 ratio diff with a 3.54 ratio 2 litre escort diff.

Experimental, we are not sure if this is too high a diff but the only way to find out is to try it out.

New A. P. clutch and steel flywheel which weights 7.8kgs .Panel beat the smashed left hand back mudguard, .Replace the tail shaft loop with a bigger one.

Replace all the brakes and machine the drums and discs. Fit new EBC Green front racing brake pads .Check all the front end out. All in good nick.

Replace all the front wheel bearings and seals.

Replace the mk1 Cortina rear wheel bearings with Mk2 Cortina items. These are a wider bearing and have a seal built into the bearing. The old Mk1 cortina bearings are not sealed and leak oil past the seal in the diff housing onto the rear brakes.

Mounted the new race seat into the car.

Modify high volume sump for motor.

The L block is assembled with the Fardon crank, Cosworth rods and Acrlite pistons. My mate Brian Michelmores has the head together with the new steel cams and I am taking the bottom end to him in the next couple of weeks, so he can bolt on the head and do the piston to valve clearance.

Should have the car going by the middle of this year if I do not have a heart attack in the meantime. Look out Datsun 1600s, Minis and EH Holden's.

I have included a couple of pics of our cars racing now. Hope Allan can get the wheels up this high in the Lotus Cortina.

Saundo



# Lotus – The Historic Sports & Racing Cars of Australia

by Marc Schagen

“Labour of love” is the phrase that immediately comes to mind when you pick up Marc Schagen’s wonderful book about significant Lotus sports and racing cars in Australia. The work involved in producing a book is beyond anything that you can imagine, unless you have done it. Marc, and his father’s, years of research and work have resulted in a quality publication. There is extensive use of colour photos all produced on quality, glossy stock. Brian Calder Smith has done an impressive job of the cover illustrations.

That Schagen would be a Lotus enthusiast was inevitable. His father ordered a new Elite in 1959. Marc bought the Elite from his father, so it has been in their family for 51 years. His father also owned three Lotus Elevens.

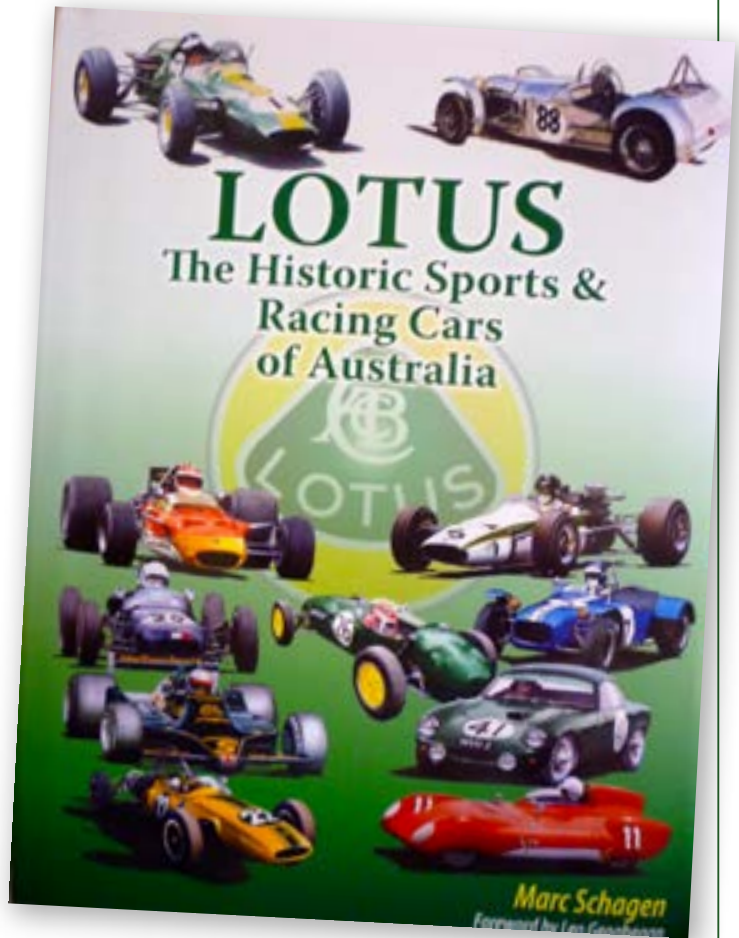
Father and young son decided that they would research all the Lotus racing and sports cars in Australia. They kept this up for years and eventually Marc decided that the work belonged in a book. The book does not attempt to cover the more modern Lotus and does not cover Lotus Cortinas and Twin Cam Escorts – there seem to be more of these now than were originally built, so it was wise to leave them out. The Europas of the sixties and seventies are the last sports cars documented in the book. The Lotus 79 is the last racecar.

