



LOTUS & Clubman Notes



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

FEATURES

- EMR to Lorne via Inverleigh
- LOTUS 2013 LCQ
- LOTUS 2013 Track Day Report
- LOTUS 2013 - Fun with a Capital F
- Lakeside Driver Training Centre
- Remembering Jim Clark

2013



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COVER IMAGE:

Isn't this an iconic photo of Jim Clark?

Image © Peter Darley at coterieimages.com

Thanks to Coterie Press for permission
to use this on our cover."



LOTUS & Clubman Notes

One of the benefits of editing Lotus Notes is that you are in contact with folk from around the world who's path you would otherwise never cross. One such gent is Conn Woods from another of those far flung ex British Colonies that still have a passion for sports cars from "The Mother Country", this one being the RSA, where Conn is an active member of The Seven Car Club of Natal and sends me a range of interesting bits and pieces.

Well earlier this month he forwarded me a great video clip showing in slow motion the 40mph head on crash of a 1959 Chevy with a 2009 Chevy, I recommend you all have a look at it, just type the title into YouTube and you'll find it. It's been around for a while but it was the first time I had seen it and it demonstrates in a stark manner the advances in car construction and safety over the past 50 years. This started me thinking of what makes a car an "old" one. It's not unlike what makes any of us 'old' actually and whilst there is no denying that another birthday (or in my case the birth of a grand child) brings the reality of age to the fore there is a lot more than simply birthdays that make you or your favourite car 'old'.

When it comes to sports cars there are ones that may be considered old that are still able to show up their younger offspring, such as the stunningly quick Elan of Len Goodwin that managed to outshine all but 11 much younger cars at Wakefield Park during Lotus 2013. Not bad out of a field of 64 cars! That little car demonstrated that being quick and nimble is a Lotus trait that has little to do with the number of years since the car rolled out of the factory.

Then there is the matter of how far the car has been driven, I doubt there are many Lotus cars that have done the miles that Giles Cooper has done in his relatively young Elise and yet there are others with almost more years on the clock than kilometers on the odometer and make Giles S1 Elsie look young.

As vividly demonstrated in the video noted above, the matter of safety is a clear indicator of age. Reading the articles in this issue of Jim Clarke reminds us that the lack of safety in both road and track cars has been the cause of far too many deaths in the past.

So if it's not simply a matter of the years since it was built nor the distance travelled that makes a car 'old' let me suggest that it is the amount of character, experiences or its provenance that best demonstrates if a car is old or not. The experiences that have been crammed into the lifetime of a car, much like that of a person, are what add interest and intrigue to the cars age, and often add great value to it. This last month has seen my Lotus age somewhat faster than I would have preferred. After an engine rebuild that took months, my first track outing ended with an 'off' parked hard into a tyre barrier after understeering off a wet track, adding more 'age' than I would have preferred.

However there is still not much that can do a better job of making you feel young than a Sunday drive in any Lotus regardless of how 'old' either the car or the driver is.

To fill in the hours when you're not out feeling young in your Lotus or Clubman, do enjoy this expanded issue that is being distributed to members of all East coast Lotus clubs this month and features the great weekend at Lotus 2013.

CKJ111

President's pleasantries

By CRAIG CHALMERS, President, LCV

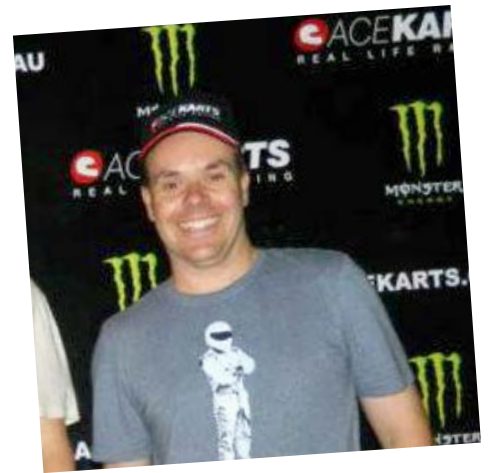
Well we're back from Canberra and busy with LCV again. Since the last pleasantries we had the second round of the LCV championship with MSCA at Philip Island with the results squeezed into the last magazine. I had the opportunity to test out some new rims and R spec tyres on the Europa. Apart from exceeding the capacity of the ABS system and pushing it into ice mode all went well on a fine and sunny day keeping the car straight and tidy before driving to Canberra on the following Thursday. Our resident speed demon Peter Nowlan again showed the high powered exotics including a Ferrari 458 and a new Mercedes Gullwing the way with FTD in the Ford crossflow powered clubman lapping in the low 1:40's. Well done Peter and also to the numerous other LCV class winners. Next round of the LCV championship is June 16 at Sandown with MSCA.

Of course the big event was the biennial Lotus get together in Canberra starting on the Thursday of Anzac day. Unfortunately due to a sudden bereavement in the family on Wednesday afternoon Karen could not make the trip. Karen and I thank all who passed on their condolences at this time. This meant some sudden changing of my plans on Wednesday night before an early start to join the 5:15am traffic jam on Toorak road with part of the other 60,000 people trekking to the Melbourne dawn service at the Shrine. After partaking of the military gunfire breakfast it was a morning dawdle up the Hume to Wodonga before turning right onto the Murray Valley Highway. Turning off the straight and boring and onto some roads with bends raised the concentration and attention levels and reduced my fatigue after an early start. The run over the Alpine Way via Kosciuszko, Jindabyne and Thredbo was a lovely bit of twisty road well worth the extra detour time spent. Arriving late afternoon through the circles of Canberra the satnav came in handy before joining the other attendees for welcome drinks and check-in in the car park at University House. There are other reports in the magazine about Lotus 2013 so rather than cover

it all here – I can't anyway – I'll quickly mention some of my highlights. The Friday track day at Wakefield park was a brilliantly run event on a great little circuit. Watching ex-LCQ president Geoff Noble in his highly modified Elise battle Tim Mackie in his race Exige (ahem: in a purely sprint format of course) was brilliant. The whole track is visible from pit wall and the event was run like a Swiss clock - a very well done to Mike Basquil and his team. Unfortunately early in the day Rohan Hodges had a fire in his Plus 2 Elan, so Rohan we hope it is already well on the way to being back in action. The Saturday concours and the afternoon drive was great – for those who missed it, the twisty roads on choice 2 with the detour to Corin Dam is where you should have been. The Corin Dam detour was a great stretch of tarmac where Jon Hagger and I picked up Geoff who was also out for the drive to form a convoy. Apart from one or two slow moving bikes and soft roaders to clear, it was about 15km of uninterrupted bliss before turning around to do it all again!

The farewell gala dinner in Parliament house was a well organised, fancy shindig where everyone managed to find space in their cars for their frocks and black ties (as appropriate). Hard to believe the event was over already and South Australia handed the baton for Lotus 2015. Good luck as you have a very high standard to live up to. Again congratulations to Ashton and the Lotus 2013 organising team for a job very well done. My Sunday run home was again over the Snowy's (of course) but thanks to a tip from LCV member Duane Wans, I headed west over the top of Lake Eucumbene and via Cabramurra before back along the Murray to Wodonga. I rate it even better than the Alpine Way and with only one or two caravans and a MX5 and Mini club runs to clear it was an uninterrupted joy.

I felt refreshed and fine in Wodonga but by the time I reached Melbourne after hours bored stupid on the Hume I decided it was safest to stay overnight in Melbourne before tackling the 3 ½ hours to Warrnambool very early Monday



for the funeral. By the time I was back in Melbourne I calculated it to be around 2750km in 5 days so was happy for a break from behind the wheel.

A wrap up of other LCV May events included our club night at Jack's shed which had a solid attendance given the very cold conditions and the Mae West EMR via Inverleigh to Lorne. Sorry I couldn't stay for lunch but it was a joy to meet some of our new members out for the run in their newly arrived Elises and also to enjoy the Deans Marsh to Lorne strip of blacktop. Reports are included by others in the mag so check them out there.

June has another 'shed night' at Peter Larnar Motors, round 3 of the LCV championship at Sandown and the Wings and Wheels EMR to the Liberator bomber and Point Cook museum. They sound like fun so put them in your diary now. For our new members – again welcome – so when you see something that grabs your interest, all you have to do is simply turn up, have a look and say g'day to our friendly bunch.

I hope to see you and all our existing members out and about despite the cooler weather, don't forget it gives you the chance to enjoy a few extra horsepower!

In the meantime, travel fast and travel safe,

Craig



LCV Club Night

TUESDAY 11 June – 7.30pm

Peter Larnar Motors

Historic racing engines & restorations

Address: 16a Brisbane St, Eltham

President's prologue

By **DICK REYNOLDS, President, LCQ**

Ok, right from the outset, I must make a sincere apology to Gavin Goeldner.

He is the proud owner of the Porsche I lambasted in April's prologue. Apparently it is not a mere Boxster, but a Cayman. Get it right Dick! (not sure Colin would care for the difference!)

While we are on the apologies, I must offer one for not being at Lotus 2013. I'd love to have gone, but family pressures and the thought of the long drive in MUG had me baulking. The boys tell me it was great, and hopefully we will see a full report in the mag.