The book includes a lovely foreword by Leo Geoghegan and includes a nice shot of the Lotus driver in a 32.

Marc has laid the book out by model and series so it is quite simple to quickly find the details of a particular vehicle. This is going to make the book an extremely valuable reference source for those wanting to settle arguments or who are perhaps considering the purchase of a Lotus with a competition history. But it is also great fun to just dip into and read about a car that you might know, or one that you might have seen racing at an historic event.

This is a wonderful achievement by the author. It is an absolute bargain for only \$50 plus P&P. You can email Marc directly at: [mschagen@bigpond.net.au](mailto:mschagen@bigpond.net.au) Remember to ask him to sign it for you.

Peter R Hill





**Editor's Note:** The Baldet Elan FVV 292E mentioned on the bottom left of Page 1 of this article is owned by LCQ Member Greg Bray. Greg originally purchased the car in the UK in 1974 when it was 7 years old and has owned it ever since. Greg shipped the car to Australia when he and his wife Chris migrated in August 1996.

The car is a 1967 Lotus Elan S3 SE Coupe which Greg has meticulously rebuilt and restored 3 times over the years. Greg has just finished an engine rebuild over the 2012 Christmas break. The car has been professionally repainted and is now a light metallic Blue.

## A Look at Unusual Elans Part 2



### FHC Press Demonstrator

LNK 120C, first registered on 14 September 1965 and with VIN 364915, is the famed Medici Blue pre-Airflow FHC prototype that was exhibited at the 1965 London Motor Show and used as a Lotus press demonstrator. It appears in many photos from the time and in several books. Notably it was fitted with the very rare Indian Red interior plus chromium bumpers and wheels. The chrome bumpers were, according to Graham Arnold, the only set ever made. They were not pure chrome and there were always issues with the chrome peeling off the fibreglass. The car also had an access panel cut into the back board - for Colin Chapman's golf clubs allegedly! There was no S3 until the DHC (Type 45) came out in June 1966 and the FHC in July 1966. The car was used by Lotus Sales Director Graham Arnold to visit numerous dealers throughout the UK and overseas, clocking up some 50,000 miles during one busy year. In 1968 he had it re-sprayed in Henry Ford Black, apparently for Jim Clark's funeral. Renowned Lotus historian Nick Blunsden discovered and restored the car, going to great trouble to restore it to its original unique specification over a 28 month period. LNK 120C had a long family association with the Blunsden's as Nick's father John, editor of 'Sports Car & Lotus Owner' magazine, also owned it. In 2006 a Mr Wai-Kel of Hong Kong bought the car, though he sold it to another collector in 2011.



IN 1968 GRAHAM ARNOLD RE-SPRAYED IT IN HENRY FORD BLACK, APPARENTLY FOR JIM CLARK'S FUNERAL

### "Works" Rally Car

In August 1966 Roy Badcock and Peter Wain at the factory started a project that was kept very quiet under much secrecy. It was to be an experimental rally Elan to be run in the November 1966 RAC Rally with sponsorship from a London newspaper. The FHC had VIN 366086 and was painted British Racing Green. It was fitted with four Cibie Oscar lights, a balance bar for the brakes, a close ratio gearbox as well as other racing features. In fact it would be fair to assume that a good deal of 26R running gear might have been used for the project - though not, I suspect, a light-weight body!

In a subsequent restoration, 'Competition Chassis' was found written on the frame. However, apparently Chapman discovered what was going on and put an immediate stop to further preparation. The car then probably languished in some corner of the factory because it was not road registered until April 1969 as PEA 479F, a Dudley registration. Having passed through the hands of a number of owners the car was exported to New Zealand in December 1978. It was bought by its current owner in 1996 and he is carrying out a full restoration after having discovered much of the above history.