Our meeting this month was at Custom Exhaust Specialists in Meadowbrook, just south of Brisbane. Trevor and Leslie Campbell were our hosts for the evening, and what a great evening it was. Trevor gave us a very knowledgeable talk on exhaust systems and their effect on performance – some really interesting stuff, to be tucked away in the old brain for future reference. After much discussion and quite a few questions, Trevor handed us over to our special guest for the evening, Jimmy Stone – yes, that Jimmy Stone, of Stone Brothers Racing.

He is a past member of LCQ, and now retired from Stone Brothers Racing, having sold it to the Germans! We got a great summary of the goings on in V8 supercars, way too detailed to retell here, and lots of talk on performance, handling and the like. Jimmy tells us there is a "tell all" book in the works. That would be great reading!

A big thanks to Derek Dean for organising the meeting.

So, why do we belong to a Car Club – so we can meet the likes of Trevor and Jimmy and come out the other end even more enthused!

As an aside, I got on Google the next day and found the algorithm for exhaust pipe lengths. Having thought MUG had exactly the wrong pipes for my needs, the algorithm proved Caterham got it pretty well bang on! 35 inch

primary length and 1.402 inch internal diameter give or take a bit.

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Tomorrow, being Saturday 11th May, is our annual Concours(e). Somehow or other, I have ended up part organising it with Evan Molloy doing the lions share. Been quite an exercise in logistics, and a bit of a learning curve for me, as I am no great Concours fan. I am however told that plenty of people are and for that reason we intend to run a strongly contested event.

We have some expected awards, like best car and a couple of unexpected, which we will disclose in the next magazine.

Had another EMR the other morning. We got 4 Caterhams and a bike or two. Great run, and we seem to be meshing better with all the push bikes now. Of all the cars that mix with the bikes on this spectacular bit of windy road – bit like "The Black Spur" if I remember rightly – Lotus cars seem to interest the bikers the most. Was it Chapman who called Lotii 4-wheeled motorbikes?

The Mt Cotton Hill Climb is on again next weekend, and the boys are baying for blood – my blood! Jason's got even stickier tyres, and Jon's tuned the suspension. What have I done – zip!

So it'll be back to "also ran" status I suspect. Gotta love competition!

That's all for now, I'm in a Sports Car.

Au revoir

Dick



Oh! and that algorithm is at:

http://www.mez.co.uk/mezporting/exhaust_length.html

ps. The Concours went off with a bang, and there will be an article here – Colin willing!



This is the sort of appalling work conditions I have to put up with!

LCQ Monthly Meeting

TUESDAY 4 JUNE – 7.30 pm

Shannons Insurance
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Qld, 4101 Australia



2013

LOTUS 2013 CALENDER OF EVENTS

JUNE	VICTORIA	QUEENSLAND
Weekend of 1st & 2nd		Round 2 Qld Super Sprint B Series Morgan Park, Warwick
Weekend of 1st & 2nd		Mt Cotton Hill Climb – Round 2 1753–1799 Mt. Cotton Rd. Mt Cotton
Tuesday 4th		LCQ Monthly meeting 7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld. Contact Dick Reynolds 0419 791 326
Sunday 9th		EMR/Minor Event on short notice Champion required
Tuesday 11th	LCV Club Night – Peter Larnar Motors – historic racing engines & restorations 7:30 pm. Address: 16a Brisbane St, Eltham Mel 21 G6	
Saturday 15th		Lakeside Club Sprint, Lakeside Motor Sport Park, Contact Matt Plowman 0424 135 678
Sunday 16th	MSCA Round 6 – Sandown – LCV championship Round 3 – refer www.msca.net.au for details	
Wednesday 19th		Gear Day Lakeside Raceway
Sunday 23rd	LCV Wings & Wheels EMR – Liberator Bomber & Point Cook Museum – Start Nelson Place Williamstown, Opp Commonwealth Res, Mel 56D9, 8:30 for 9:00 dep. Contact Mike Richards 93971638	Brisbane & Lockyer Valley Run Contact Peter Upham 0428 788 926
JULY	VICTORIA	QUEENSLAND
Monday 1st	Simply Sports Cars – Lotus only Wakefield Park Contact: Lee Knappett on 0406 767 472 www.simplysportscars.com	Simply Sports Cars – Lotus only Wakefield Park Contact: Lee Knappett on 0406 767 472 www.simplysportscars.com
Tuesday 2nd		LCQ Monthly Meeting – 7:30 pm Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Tuesday 9th	LCV Restaurant Night – 7.00pm Bangkok Terrace, 415 Riversdale Rd. Hawthorn East. <u>Note BYO only.</u> Contact John King 9819 9819	
Sunday 14th	LCV – EMR – details TBA Contact John King 9819 9819	Lakeside Driver Training Centre – Timed Laps Lakeside Raceway Contact Daryl Wilson 07 38492220
As above		RACQ Motorfest Eagle Farm Racecourse
Saturday 13th Sunday 14th		Qld Historic Racing Car Club – Historic Race Meeting Morgan Park, Warwick
Sunday 21st	MSCA Round 7 – Phillip Island refer www.msca.net.au for details	
Thursday 25th		Gear Day Lakeside Raceway
Saturday 27th Sunday 28th		Byron Bay Weekend contact Clive Wade 07 33742317



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au



LCV CLUB NIGHT AT JACK'S SHED

Tuesday the 14th May was a wet and cold day and it did not bode well for the coming evening club night out at Jack Burns' shed in Carrum Downs. It was with some trepidation that I set out, wondering how many LCV club members would also brave the elements for an evening with Jack. Compliments to those 25 LCV members who did turn up for we were in for a real treat as Jack regaled us of stories from his past. We learnt that Jack was a thrill-seeker for speed in many guises – a cyclist extraordinaire, a craftsman racing boat builder, an off-road race car manufacturer and a fiercely competitive off-road driver, a senior CAMS scrutineer and also clubman builder and racing driver.

As a young teenager Jack was a keen and successful cyclist. We were shown photos of him with Sid Patterson, with whom he clocked the fastest time of 13 seconds for the furlong (1/8 mile or 220 yards) at the velodrome in 1947. Jack did his apprenticeship in boatbuilding and went on to make many famous high-speed clinker and racing power boats primarily of hydroplane design. His boats were works of art and many of them are honoured in a beautiful colour book, titled "Australian Cool Boats" by Graham Lloyd. His most famous was called Rivets, which is also Jack's nickname. He got the name because he used copper nails in his boats, cut off the heads and then

formed them to the shape of a rivet. He raced successfully around the country following the racing power boat circuit and won the Victorian speedboat championship 10 times. He had numerous accidents at high speed, six in fact. One of these was in the final handicap race for the Len Owens trophy, in a Jack Eddy runabout (similar to the one in the photo, that he is currently rebuilding) on Albert Park Lake, that left him in hospital for several months.

He was also an active competitor in off-road racing in its early days and built 136 Rivmasta off-road cars in the back yard of his house at Murrumbidgee, both for himself, and as a business. He told us of hair-raising stories of off-road antics, one where he and his co-driver left the road over an embankment at speed, only to hit a tree several metres above the ground. He was generally successful in off-road championships and, with driver Peter Jones, won the Australian Class 3 consecutively for five years. We could have stayed and listened to him for a lot longer, and some did. His wife Peg was kind enough to draw the raffle won by Nick Steele. I am sure many members made their way home that evening thinking "How the hell did Jack manage to survive and remain fit and active to this day". We are glad he did. Thanks for a great evening Jack.



EMR to Lorne via Inverleigh



by Euan Brown

The weather had been wet all week and the forecast for this Sunday EMR oscillated between wet, occasional showers and chance of a shower. Fickle weather would surely lead to a debate about roof on or roof off, particularly after Lou's article last month. However, with sun shining brightly at the start, the majority travelled sans roof. And weren't they rewarded. The sun continued to shine, gloriously interspersed only briefly by banks

of cloud. Now this is the weather our cars were designed for.

A comparatively small turnout of 9 cars gave us an intimate group. Welcome to Skel, and Jamie and Kirsti who, as new members, enjoyed their first run with the Club and certainly lifted the tone of the cars present with the first MY13 Elise registered in Oz (courtesy of Skel) and a very striking red MY 2012 Elise with grey

stripes and black wheels (courtesy of Jamie and Kirsti). In addition to these splendid machines, we had 2 Europas (Craig, and Peter and Marg), an Evora (Kevin and Barb), a 2012 supercharged Elise (Iain and Trish), my Series 1 Elise, an Eclat (John and Jill) and the granddaddy of the group, an Elan (Kyran and Annette).

When I was asked to organise this run, I thought it would be nice to discover some new roads. The Club has comprehensively covered the south-east, east, north-east, north and north-west within 2 hours of Melbourne so I convinced my wife that we needed to explore the roads to the west and south-west of Melbourne.

And I'm pleased we did. We discovered Inverleigh (which we had never visited before) with its beautifully restored bluestone hotel, plus a wonderful café and a recently praised higher-end restaurant. But I wasn't so pleased in other respects because we also discovered that a lot of the less travelled roads to our west can give you a thumpingly bottoming out roller coaster of a ride. In our case the Elise was bouncing like a tennis ball all over the thin strip of tarmac that passes for a sealed road. These roads were scratched from the route and the chiropractor booked.

The second route choice was far more accommodating and comfortable but it did



mean sticking to a few more “C” roads.

Nevertheless, the group enjoyed the route. The trip towards the Brisbane Ranges along Granite Road was for me the highlight of the first section, followed closely by the meandering sweeping corners of the C144 between Shelford and Inverleigh, as it follows the course of the Leigh River. (By the way, for those interested in a little trivia, the prefix “Inver” is used in Scottish place names to indicate the mouth of a river, hence Inverness is located at the mouth of the River Ness).

A special thanks to the Inverleigh Hotel who opened early to cater for our little group. The lemon tart was delish!

The second half of the route contained one notorious (and previously undiscovered) “hole at the bottom of a hollow” on Mathison Road just outside Winchelsea – avoid this road; it is horribly lumpy and potentially destructive of automotive parts as a number of our group testified at lunch when recalling their experience with under body scrapes.

The long straight roads on flat plains at the start of the route slowly gave way to roads more typical of the variety we enjoy, ie a few more twists and turns and improving undulating scenery.

As is increasingly common later on Sundays, we were at various times held up by those with less sporting intentions. Nevertheless, on the run from Deans Marsh to Lorne, the frontrunners of the group enjoyed an almost pristine run, with not one, but two cars pulling over to let us through, only for it all to be spoiled at the end by a 4WD whose driver thought his nimble vehicle could give us a run for our money (it didn’t). Unfortunately not

all the group was as blessed, with Kyran and Annette in particular being delayed.

The entry into Lorne was magnificent with the clouds drifting away and a glorious blue ocean to behold. The view from the Lorne Hotel (our lunch venue) was superb and as we trickled home after lunch, we could all give thanks to the weather gods for providing us with a spectacular day to enjoy the roads of our south west.



Book Review

by Iain Palmer

TEAM LOTUS My View From the Pit Wall

by Peter Warr

Peter Warr, as you may know, was Lotus F1 team manager for seven years. After Colin Chapman died in 1982, Peter assumed control and continued to run the Lotus F1 Team. Under him the Team won 2 Drivers and 3 Constructors Championships.

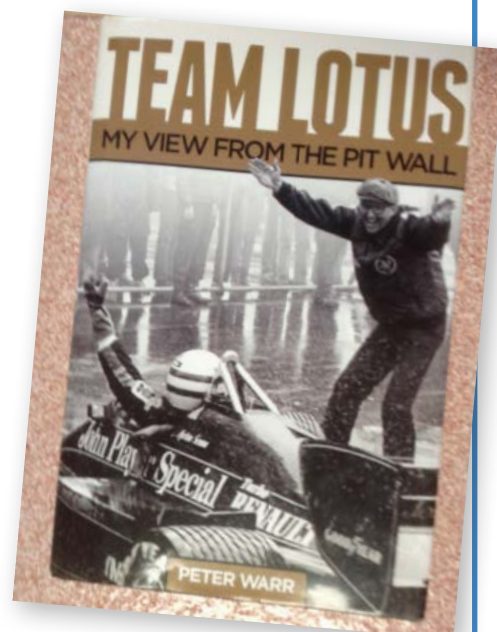
Peter had an earlier life as Manager of Lotus Components and had, at the move of Lotus from Cheshunt to Hethel, decided to call it a day. During this earlier time he had driven a number of Lotus cars quite successfully, including a win in a Lotus 23 of the Japanese Grand Prix.

Peter had started writing this book but had died in 2010 before it was completed. His collected notes have been gathered by Simon Taylor, that doyen of motor-sport writing. Simon, with whom Peter had a long working relationship, was asked to publish the notes and has included his

earlier interviews with Peter. The completed work is a great read.

Whilst this book covers the period of Peter’s time at Lotus, it is told mainly through the personalities of those present at that time, Chapman, the drivers, mechanics and, for the bigger picture, Bernie. Peter certainly seems to hold little back and where he wants to criticize he goes in boots and all. His observations on Nigel Mansell and Bernie Ecclestone are both highly entertaining and worth the read. Being close to Colin, Peter is able to tell us of the two sides of the Guv’nor and of the problems he had working for him. His views may at times be blinkered but we are left with no uncertainty that we know exactly what he thought.

For what it is worth, I believe that apart from a minor technical error, this book is right on the money. The problem is it’s so hard to put down. I’m surprised it got past the lawyers.



What this book gives us is lots of Lotus stories by someone who was there. It tells of F1 machinations and personalities. In my opinion if you are a Lotus F1 follower, you must read *Team Lotus*.



The Lotus Club Queensland members who were lucky enough to enjoy a fantastic weekend in Canberra for Lotus 2013 consisted of Geoff and Maree Noble (Elise HPE), Giles Cooper (Elise), John and Penny Barram (Elise), Clive, Gloria and Richard Wade (Elise), Wybe and Angie Geertsma (unfortunately not bringing their early Elite), Colin and Robyn McKay (Elan), Darryl, Tania and Mitchell Ringuet (Exige), Rob and Kate Stevens (Elise) and Mike and Maggie Goodfellow (Elan M100) – a good representative selection of cars from all eras.

Even though most of us had driven our Lotus's from Queensland to Canberra, we certainly hadn't come the furthest – with cars coming from South Australia, Tasmania and, amazingly, Alice Springs.

Just some of the highlights:

A few of the earlier arrivals were able to attend the dawn Anzac Day service in -2 degree temperatures along with 36,000 other people on the morning of Thursday 25th April prior to the start of the real Lotus activities. The image projections on the front façade of the War Memorial, and the readings prior to the service were memorable, and the service very moving.

The rest of the attendees arrived during the day and settled into rooms at the University House (an ideal venue close to the centre of the city and lake) and we all had a great gathering and meeting up with old friends from around the country at the University House restaurant that evening.

Friday was track day or alternatively a tour of creative Canberra.

For the petrol heads this was a trip to Wakefield Park – and as far as the Queenslanders were concerned a mixed success. Geoff Noble and NSW opposition Tim Mackie spent most of the time in very close company at the fast end of the field, but Tim just pipped Geoff to be outright winner. They also went in the regularity drive – to get more track time and more fun – where they continued to circulate at the same flatout speed and still managed first and second!

Darryl Ringuet unfortunately broke his transmission pretty early in the day so must have been very disappointed as he had blown his engine just two weeks earlier and went to a lot of trouble, and no doubt expense, to get a new engine built and fitted – a great effort. However son Mitchell came in 9th and Darryl

11th overall, which was very commendable considering the lack of track time.

Mike Goodfellow glanced at his M100 as he was commiserating with Darryl about his broken transmission and was shocked to see green fluid pouring from the front. The pesky auxiliary pump that cools the turbo when the engine is switched off had failed and was leaking like a sieve. Only the day before an ex-M100 owner had commented on the weakness of the pump. At the time Mike innocently thought "it has worked OK for 16 years so perhaps I shouldn't worry". Fortunately Simply Sports Cars came to the rescue and bypassed the pump, and the M100 came home safely, albeit without using the turbo.

Mike and Colin McKay were keeping close company at the slower end of the field, but enjoying the competition between themselves in the pre-1995 class. One of the highlights towards the end of the day was seeing the Lotus 11 of Ed Holly keeping pace with some of the recent Elises! Rob Stevens and Clive and Richard Wade in their respective Elises were circulating well, and everyone agreed that the success of the event was due to the great organisation by Mike Basquil.

The alternative event for those not wanting to participate in the track day was a fun tour of creative Canberra – a short visit to the National Portrait Gallery, then on to a really great venue – the Glassworks where we split up into groups, enjoyed a tour, a shop in the gallery and a chance to show our creative talents by making a glass tile – we are still awaiting delivery of our amazing creations so we will have to give a prize for the best effort at a later date! The day continued with a trip to Poachers Pantry where the lunch was great and the foodies shopped till they dropped. Thanks to Carolyn and Blanche for a great day out. As Barry and Blanche have recently moved to the Sunshine Coast, we acknowledge them as new Queensland members!

The final day on Saturday was great fun – a concourse on the lawns of Old Parliament House, a fun run out into the country and then the most memorable black tie evening in the Great Hall of New Parliament House under the Arthur Boyd tapestry – wow what an experience! We all enjoyed the anecdotes of the very special guest speaker Ron Tauranac, and had a lot of fun on the dance floor. That venue is going to be hard to beat at any time in the future, and congratulations must go to the NSW committee for organising such an amazing location for the final evening of a great weekend.

So finally, thank you to Ashton and the team for all the hard work in organising a fantastic weekend and we look forward to meeting up with fellow Lotusites in South Australia in 2015.



LOTUS 2013 Track Day Report



Lotus 2013 planning started on the lawns of Cherrabah over a few drinks before the final dinner of Lotus 2011 and our final concept and choice of venue was largely thanks to the foresight of Geoff Winder. Canberra was decided upon mainly due to having the ability to accommodate the numbers necessary with the benefit of being an hour away from the established circuit at Wakefield Park. Since I had volunteered to organise the track event, this saved considerable effort in obtaining a track license at another venue with its associated miles and miles of red tape. The benefit of starting the planning early was evident when I booked the date at Wakefield 18 months prior to the day, which kind of got the CAMS NSW Race Panel off side as they had left it to the last minute to book their dates and couldn't understand my inflexibility to their request of a date trade. As always with running events there are hurdles you have to clear with the finish line in sight, fortunately due to the assistance of the

other committee members and lots of others, the event ran seamlessly, only a few were aware of some impromptu decision making.