### Baldet Elans

Andre Baldet was a Frenchman who ran the Moto Baldet Lotus dealership in Northampton. He was also a club racer. He converted two or perhaps three S3 SE Elans and called them the Silver Streak. Essentially they were fied out with luxury styling, including Italian type coachwork in high gloss metallic silver finish, metallic dark tangerine bumpers, back panel and chromed wheels, rear bumper over-riders, rear guard finishing stainless strips, French knock-on wheel nuts, larger chokes and jets in the carbs and a four branch exhaust. S3 SE FHC (pre Airflow) JRC 633D was one and S3 SE FHC FVV 292E was another; it is still in existence in Australia.

### Jim Clark's Final Elan

Jim Clark's third and final Elan was a 1967 S3 SE FHC in LHD, registered NLD 55E and with VIN 366778 in Bahama Yellow. He used it for European drives until shortly before his death in April 1968. Jimmy had travelled to Paris and he gave this car to his friend Gerard 'Jabby' Crombac as he was due to be given a new +2 by the factory, though I am not sure that he ever took delivery of it. Jabby was a journalist on the French 'Sport Auto' magazine who subsequently wrote the book 'Colin Chapman, The Man and His Cars'. He ran the Elan regularly, often having it serviced at Peter Day's Cambridge based Daytune operation.

In 2004 he sold the car to Peter Windsor, the ex F1 team manager and writer and a lifelong Jim Clark fan. Peter is also a trustee of the Jim Clark Room in Duns and the car may sometimes be seen on display in Scotland.



### Graham Hill's Elan

An S3 SE FHC Elan, with VIN 366810 and registered UVH 167E, was supplied by the factory to Graham Hill in May 1967. However, it was not long in his ownership as Chapman was keen to have his drivers seen in the latest +2 Elan the following year. The story goes that the car was sold to a 'Chinaman' who took it to the USA. From there it went to a Mr Young in North Carolina and thence to a Mr Cotter, from whom the current owner bought it in 2000. The car is presently being restored in England. Coincidentally the very next car, 456811, was a white DHC originally supplied to Peter Sellers and is also currently being restored.



GRAHAM HILL RECEIVES HIS ELAN

### Mike Spence BRM Elan

In 1967 Mike Spence, a Lotus dealer and well known Lotus & BRM works racer, converted the standard SE engine to 130 bhp with an optional 140bhp also available, added a BRM cam cover and polychromatic green body work with blaze orange bumpers for the paintwork and sold them as BRM Elans. The engine work was limited to carb, cam and exhaust modifications, maybe some porting/blueprinting were done at the same time. The engines were usually put together at BRM in Bourne but some tuning work was also done at Spence's Maidenhead garage. Most were S3's but a few were S4's, not all in the



Greg has run the car in Lotus events and raced it extensively in the UK and Australia including a Lotus UK trip and run around the Le Mans circuit.

## A Look at Unusual Elans Part 2



green/orange paintwork and the BRM was available in DHC or FHC. Between 5 and 10 were made. Many cars were modified further by their owners and a handful still survive.

### Super Safety Elan

The Elan S3 Super Safety models were introduced into the North American market to overcome the safety legislation that was sweeping through the automotive industry there at the time. As with most things Lotus, there are no hard and fast facts about when which cars were fitted and with what, but in general SS Elans had the following features: Super Safety badge on flank of front wing; dash with rocker switches and gauges recessed in counter bored holes so that the outer rim was flush with the dash; heater and choke control knobs larger and fatter than earlier cars and located where the earlier bonnet release cables were; bonnet release cable located under the dash edge, same as S4; door inter- or handles similar to normal S3 except shortened and the handle hung out from the recessed centre of the door; door pulls replaced with pivoting plastic ones from MGB; seats low back with the centres in perforated material like all later seats, but tracks retained to the floor; Weber carbs but a bulged bonnet like the S4 Stromberg cars; reflectors located at all four corners; bolt-on wheels or turned in three-earred knock-ons; "brake fail" light on the dash and a collapsible steering column. SS Elans were made predominantly for the Federal marketplace from mid/late 1967 until July 1968, although some were also sold in the UK with slightly different specs. I have seen figures of around 300 or up to 445 units made.

### Cussons Promotional Elans

In the late 1960's Camay, the soap brand, had two S3 or S4 Elans made at the factory and painted in the brand colour of... pink! They were used as prizes in a consumer competition. No photos have been seen of these soft pastel coloured wonders. It is highly probable that they were rather rapidly re-sprayed by their lucky prize-winning owners...