The weather was perfect, and we had over 70 Entrants with only 7 non-Lotus cars in the field. Add that to those that came on the day in their Lotus and the Lotus Cars Australia, and I will confidently say we had the largest Lotus display in the Southern Hemisphere – it was a very impressive sight. Naturally, as with other events I have organised in 2013, we had a visit from the Highway Patrol, demonstrating that they have absolutely nothing to do with Road or Public Safety and appear to be a law unto themselves, more about this in future reports. Administration was finished later than planned but we got underway with a Familiarisation Session for the out-of-town folks and we all started to have lots of fun. While the other CSCA clubs were invited only three took up the offer and we proceeded to run them ragged by day's end.



Mike Goodfellow in yellow



Ready to go



13 years and 1.5 seconds apart

Results

Due to the classes being so well supported I will only mention the major place getters.

In **Non Marque 2 Modern over 2000cc** we only had 2 runners, a new member Simon Flecknoe in an EVO posting a 1:12.05sec, and Lance McGrath in the XR8 Ute with a 1:16.50sec.

In the **Classic Class** we only had Ross Simpson in the Morgan +8 and he posted a PB of 1:17.84sec.

Non Marque 2 Modern under 2000cc only had Wade Lillington in the Clio on 1:14.26sec.

In **Race Cars** we had 3 runners with Tim Mackie driving Wombat 2 to a win and fastest outright with a 1:02.40sec, and I had a feeling Tim was having fun and not really chasing a time. Damian Hartin from Victoria had his new weapon out to play and posted a 1:06.44sec for second in class, followed by Jac Cousin in the E type Jag with a 1:12.22sec, the only non-Lotus race car.

Lotus post 95 with Honda or forced Induction was a big class of 15 runners with lots of close battles and lots of laps covered. 1st went to Geoff Noble from Queensland with a 1:02.40sec and second outright on the day, followed by our favorite pensioner Syd Reinhardt, 2nd with 1:07.44sec, and Barry Mather 3rd with 1:09.37sec. Barry had to do some running repairs to an errant drive shaft, and Mitchell and Darryl Ringuet from Queensland also had some engine issues curtailing their fun.

Lotus post 95 with R spec tyres no Honda or forced Induction was another big class with 22 runners. At the top of the time sheet was Dave Mackie in the 340R with 1:08.18sec followed by Rex Hodder in the Exige on 1:08.30sec. I for one enjoyed these two going at it all day, usually

only separated by a car's length and having complete confidence in one another's ability for it not to end pear shaped. New dad, James Kinghorn, was 3rd in class posting 1:10.92sec before rushing back to hospital to visit his new addition to the family.

Lotus post 95 with Road tyres no Honda or forced Induction. This class captured all the road cars, those that rarely see the track, and falling into that category was the New Exige V6 entered by Simply Sports Cars driven by Mark O'Connor who [posted a 1:07.75sec very impressive for a car straight out of the box. Nic O'Sullivan came in 2nd in his first track outing definitely not showing any respect for his dad. Mike double-entered in the same Elise, Phil Easterbrook was in 3rd with a 1:16.11sec.

Lotus pre 95 was the smallest class with 12 entrants and more hard luck stories than you can poke a stick at. Rohan Hodges in his Plus 2 had a small fire bringing his joy to a halt; Keith Edward's new Plus 2 lightweight bonnet made a successful bid for freedom; Geoff Winder who brought 2 Esprit had a diff issue, and Ed Holly made us all GREEN with envy at the Lotus 11 restoration he has completed, more art than car, but still posted a 1:19.88sec for 4th in class. The size of Ed's smile told the story.

Class Winner was Len Goodwin in the 26R replica on 1:10.63sec followed by Steve MacDonald in his Élan on 1:13.75sec, and just a second back was Keith Edwards in the Plus 2 on 1:13.84sec.

At close of play all runners had the opportunity for 5 runs of 6 minutes sprinting and a 10-lap session of regularity, just for something different. Rob Brydon took first place in the Cup 240; Geoff Nobel in the Elise HPE 2nd and Damian Hartin in the S2 Exige 3rd, and it was a fun thing to try, with the result a lot closer than expected. General feedback from all those that attended was that a good time was had by all despite some bad luck for a couple with mechanical problems. The company more than made up for the pain, now to look forward to 2015 in South Australia.



Andrew, Randall and David



Zed Elliott just over the limit



David Mackie's 340R



Burning up the track

Lotus 2013 photos: thanks to Craig Chalmers, Chris Johnson, Tom Devitt and Bill Mair



by Jon Hagger

How to make Parliament House look good



LOTUS 2013 FUN WITH A CAPITAL F



Reflecting on Lotus 2013



Randall Holmbeck's a long way from home

I don't quite "get" Canberra — then again, I'm not 100 years old (despite the fact that I may look it), nor am I a public servant, I just contribute far too heavily to their ongoing tenure and wellbeing and to the constant upgrading of the sheltered workshops they inhabit (with apologies to all the astute accountants of this world) for my own liking. Perhaps it has something to do with always driving round in ever-decreasing circles, finally disappearing up one's own exhaust pipe. Perhaps it's a good place for a brief visit, but that's about it. So it was in this paradigm that the "Handbrake" (aka Sat Nag, Google, Encyclopedia Britannica, Leader of the Opposition, Minister for Finance, Er Indoors, She Who Must Be Obeyed and indeed, Janet) and I headed off for Lotus 2013.

Being nationally minded, patriotic souls, it was agreed we should arrive in time to attend the dawn service on Anzac Day at the War Memorial Parade Ground (a decision I would later bring seriously into question), so Tuesday lunchtime, Elise packed to the gunnels (gunwales for the seafaringly minded), we headed off. First stop Lakes Entrance for a decent

meal, a couple of frothies and overnight stop. Then on through Cann River (morning coffee), Eden, Pambula, Merimbula, Bega, across to Cooma and up to Canberra. And round an' around an' around an' around we go! Finally, after about six wrong turns, found and checked into the digs at University House (not bad, considering) and even found our way to the Bicchietta Restaurant for the informal dinner. Informal it certainly was. But, all good in the end... sated, ensconced in our apartment, booked a cab for the ludicrous time of 4:10 AM (!!!) to go to the dawn service. (Some optimist suggested it was a good walk... for them perhaps.)

People said to rug up because it gets pretty cold in Canberra. PRETTY F***ING COLD!!! Is that the best you can do? Would someone, anyone, mind please acquainting me, shall we start with, freezing? Goddammit! To make matters worse, the seats were covered in dew (read ice!) and the thought crossed my mind right there and then that all those jokes about welding oneself to a tree were about to return to haunt me. But, they said



Welcome dinner



Ross Simpsons Morgan



Lots'a Lotus boots

that wasn't the point, the whole thing was about service and sacrifice – yep, OK, I got it.

However, respect where it's due and with due respect to those for whom Anzac Day is commemorated, they went through hell – my ramblings about a piddling (or not) minus 2°C count for nought. Poor bastards. I joke that it was a once (only) in a lifetime experience. But I'll probably be there for the 100th in Melbourne...I mean, it's a must isn't it?

Anyhow, that outa the way, we got back to Uni House and had a hot breakfast which helped things thaw no end, then had our regulation Nanna Naps before checking in and heading across town to my daughter's place to watch the Anzac Day AFL Blockbuster between Collingwood and Essendon (they have a TV that can be seen from the moon). Another decision I lived to regret – watching the match, not visiting my daughter and grandkids. Whew – got outa THAT one!

After that, back for dinner and because race tracks are rather few and far between in this fair land, we needed to be up early (again!!) next morning for the track day at Wakefield, just outside of Goulburn, some 87 kms away...so, another early night.

Friday morning, crisp and clear, bellies full and off to Wakefield...to one of the best run track days I have ever experienced (not so much from a Lotus point of view, but plenty back in the '70s at motorbike race meetings). Congratulations Mike Basquill and his team. To a man, everyone was helpful. I don't even know if anyone spat the dummy or even threw the toys outa the cot. The day went like clockwork. I don't think there was one person who attended that day who didn't enjoy it. Thoroughly. It was brilliant.

Even the local Highway Patrol provided us with a special sideshow, a little comic relief if you like – Mr Plodd probably felt he was missing out on something bigger than himself and wanted to make his mark.

Well he certainly did that! Although spinning wheels, screeching tyres and handbrake turns in a gravelly carpark with young kids, not to mention pristine, expensive and exotic cars moving about is hardly the sort of behaviour that would endear one to the attendees at a closed, private, invitation-only Lotus Track Day function...and accordingly, he was brilliantly reminded of same by our Grand Master of Ceremonies and Organisational Grand Wizard, Ashton Roskill. Well done. How he managed to not call the officer's parentage harshly into question at any stage is a tribute to his (obviously) impressive interpersonal and life coaching skills. Dude could drive, though.

After starring in several iPhone videos, aforementioned officer obviously felt he had made his unique and valuable contribution to the day and that we, one and all, were suitably aware of, impressed by and grateful for it, he eventually decided to accept Ashton's earlier invitation to enjoy lots of travel with plenty of sexual activity...and er, leave. It later emerged that one of our number knew a rather senior member of one of his number and conversations were had while videos were exchanged. Nice work...and

a nice bit of networking there. Suffice to say not one, NOT ONE(!) Lotus leaving Wakefield Park at the end of the day travelled as much as one millimetre over the speed limit. Do we ever?

As for the track activity, yours truly was rubbish, as a certain Esprit driver who wasn't very much better, was quick to remind me. Nonetheless, we all had FUN. Bucketloads of it, perhaps with some notable exceptions: Rohan Hodges, whose Elan+2 haemorrhaged, oiled the track and ended its day in a Viking-style blaze of glory; Daryl Ringuet whose bright orange Exige "TESTED" (certainly was) had some sort of brain seizure and ended the day as it began, on the trailer; and the beautifully prepared green Esprit which spent the entire meeting receiving serious "medical attention" – the equivalent of a hip replacement. Either that, or it suffered an extreme attack of arthritis! Bloody shame. If it were me, I'd feel dreadful. Commiserations guys.

At this point, it must be said that the responses from the emergency people at the track when needed were exemplary. The times we need these dudes, we REALLY need them and their professionalism is rarely



Easterbrook raising the dust



Kennedy's 63 Elan



Early Morning Start

acknowledged...or applauded. Well done and thanx very much guys. Consider yourselves roundly applauded.

During the day, we were treated to something unique and spectacular: a virtual one-on-one dice between the Mackie Race-bred Exige and the Noble Road-bred Elise – both supercharged Honda-powered and tweaked to the max. To say these two guys simply went at it rather understates the bleedin' obvious, but that's exactly what they did – stick a cigarette paper on the nose of Geoff Noble's car and it would have been a dead heat. For the scientifically minded, I believe it was about a poofteenth of a second. It was just one of those too rarely seen highlights in a weekend that so far, had been full of them. Oh yeah, I used the term virtual because there were, I think, another six runners in that sprint who turned in rather spectacular times as well, but sorry guys: we didn't notice (no offence). That highlight really provided added meaning to the SUPER in super sprints. But, laps, laps, laps and more laps were the order of the day, followed by a 10-lap regularity. And everybody lapped it up. No point boring you with results or who did what and when, those are published elsewhere.

But wait, while all this self-indulgence was happening, what about the women?

Well you may ask. The smart ones were at the track day (only jokin', girls!!). The others went on a pre-arranged "cultural" tour – the Australian Portrait Gallery: reports described it as beautiful, wonderful, brilliant and terrific (yeah, right) and the Canberra Glass Works where each attendee was offered the opportunity to make their individual glass tile: reports described it as enthralling, wonderful [again], intriguing, interesting and even a lot of fun (sounds like rehab). And the Poachers Pantry where various preparations were sampled, purchased and consumed in varying amounts (won't be able to fit too much into the Lotus!!). In all, the reports were glowing, so well done to the architect of this cultural diversion.

One of the advantages of having rellos in Canberra is you can ask favours, so without compunction, I headed over to my daughter's place to wash the Elise prior to the Concours, rather than scramble round an' around an' around an' around Canberra looking for a carwash on Concours morning. Smart, huh?



Anyway, after a not-quite-so-early start, we broke fast (or is that breakfasted?) and headed to the old Parliament House lawns where we were arranged (arraigned?) according to our particular species of Lotus. And what an impressive line up it was. What a pity the local media were not alerted prior to the event so they could have covered it, or at least squeezed a mention of it in between Julia Gillard's new glasses and Julia Gillard's new coat (or dare I say, policy announcement, if indeed she had any to make). However, I say that fully cognizant that everyone has 20:20 vision in hindsight and not to criticize what has so far been a perfect Lotus 2013.

After the Concours, we packed up, discarded lunchboxes into the rubbish bins adjacent to the aboriginal tent embassy where a hasty kerbside conference ensued: some of the ladies decided to wile away the afternoon, while others decided a nanna nap before The Big Night Out was the go. Accordingly, some of the guys, still juiced up with adrenalin from the day before, decided to go on a bit of a rampage around the Canberra environs (Trip 2 being the popular choice from the "Book of Words"), which was brilliant... apart from a couple of regulation nuff-nuffs who seem to inhabit nice, twisty roads these days (no, not Lycra Lizards – different species altogether). BTW: the "potential" little side trip on the Corin Road to the dam was uh-maz-ing! Woo-hoo!

Then, the Grand Finale. The Big Night Out. The black tie event at the new Parliament House we all agonized about – how we'd get our monkey suits into our Lotuses, how we'd get She Who Must Be Obeyed's evening wear in without crushing it (not to mention loads of make-up!!), never mind answering "what shoes will I wear?" – was upon us. And (as Elvis once sang) *ooh what a night it was it really was suchanight... the moon was bright... etc, etc, etc.*

Everyone tarted up like well-kept graves, speeches brief, awards presented, bulltish, like the booze, flowing freely... *bonhomie* everywhere. In a word, GREAT. And the Queenslanders agreed with the Victorians who agreed with the New South Walesians who agreed with the South Australians who agreed with the Territorians, both Capital and Northern, who agreed with everyone else and each other that we all had an agreeable time and that we should all agree to get together and do it all again two years hence and it was agreed that South Australia will host Lotus 2015. Then everybody congratulated everybody who congrat... Well, you get the idea.

So there you have it. One person's impression of Lotus 2013.

To finish on a rather serious note, I pay special tribute to Ashton Roskill and his team of Santa's Little Helpers for a well thought out, thoroughly planned, professionally run event that completely exceeded expectations and that once again, raised the bar for those who follow. And special congratulations to whoever organized the weather – perfect one day, bloody perfect the next! Even obliged with the strategically placed cloud on a couple of occasions when the sun's angle met ones eyes with some severity. Brilliantly done.

Starting out, I was a bit annoyed with myself for not being with my mates at the Anzac Day game in Melbourne (a tradition that I have now twice broken since Kevin Sheedy introduced the concept in 1996), which was quickly short-lived given the result, the adrenalin hits, the thrills'n'spills, the cultural experiences (I guess) and the catching up with old acquaintances from previous Lotus get-togethers, along with the making of new ones – and the afterparty scotches with said, swift Esprit driver.

Sunday, final goodbyes, firm handshakes, then down the Mogodon Motorway (Hume Highway) to beautiful downtown Northcote, where one does not drive round an' around an' around an' around, finally disappearing up one's own exhaust pipe. Make sure you do NOT miss Lotus 2015.

— enz



Autumn Perfection



Tristan Atkins S1



Greg Oakes gorgeous S1 Elise



Seriously quick Syd Reinhardt



Having fun at Lotus 2013



Colin McKay's Elan S4



Ready to party



Andrew Stevens



Concourse Elans



Lotus 2013's mascot



Ron Tauranac



Concourse elise



Rod Kennedy's Elan



Concourse Esprit's



Canberra sunshine



Ready to party



Concourse Series 2 Elises



Peter Griffiths Type 25 Europa



Ed's Gorgeous Lotus 11



Winners are grinners



“A” FRAME AND LIVE AXLE BREATHER NOTES

By Dick Reynolds

For some time now I have had problems with the rear bush in the Caterhams “A”Frame. It has been disintegrating on a regular basis. Internet forums are full of the same tale.

First time was a few months after I purchased the car, heard a rattle in the rear end, and there was a destroyed bush.

Assuming that Urethane bushes are the go, I purchased a crop of them from Fulcrum Suspensions and set to work. The first set were soft, and lasted about 3 months. Subsequent harder sets fared little better. The last were quite hard and lasted one Noosa Hillclimb – that’s about 6 minutes!

Having done some research, I discovered that Urethane doesn’t actually compress at all. It’s like water, but harder! The axle swings through about 8 degrees under cornering, and this apparently is more than the bushes can handle. They appeared to be compressed till breaking.

So I did the obvious thing, and ordered some bushes direct from Caterham – who must be aware of the problem – as they carry stocks, and they are quite cheap.

Putting them in is quite simple once you learn the trick. This being to compress the bush in the A frame with a normal bolt, slide it part way into the differential housing bracket, remove the bolt, “podge” as necessary to align and then insert the real bolt and do the nut up. Takes about 10 minutes, clean hands to clean hands!

Problem solved? – no way! These disintegrated in about 4 months, and I mean disintegrated

– like totally destroyed – as my daughter would say.

Steve Lennox, long time member of LCQ and in-house oils expert told me that diff oil has sulphur or such like in it, to make it do its thing, and this in turn eats rubber! My bush had been eaten.

So where is the oil coming from?

The car has a Quaife ATB diff in it, and I assumed it put too much strain on the so called “dodgy” Ital Marina Live Axle and caused the oil to leak out. So I checked it over and discovered most of the oil was coming from the old breather valve beside and above the diff housing.

Checked the oil level, and it wasn’t over full.

What now?

I went to see my mechanic at Taylor Street Mechanical, who runs a live axle Toyota Corolla race car. He gave me a new breather outlet, and suggested a simple hose to send the exhausted oil up and then down away from the axle.

After a 5-minute assembly, the new breather is in place, and to date, very little oil present.

So now I should get a reasonable service life from the bushes.