### S4/Sprints

Tony Rudd, Engineering Director at Lotus at the time, claimed responsibility for reworking or "freshening" the stock of "unsaleable" cars by proposing painting the bottom of Elans white - an area where there had been paint and body defects - as well as fitting the new Big Valve engines. Graham Arnold attributed the plan to Fred Bushell, even stating that he became known as "Retooled" by Colin Chapman as he was always retro fitting parts to cars or updating them to a later model. During the first three months of 1971, seventy nine S4 Elans, sitting in the new car park area at Hethel, were converted by the factory to Sprint specification. Strictly speaking it can be argued that these cars were not Sprints and for the sake of clarity they have become known as S4/Sprints.



JOCHEN RINDT AT BRANDS HATCH IN 1970 WITH THE PROTOTYPE SPRINT

### Elanbulance

Early in 1972 Roger Perks, who worked for Hexagon of Highgate the well known Lotus dealership, hatched the idea of an estate Elan. He wanted to provide the young family man with an alternative to the +2, one where space was allied to the handling and performance characteristics of the Elan. It was proposed as a rival to the Reliant Scimitar GTE or MGB GT. The tailgate opened from the bumper and a flat load area provided enough room for the family dog, a carrycot, golf clubs or other clutter. The aim was to produce an initial batch of 50 cars but in the event, only two were ever produced. The first was based on a Bahama yellow S4/Sprint FHC, VIN 0203E and first registered as CAC 681J then later as GOW 874J. It was first sold to a London based brain surgeon.



The second was painted French blue and registered as JX 629K. At one time both cars were owned by well known Lotus racer and collector Malcolm Rickets, who converted the yellow car to a luxury standard including green leather interior with yellow piping. He used it as a daily driver for a good while

before it was sold to its current French owner in 2009. The blue car was bought from Malcolm by its current Swedish based owner in 2006.

### Sprint/5

The five speed gearbox made its press debut in Autocar on 5 October 1972. The British weekly carried the first test of a Plus 2S 130/5. "The new box has been made available as a £120 option on the Plus 2S 130; when supplies are sufficient the option will be extended to the Elan Sprint". However the Sprint/5 was never produced in any large numbers and I am aware of only some eight cars that left Hethel with this box, most of them destined for European dealers. The five speed gearbox was fitted at the factory service garage before the cars were delivered. These were never recorded and it is thought that by fitting the gearbox after the car had come off the production line, Lotus avoided the need to subject the car to Type Approval - which it would probably have failed!



### The Last Elan

On Tuesday 6th March 1973 the very last Elan built by Lotus rolled off the production line. It was a European specification DHC Sprint in Regency Red over Cirrus White and was fitted with a five speed gearbox. Its destination was Portugal where it was first registered for the road on 1st August that year. Although it was unit number 0102H, the final H type was 0103H which had come off the line a week earlier on 27th February. The final UK spec Sprint was a FHC, VIN 0663E, in Gold Leaf colours of red over white, now registered MAH 552L and signed off at the factory by Brian Waring on Tuesday 27th February 1973. It formed the centrepiece of the party at the factory to celebrate the end of Elan production and stayed at Hethel in the Lotus car collection until it was sold off in 1998 when it went to a Swiss collector. It was returned to the UK in 2011 and sold at auction to a private individual.

### Others

Notable customers for brand new Elans included Prince William of Gloucester, Lady Sarah Curzon, Viscount Gormston, The Yardbirds, and the Jordanian Ambassador. Other owners have included Noel Redding of the Jimi Hendrix Experience; Andrew Loog Oldham, manager of the Rolling Stones; famed comedian and impersonator Dick Emery; Tara Browne, friend of the Beatles and Guinness heir; race car designers Gordon Murray and Adrian Newey; joint founder of Cosworth Engineering Keith Duckworth; Team Lotus drivers Jochen Rindt and Jim Crawford; famed jazzman Chris Barber; Jay Leno, the TV personality; Rupert Mainwaring, team manager at Lotus, Tyrrell, Honda and Minardi at various times.



PETER SELLERS WITH HIS S3

Other unusual Elans have included a French target top fastback conversion, another UK based fastback design and a BOA engined Elan Sprint. In the 1960's Sussex Constabulary once trialed a S2 Elan in police livery. The first 25 S2 SE's were all painted yellow and fitted with a green stripe down the centre of the car and 24 early S3s were fitted out with Indian Red vinyl interiors.