Did a couple of runs and Mt Cotton Hillclimb recently and there appears to be no oil on, or damage to, the bush.

Job done – I hope!

No bloody way.

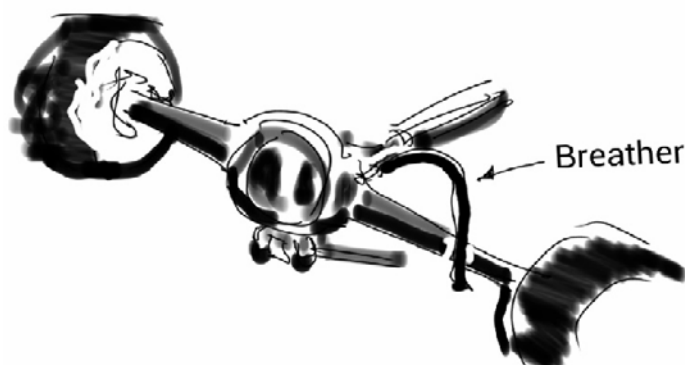
There is still oil appearing around the bush, and it’s black, so dissolving the bush.

Ok, I get it – use a different oil!

Now I have a fully synthetic gear oil in the diff, that still leaks out, but appears to be far less destructive of the bush. A DTC and a Mt Cotton Hillclimb and the bush is still hanging in there.

I can hear John Barrum now saying “get a damn rose joint welded in there you fool”, and he’d be right, other than I promised MUG not to start drilling holes in her!

So next event we’ll see how well it lasts, and as they say – go from there!





Lakeside Driver Training Centre

April 21st

If you haven't yet seen the movie *Love the Beast*, you really must. On one level, it's a movie about Eric Bana, his beloved XB Falcon and Targa Tasmania, but on another level it brings great insight in to the male psyche. I can guarantee that any car nut will enjoy it for the former, and the latter will provide comfort to their wives who can console themselves that they aren't the only ones married to a lunatic!

The opening sequence of the movie shows old footage of Eric doing a stand-up routine about racing drivers. To paraphrase (and remove all humour!) the essence of his routine is that racing drivers always have a car-related excuse for why they didn't win: my engine didn't have enough power; my tyres were duds, you know the sort of thing.

I recalled the movie at the first LCQ DTC event of the year for a couple of reasons. Firstly we were sharing Lakeside Park with a massive Aussie Muscle Car event being held at the main track that day and there was an immaculate XB Coupe (or maybe it was an XA, I'm not that discerning!) in the queue to get through the entry gates. But secondly, I couldn't help but feel that the attitude of the participants at the DTC events is almost the polar opposite of Eric's observations. Each person you speak to seems quite happy to concede that they are not as good a driver as the other competitors. And

as the conversation continues they will happily run through the improvements to hardware and setup they have made to their cars, and highlight why this is the only likely explanation as to why they are a country mile faster than you are. And this humility, openness and friendliness combined with a relatively error-tolerant track layout provides a very welcoming introduction to competition for comparative newbies like myself.

The day dawned fresh but clear and after what feels like 3 months of solid rain in Queensland, it was nice to have to hide from the sun behind factor 30+ again. Entries were fewer than normal as Lotus 2013 was looming large for many of the regulars but with slick new timing procedures, including LEDs to help automate the staging and start procedure, the day promised lots of track time, for those of us able attend.

One of the beauties of the Lakeside DTC facility is the ability to vary track layout and this event was run on Circuit No. 6. Matt Plowman was "on it" straight way in his ever more intimidating Scura, to get the first round of runs off to a very impressive start. Everyone else seemed to play themselves in sensibly and gently with the rather inglorious exception of myself. It should be noted that my CTP Rally Extension for the day covered me for the LCQ



DTC Time Lapse event and this turned out to be rather prophetic as I managed to lose my way quite comprehensively in my first run. By the time I pulled out my iPhone, consulted Google Maps, and found my way back to the finish line, a lot of time had indeed lapsed. Did I really just write that... sorry!

Run 2 saw John Young facing the wrong way on the track too, but in fairness to him, he was at least trying to go the right way, it's just his car wouldn't let him. Runs 3 & 4 were dispatched with increasing vigour and enjoyment before a short break for elevenses (of the tea and biscuits type rather than streamlined Lotus of yesteryear type).

By this time the Aussie Muscle Cars were really getting into their stride. We discussed the contrast of our desire for more grip and less tyre wear, whilst their competitions were judged by their ability to defeat grip (on the rear axle at least) and increase tyre wear.

Run 5 saw the haze of tyre smoke from over the hill compete with Derek Dean for supremacy in turning the air blue. Derek had brought along a Westfield this time around and in fairness it did seem to have a lot more power than grip. However as he pirouetted in front of us, he made us laugh heartily as over the revving V8s in the background and his own screeching tyres and engine, we still managed to hear an eloquent string of profanities that indicated Derek wasn't loving the way his car was treating him.

Round 6 passed without incident and over lunch the plan was hatched change the format slightly with each driver completing a timed lap, driving through the pits in an orderly fashion and returning to the start line for a second timed lap.

Matt again got proceedings underway for Run 7/8 but unfortunately he didn't even make it to the first corner. Too many sandwiches at lunchtime overloaded the drivetrain somewhere, and our collective hearts sank for Matt as he rolled backwards down the hill and in the space of a lunch break we had gone from 2 competing Scuras, to none.

Matt blagged a lift with Jeremy, in his Tommi Makinen edition Evo VI, with Derek in convoy to pick up a trailer, scratching 2 more cars from

the list. And then the sunshine started to take its toll, with Shane Murphy's 7 and John Flynn's Elise both shedding a tear or two of coolant. Shane's car was a joy to behold all day and considering it is the same age as me, running on skinny road tyres with very little power, the times were impressive indeed.

Many people commented on the transformation of Dick Reynolds Caterham following his recent fettling (and associated spending). His times were incredibly consistent throughout the day and he eventually prevailed in his friendly rivalry with Jason McGarry.

Paul Tredenick had us all intrigued as he worked his way up and down through the gears of the sequential gearbox of his PRB. Not only was it entertaining for us watching on, it proved mighty effective as a package, clinching fastest time of the day with a 46.5 in Run10. In an effort to prevent anyone beating his time, he elegantly drifted through the final sequence of turns on his Run 11 and confidently parked the car backwards on top of the timing gear. Unfortunately for him (and fortunately for the rest of us) his car was so light, the timing gear was unscathed. Jeff Jackson looked on for a similar manoeuvre on his final run but as he was in a heavyweight S2 Elise, he took one for the team, driving past the outside of the timing gear on the grass, and with great presence of mind, reversed back to break the timing beam and 'complete' his lap.

The post-lunch format had mixed results with the number overcooking their second lap probably outnumbering those who improved. It proved particularly successful for me, with my



even-numbered runs all being around a second faster than the corresponding odd-numbered run. Whether that was down to my tyres being warmer or the shorter time between runs making it easier for me to remember which way to go is anybody's guess.

James Channell completed the day in his Peugeot 306GTi 6. Everyone agreed that this would make a phenomenal A to B, comfy road car and the height of his inside rear wheel through corners indicated that his last run would be his fastest. It was...

A huge thanks to Dick, Giles, Matt and everyone else who helped with organising and running the event. It really is greatly appreciated by the rest of us. We all left with a huge smile on our faces, satisfied with our day's achievements and content in the knowledge that at no point throughout the day had we been even a little bit scared.





by Peter R Hill

REMEMBERING JIM CLARK

Elsewhere in this magazine is an article by James Thorburn about a drive by the South East Lotus Owners' Club (SELOC) to the Jim Clark Memorial Clock Tower in the former Team Lotus driver's home town of Chirnside. The memorial clock tower has stood since 1969 as a tribute to one of the greatest racing drivers to have ever lived, so when a SELOC member noted on a visit to the town that the tower had seen better days it was clear what needed to be done. With the ever helpful Michael Hipperson taking charge, restoration work was organised to bring the tower back to its former glory, cleaning and polishing the stone work, fixing the clock, and replacing the memorial plaque.

SELOC members, along with Clark's former mechanic, Cedric Selzer, and F1 journalist Peter Windsor, raised over £2,400 to pay for the work that was completed in November 2012. Some Lotus Club Vic members chipped in.

It seemed appropriate to write a companion piece on Jim Clark to bring back memories for us old blokes, for whom Clark was a champion, and to add some history to the name that our younger members may be aware of, but who may not know a lot about.

I still remember the Monday morning in April 1968 when my mother came into my bedroom to wake me and told me that Jim Clark had been killed. "That can't be right," I said, "there wasn't a Grand Prix this weekend." What I didn't know was that Clark was racing in an F2 race on the German track at Hockenheim. He had a troubled weekend and was well off the pace in the race. On lap 5 his Lotus 48 speared off the track and into the trees killing one of the greatest racing drivers of all time.