In writing this article I have lent heavily on the expertise and knowledge of the lotuselan.net community. Whilst there are too many to thank individually, I do acknowledge them and thank them for the use of the accumulated wisdom therein as well as some photos. As with all things Lotus from this era, there are gaps in our knowledge and in the records held by Lotus themselves. We must acknowledge that as historians we shall never get all the facts totally correct. However, with sensible conjecture and intelligent analysis it is often the case that we can get reasonably close to the truth! I hope I have done so here.

Tim Wilkes





## ▶▶ LOTUS MAKES TRACKS TO THE METROPOLIS OF MILAN

Lotus Cars Limited is delighted to announce its latest dealer appointment, 'Lotus Milano', a dedicated Lotus showroom on Via Cesare Battisti, Veduggio Al Lambro, Milan, Italy.

'Lotus Milano' opened recently and is a brand new Lotus-only showroom for Milanese sports car fans brimming with the latest Lotus models; the Evora, the Elise and the Exige S.

'Lotus Milano' is the fifth sales dealership in Italy and is part of an expansion plan that will include the appointment of three additional new dealers in the territory, over the next three years. It is the second Lotus dealership in the Lombardy region, and represents the significant demand for Lotus cars in the area. The location has been selected to serve the Brianza area and Milan, bridging demand of quality-conscious industrialists and craftsmen of the former, with the crème de la crème of Italy's fashion capital.

The new 'Lotus Milano' showroom has adopted the Lotus brand's latest corporate identity standards, showcased at international motor shows and already implemented in various dealerships around the world. The showroom has a modern look and feel with an inviting lounge area where customers can browse the Lotus library or leisurely spec their new Lotus.

In addition to the full sports car range, Lotus Milano will also retail the Lotus Originals collection with a range of luxury apparel, high quality leather accessories, toys, models and other special edition collectibles which will appeal to the fashion-conscious Milanese sports car drivers.

### About the cars

Whether it's for city drives or countryside escapades, the much-loved Elise S – with its soft top and big personality - is perfect for both the picturesque roads outside Milan and for cruising the 'Via Montenapoleone' in style. Its 1.8 litre supercharged engine, which delivers 217 hp / 220 PS, marries speed, versatility and fun in one sporty package.

Meanwhile, the new Exige S, the ultimate in focused sports cars, caters to a more extreme market. The current 'Car of the Year 2012' not just boasts impressive stats but is recognised by experts as a benchmark of superior ride and handling. Capable of reaching 0-60 mph in 3.8 seconds or 100 km/h in 4.0 seconds, the Exige S is no slouch! Its dynamic performance is also enhanced by the 345hp (350 PS) supercharged 3.5 V6 engine.

And finally, the stunning Evora S with its supercharged 3.5 V6 and critically acclaimed chassis, balances beautiful design and precise sports car handling perfectly. The Evora S allows for great comfort in the city and lots of fun when it comes to the fast stuff!

#### **Fuel consumption for Elise:**

Urban 34.0 mpg – 8.31 litres / 100 km  
 Extra urban 56.1 mpg – 5.04 litres / 100 km  
 Combined 45.0 mpg – 6.28 litres / 100 km  
 CO<sub>2</sub> emissions 149 g CO<sub>2</sub> / km

#### **Fuel consumption for Exige S:**

Urban 19.50 mpg – 14.5 litres / 100 km  
 Extra urban 37.2 mpg – 7.6 litres / 100 km  
 Combined 37.2 mpg – 7.6 litres / 100 km  
 CO<sub>2</sub> emissions 236 g CO<sub>2</sub> / km

#### **Fuel consumption for Evora:**

Urban 21.5 mpg – 13.2 litres / 100 km  
 Extra urban 39.6 mpg – 7.1 litres / 100 km  
 Combined – 30.3 mpg – 9.3 litres / 100 km  
 CO<sub>2</sub> emissions 217 g CO<sub>2</sub> / km

Source: [lotuscars.com](http://lotuscars.com)

## Set to reveal its Motorsport mettle at Autosport International where visitors can win a Driving Academy experience

Lotus Racing, the motorsport arm of Group Lotus Plc, tips a nod to its enthusiast racing heritage with its plans to unveil two new Exige models, both set to wow race car aficionados during the 2013 Autosport International show.

With links to its award winning cousin the Exige S, the two new derivatives are set for their first public debut and will be another exclusive for the show. The cars, the Exige V6 Cup, the latest Cup version for track or road and its pure race-bred sibling the Exige V6 CupR will be unveiled on stand 2550, in Hall 20.

Both new Exige race cars will make up part of a three car line-up, where the race winning Evora GT4 will also be on display as a perfect contender for race teams looking to compete in, amongst others, the newly announced SRO GT4 European Trophy. Plus, for those that visit the stand there is the opportunity to win a Driving Experience Day courtesy of the Lotus Driving Academy\*.

Around the show, visitors can also get close to the championship winning Evora GTC, the car that romped to victory last season in

the MSA British GT Endurance Championship under the guidance of Richard Adams and his Bullrun Team. The car will be on display courtesy of Britcar, stand 2200.

In addition, the award-winning Exige S and Evora S road cars will also be drawing the fans as they have been selected to take part in Autocar's 'Best of British' parade which can be seen at regular intervals in the Live Arena.

All models are in current production at the Hethel factory and available to order. For more information and vehicle imagery please go to <http://media.lotuscars.com>

\* Competition subject to Lotus terms and conditions. All entrants must be 21 years and over and hold a full and current driving licence. Driving days are valid for one year from date of issue and are non-transferable.



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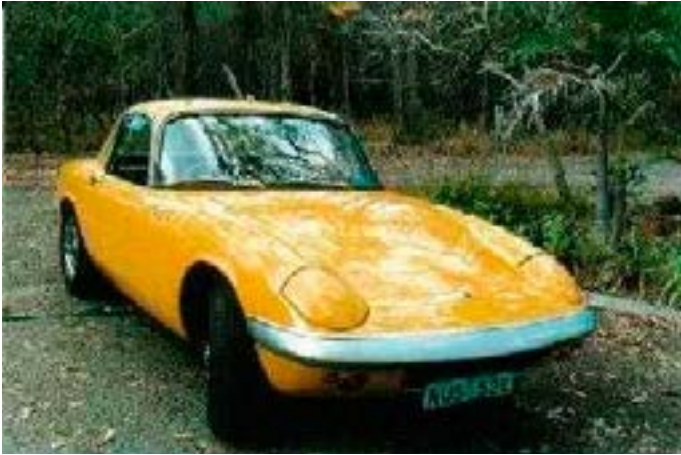
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▲ **1967 LOTUS ELAN S3 FHC – Yellow/Black Interior**

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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



◀ **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](mailto:peter.r.hill@bigpond.com) or 0411



► **Unique LCV keyrings**

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**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.

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## Lotus Notes Magazine Editorial Team

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

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

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

## STATE CLUB MEETING PLACES

### NSW – Club Lotus Australia

2nd Tuesday each month  
 Contact Ashton Roskill (President)  
 Ph 0408 202 208  
[ashton\\_roskill@hotmail.com](mailto: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](mailto:bennett453@ozemail.com.au)  
 16 Woorabinda Drive,  
 Stirling SA 5152

### Magazine Design & Layout:

Polar Design Pty Ltd  
[www.polar-design.com.au](http://www.polar-design.com.au)  
 Steve Blackie (03) 9670 1577  
[steve@polar-design.com.au](mailto:steve@polar-design.com.au)

### Website:

[www.lotus.org.au](http://www.lotus.org.au)  
 Webmaster:  
 Daryl Wilson (07) 3849 2220  
[wilmac@bigpond.com](mailto:wilmac@bigpond.com)

### Email Service:

Subscribe to egroups, a free service for members to receive regular information and updates:  
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## LOTUS CLUB VICTORIA

### COMMITTEE

PO Box 601, Mt Waverley, VIC 3149

|                                  |                      |                |  |
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| President                        | Craig Chalmers       | 0412 983 818   | <a href="mailto:craig.chalmers@isuzu.net.au">craig.chalmers@isuzu.net.au</a> |
| Vice President                   | Jon Hagger           | 0418 537 222   | <a href="mailto:jon@jhav.com">jon@jhav.com</a>                               |
| Secretary                        | Dennis Hogan         | (03) 9796 2339 | <a href="mailto:dennishogan2@bigpond.com">dennishogan2@bigpond.com</a>       |
| Treasurer & Membership Secretary | John King            | (03) 9819 9819 | <a href="mailto:john@jdk.net.au">john@jdk.net.au</a>                         |
| Other Members                    | Jack Burns           | 0427 820 622   |  |
|                                  | Simon Henbest        | 0458 448 870   | <a href="mailto:simon3@inet.net.au">simon3@inet.net.au</a>                   |
|                                  | Peter McConnell      | (03) 9939 7501 | <a href="mailto:marg.peter@optusnet.com.au">marg.peter@optusnet.com.au</a>   |
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| Magazine Editor & Coordinator    | Cris Johansen        | 0411 733637    | <a href="mailto:editor@lotusclubvic.asn.au">editor@lotusclubvic.asn.au</a>   |
| Design & Layout                  | Polar Design (Steve) | (03) 9670 1577 | <a href="mailto:steve@polar-design.com.au">steve@polar-design.com.au</a>     |
| Club Permit Signatory            | John King            | (03) 9819 9819 | <a href="mailto:john@jdk.net.au">john@jdk.net.au</a>                         |