Jim Clark Memorial clock – before restoration

Clark was the son of a Scottish farmer born in Fife, north east of Edinburgh across the Forth of Firth. His achievements in a short career are exceptional: twice world champion, winner of the Indianapolis 500 (a race that Limeys weren't meant to win), won more GPs and had more pole positions than any other driver, winner of the French Academy of Sports prize, British Guild of Motoring Writers Driver of the Year in 1965, an OBE... the list goes on and on. He raced all manner of cars, from his first sprint in a Sunbeam Mk3, through DKWs, Porsches, Jaguar D Type, Triumph TR3, Lotus Elite, Lister Jaguar, Tojeiro Jaguar, Gemini, and Aston

Martin, and then a long list of Lotus (including Cortinas and Elans) as works driver and friend of Colin Chapman.

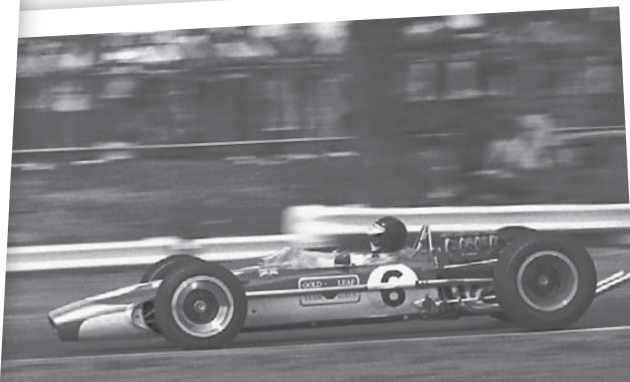
Clark competed in saloon cars, sports cars and single seaters. He raced and won on circuits all over the world including Indianapolis and Le Mans (third was his best finish at the Sarthe circuit). The "circus" would visit New Zealand and Australia each year so many of us could see him and the best drivers in the world racing during our summer. Clark seemed to enjoy his trips down under, soaking up the sun and water skiing.

Evidently Clark was a quiet and modest man who struggled to make decisions once he was outside a racing car. Jackie Stewart related how they would drive around interminably because Clark couldn't decide which film he wanted to see or which restaurant he wanted to eat at. On one long road trip with Clark at the wheel he stopped at a level crossing in the middle of nowhere. Stewart described how they could see for miles in each direction and there was no sign of a train. Clark finally asked, "What do you think?"

But in a racing car his decisions were instantaneous. He seemed unaware of his unique talent and genuinely could not understand why there was no one in his mirrors when he cleared out from the field, as he did so often. Others did recognise his talent, in the early days (late 1950s) Ian Scott Watson lent Clark his DKW to race and then his Porsche 1600S and provided financial support. Clark's parents opposed his motor racing, expecting their son to run one of the family's three farms. In 1958 Jock McBain the sponsor of the



Jim Clark's Lotus 49 – Sandown 1968

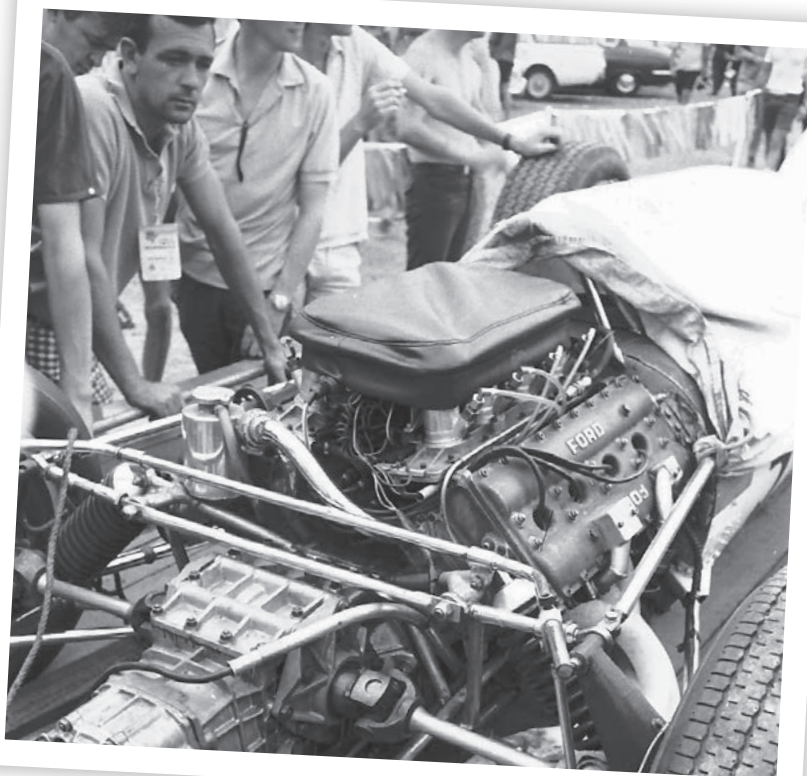


Border Reivers team, provided Clark with his first serious racing car, a Jaguar D Type, and paid travelling and hotel expenses. Clark did not disappoint, he acquitted himself very well against stiff opposition that included the Ecurie Ecosse D Type in the hands of Ron Flockart and Innes Ireland's Lister-Jaguar.

The next person to take an interest in the young Scot was Colin Chapman. Jock McBain was considering buying a Lotus F2 for Clark, so Chapman invited him to Brands Hatch to try the car. He set impressive times not too far shy of Graham Hill, who was the works driver for Lotus. But a wheel fell off the car while Hill was driving and it rolled. Clark was not impressed and shied away from the single seater, so McBain bought a Lotus Elite and a Lister-Jaguar. Back at Brands Hatch in the Elite for the Boxing Day event of 1958, Clark led Colin Chapman for most of the race, only relinquishing the lead close to the finish. Chapman would have taken notice.

In 1959 Clark won 23 races of the 53 he entered, including nine wins in the Elite. He came second at Le Mans in the under 1500cc category, driving with John Whitmore. In early 1960 the next person to have a major influence on Clark's career invited him to test some cars at Goodwood, that man was Reg Parnell, the manager of Aston Martin. Clark later told his friend Bill Gavin about the test day. He was concerned that if he threw the car around, Parnell might get nervous and pull him in, so he tried as hard as he could when he was out of sight, then near the pits he would be as fast as he could but smooth. His times were very impressive but Parnell told Jock McBain that he felt Clark wasn't trying hard enough! The next day Clark drove the Aston DBR1 sports car and the Aston GP car. Chapman was at the track with a Formula Junior, he invited Clark to drive – he lapped quicker than any Junior ever had at Goodwood.

Parnell wanted Clark but without his parents' consent he couldn't sign. At that stage he was still working five days a week, most weeks, on the farm. Parnell visited Berwickshire where the



The business end of Clark's Type 49

family was now living and convinced Clark's father to let him sign a contract. As things turned out the Aston F1 campaign fizzled, but Chapman moved in with an offer for Clark to drive for Lotus. It was the start of one of the most successful relationships in motor racing.

In the Lotus GP team Clark was partnered with Innes Ireland who gave the Lotus team their first GP win. Ireland became disgruntled during the season, he thought that Clark was getting preferential treatment (sound familiar?). Chapman and Ireland fell out and Ireland found himself without a drive for 1961. Chapman had competition for Clark's signature as both Reg Parnell and Ken Gregory were bidding for him. Clark finally signed with Lotus on a one-year contract, but for two thirds of the money that the others were offering.

Clark and Chapman went on to build a close friendship and impressive record of results and championships. By the end of 1967, the Lotus 49 with a Cosworth engine in the back and Clark in the front, was the combination to beat. Clark started 1968 with victory at the South African GP on New Year's Day. It would be his last GP win.

On April 7th of that year Jim Clark should have been racing for Alan Mann in the BOAC 500-mile sports car race at Brands Hatch, but Mann had not confirmed the drive with Clark, who assumed he had changed his mind and entered an F2 race at Hockenheim. Doug Nye described what happened in Germany:

"On lap 5 he was a lonely eighth as he disappeared behind the pits and accelerated

Photos by Michael Hipperson, Stewart McNaughton and James Thorburn



Ian Scott Watson



Jim Clark memorial at Hockenheim



Jim Clark's headstone – Chirnside churchyard



The Clark statue at his birthplace in Kilmany, Fife

into the woods building up to near maximum speed on a virtual straight which led into a tightening right-hand curve. A lone flag marshal heard the car approaching after the leaders had screamed by, and then the red, white and gold machine burst into sight twitching from side to side with the driver fighting the wheel. It slewed broadside at around 140 mph and careered off the road, slithered over a verge, and took down some saplings before smashing into a larger tree which caught full in the cockpit."

Jim Clark was killed on impact.

Chapman was devastated by Clark's death. The possibility that his car might have contributed to the accident haunted him. Chapman arranged for an investigation, he requested Peter Jowitt, the Senior Engineer of the Experimental Aircraft Department at Farmborough who specialised in military prototype aircraft accidents to be involved in the investigation. Jowitt was surprised as he described his relationship with

Chapman as "armed neutrality". He took the job and the investigation determined that a punctured right rear tyre caused the crash.

There is a memorial at Hockenheim, as there are memorials to Jim Clark in Duns, Chirnside and Kilmany. I can't think of another driver who is remembered so fondly. It was fitting that Lotus enthusiasts helped to ensure that the "Clark Clock" at Chirnside was restored and continues as a fine tribute to the quiet Scot.



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CLUB LOTUS UK

The Type 25s of Nick Fennell and John Bowers.