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](mailto:idpalmer@melbpc.org.au)

### EXPERT PANEL

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|-------------------------|---------------|--|
| Eclat/Excel/Elite       | Dennis Hogan  | 03 9796 2339   |
| Elan                    | Rohan Hodges  | 03 9585 7406   |
| Elan M100               | Mike Richards | 03 9397 1638   |
| Elite                   | Peter Murray  | 03 9560 0082   |
| Elise S1                | Ed Lankhorst  | 0414 431 589   |
| Exige                   | Alan Lane     | 0418 741 588   |
| Esprit Series 1/2       | Rohan Hodges  | 03 9585 7406   |
| Esprit Series 3 onwards | Andre Cezanne | <a href="mailto:acezanne@synthetek.com">acezanne@synthetek.com</a> |
| Europa                  | Iain Palmer   | 03 9326 2282   |
| Seven                   | Simon Henbest | 0458 448 870   |
| Clubmans                | Grant Della   | 03 9889 1106   |
| DeLorean                | Derek Lipka   | 0408 829 675   |

## LOTUS CLUB QUEENSLAND

### COMMITTEE

16 Julia Street, Fortitude Valley QLD 4006

|                      |                |  |                   |
|----------------------|----------------|--|-------------------|
| President            | Dick Reynolds  | <a href="mailto:david@reynoldsdesign.com.au">david@reynoldsdesign.com.au</a> | 07 3399-2354 (BH) |
| Vice President       | Wade Greensill | <a href="mailto:valuefirst@optusnet.com.au">valuefirst@optusnet.com.au</a>   | 07 3262-8662      |
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| Treasurer            | Jason Patullo  | <a href="mailto:jpatullo@bigpond.net.au">jpatullo@bigpond.net.au</a>         |                   |
| Social Coordinator   | Malcolm Kelson | <a href="mailto:Malkelson@tpg.com.au">Malkelson@tpg.com.au</a>               | 07 3801-3713      |
| Social Coordinator   | Darryl Ringuet | <a href="mailto:darryl@netpg.com.au">darryl@netpg.com.au</a>                 | 0411 075-566      |
| Magazine Coordinator | Dick Reynolds  | <a href="mailto:david@reynoldsdesign.com.au">david@reynoldsdesign.com.au</a> | 07 33992354 (BH)  |
| CAMS Club Delegate   | Greg Bray      | <a href="mailto:elanmanseries3@yahoo.com.au">elanmanseries3@yahoo.com.au</a> | 07 3206-1395      |
| Webmaster            | Daryl Wilson   | <a href="mailto:wilmac@bigpond.com">wilmac@bigpond.com</a>                   | 07 3849-2220      |
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| Elan                    | Craig Wilson     | <a href="mailto:redelan64@gmail.com">redelan64@gmail.com</a>                           | 07 3376 3277 |
| Elan M100               | Mike Goodfellow  | <a href="mailto:ccar5032@bigpond.net.au">ccar5032@bigpond.net.au</a>                   | 07 3374 1112 |
| Elise                   | Rob Stevens      | <a href="mailto:robstevens@bigpond.com">robstevens@bigpond.com</a>                     | 0417 887 831 |
| Elite                   | Wybe Geertsma    | <a href="mailto:wlgertsma@cxi.com.au">wlgertsma@cxi.com.au</a>                         | 07 3812 3137 |
| Early/Historic Racing   |                  |  |              |
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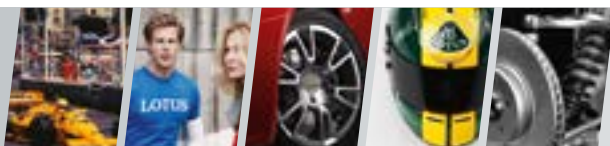
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