Jim Clark 50th Anniversary First Formula 1 Championship Commemorative Weekend

17/18/19 May 2013

Club Lotus UK recently organised a fabulous tribute to Jim Clark. Clearly a lot of time, effort and thought went into it. The event was well supported by Lotus enthusiasts, Classic Team Lotus, the local Lotus dealer and the residents from the town.

There were two Type 25s, one owned by Nick Fennell and the other by Australian John Bower, Jim's Lotus Cortina and his Elan (997 NUR) and these were demonstrated up and down the main street.

On Saturday and Sunday a street display of around 45 Lotus cars (Elites, Elans, Elan +2, Europas as well as more modern Lotus) assembled opposite the Jim Clark Room and on Sunday afternoon, led by Jim's Elan, they drove to the church at Chirnside where a service and laying of a wreath on Jim's grave was conducted.

Special guests for the weekend included Ian Scott Watson, Jim's friend and mentor from his early racing days, Jim's Number 1 race mechanic Bob Dance and Clive Chapman (son of Lotus founder Colin).



Type 23B on a demonstration run.



Jim's Elan starting its demonstration run.



Chirnside primary school, cars parked up after the convoy from Duns prior to the churchyard service.



Pipe band marching up Newtown Street past various Lotus cars that were on display.



Alan Morgan interviewing Ian Scott-Watson outside the Jim Clark Room.



Preparing one of the T25, with Bob Dance (Jim's mechanic) on left and Clive Chapman looking on.



Jim's headstone.

The photos in this article were provided by Steve Pinchbeck (Hot Shots Photography UK), a professional photographer whose website is www.hotshotsphoto.co.uk, and Andrew Laing of Club Lotus (UK).



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SELOC's Run to the Jim Clark Memorial Clock in Chirnside, Scotland

On the May bank holiday a group of SELOC members got together for a trip up to the Scottish borders to visit the refurbished Jim Clark clock at Chirnside and pay their respects to the man who gave Lotus their first F1 drivers' and constructors' championships 50 years ago. With owners travelling from around Europe for the weekend some had already joined up on previous days, but we met them at The Jim Clark Room in Duns on the Saturday morning. Driving in to Duns in a Lotus is always a nice feeling, but that feeling just increases when the sun is shining and there is a fantastic line-up of cars stretched out in front of the museum.

We parked and chatted with a few friends who had made the journey from the South of England. Then we took a look at the cars that had already assembled, including a brand new Exige V6 Cup, two of the rare 340Rs and a trio of Elise Type 25 Editions – one 111S, and a pair of the later SCs.

The Jim Clark Room is just that – a single room – but it's packed to the brim with trophies and memorabilia from a spectacular career cut cruelly short, and is well worth a visit. As an added bonus however there was also a small exhibition being held in the library across the road, with a selection of famous photographs of the famous Scotsman. Entry to the museum is free with donations welcomed, and I couldn't resist picking up one of the Jim Clark World Champion polo shirts while I was there. Later I saw Clark's former mechanic, Cedric Selzer, sporting the same shirt so I was in good company.

We left Duns and took the short drive over to Chirnside to see the memorial clock tower, grabbed a bite to eat from the fish and chip

by James Thorburn
(SELOC UK)



Photos by James Thorburn, John Thornley, Stewart McNaughton and Niki Daigue (SELOC UK)

shop across the road, and then visited Jim Clark's final resting place in the village church cemetery.

After Chirnside it was time for a drive down to Floors Castle, where we were given the chance to park outside the front of the house for a group shot, with the three Type 25 Editions taking centre stage in beautiful line-up of cars outside this stunning 18th century property.

Thirsts quenched and curiosities satisfied, people began to filter off back North to our overnight stop at The Wheatsheaf in Swinton. While others settled in to drinks at The Wheatsheaf we trekked down the road to a windy field to greet one of our guests for the evening, Robs Lamplough, arriving in his Gazelle helicopter.

Robs raced in Formula 2 in the 1960s and 70s as well as competing in historic events to this day. He had breakfast with Jim Clark on the morning of his tragic accident at Hockenheim in 1968.

Robs joined us along with Cedric Selzer and Ian Scott Watson for the evening meal and to share their memories of and thoughts on Clark. Then there was a raffle to raise funds for the Little Havens Children's Hospice to round off the evening.

The morning saw a fairly relaxed start, with many tucking in to full English or Scottish breakfasts before setting off at 10:30am to Clark's former home in Edington Mains.

It's easy to see why Jim used to go back there between races, it's a lovely house tucked away in peaceful isolation a million miles away from the world of international motor sport.



Although the homestead is no longer owned by the Clark family we received a great reception, with tea and biscuits being served on the patio while the children buzzed around the cars.

As we left Edington Mains the group began to split up, with some heading on to Allanton for lunch while others plotted a route out for a drive in and around the Scottish Borders, but for us it was time to begin our seven hour journey

back down South. It had been a great weekend though and the perfect reminder of what a superb history and community surrounds these little plastic cars.

SELOC would like to thank Michael Hipperson for organising this event, along with all who donated towards the refurbishment of the memorial clock tower.



Fastest Ever Open Top Lotus Arrives in Time for Summer



The fastest ever convertible Lotus is set to arrive in Australia in time for summer, with the Lotus Exige S Roadster combining open top driving with supercar performance, the capacity to dispatch the dash to 100 km/h in four seconds and the ability to open the roof in only slightly more time.

Sitting alongside the Exige S and its race track variants, the Exige Cup and Exige Cup R, the Exige S Roadster completes the Exige line-up and enhances the track-focussed collection by providing a new facet to the range. Powered by the same 3.5L V6 as the coupé variants, and weighing in at 10kg less than the Exige S at 1166kg, none of the exhilarating performance of the phenomenal Exige range is compromised, yet the driver is only 'two clicks and a roll' away from cruising in open-top style thanks to the lightweight, factory-fitted soft top.

Launched in Australia earlier this year, the Lotus Exige S hardtop is priced at a recommended retail price of \$119,990.00, excluding statutory charges, delivery and dealer costs, providing a level of performance and on-road ability that can only be described as a bargain at this price.

Achieving 0-100 km/h from a standing start in 4.00 seconds, delivering 257.5 kW at 7000 rpm and 295 lb ft of torque at 4500 rpm, the Exige S Roadster matches the coupé's mechanical performance, but style takes an understated approach, having shed its rear wing and front splitter to maximise airflow over its sleek silhouette.

The introduction of the new Exige to the Lotus product range has provided a new opportunity for the UK-based sports car brand to expand and strengthen its production resource, generating new jobs and opportunities for skilled individuals who want to be part of the Lotus story.

The Exige S Roadster is the perfect car for a 'joy' ride; what better way is there to enjoy the panoramic views of the world's most beautiful roads than when they are enhanced by the purposeful roar of a V6 soundtrack, and to feel the wind in your hair and sun on your skin?

Exige S Roadster is now available to order and full specifications and pricing will be announced when the new model arrives in the first quarter of 2014.

The Exige S Roadster at a glance

- > Max Power 257.5 kW at 7000 rpm
- > Max Torque 295 lb ft (400 NM) at 4500 rpm
- > 0-100 km/h 4.0 seconds
- > Max Speed 233 km/h
- > Weight 1166 kg

Engine

Mid-mounted, transverse 3.5 litre DOHC V6 VVTi, 24-valve equipped with Harrop HTV 1320 Supercharger.

Transmission

6-speed manual with sports ratios only from launch. Paddle shift options for Exige S Roadster will be considered subject to demand.

Suspension

Fully independent double wishbone suspension with front and rear anti-roll bar. Bilstein high performance gas dampers and Eibach coaxial springs.

Braking & Dynamic systems

- > AP-Racing four-piston callipers with ventilated and cross drilled cast-iron discs.
- > Lotus / BOSCH Developed ABS/ESP system
- > Hydraulic Brake Assist (HBA)
- > Electronic Brake Distribution (EBD)
- > Cornering Brake Control (CBC)
- > Lotus Dynamic Performance Management (Lotus DPM)

Wheels & Tyres

Lightweight cast alloy wheels (17" front and 18" rear) clad with Pirelli P-Zero Corsa tyres.

PANEL BEATED AND PAINTED

After all the racing we did at the Autumn Historics Round 2 of the Black Trucks Series at Morgan park two weeks ago we had a few problems that needed to be fixed. The seal bugged up in the water pump so we had to replace the pump, the alternator had a broken wire inside it and that is why we had to push start the car for the last race. Race Team Manager and chief auto-electrician, Peter, re-soldered the wire in the alternator back on and put some selastic on the wire so it couldn't vibrate and break again. He also checked and modified our other 3 alternators.

Cracked another of the extractor pipes, so I got Scott at Scotts Rods in Ipswich to do a temporary repair till the next time we take them off and we can get the pipes repaired properly. He put a heap of wet rags over the Weber carbies while he was welding the extractor pipe. I noticed while we were there he had a Sierra RS Cosworth in the shop and I nearly talked him into letting me do an engine swap. Allan would love the extra 150HP in the Cortina over the 97 HP we have now. A nice HR Holden ute in there with a V8 motor in it also.

I left the earth wire off the relay for the thermo fan when I removed the radiator to change the water pump at the track, and that is the reason the engine got a bit hot in the last race and Allan came in after 3 laps. I screwed it back on the day after the race meet and away the fan went.

We had a prang on the front left hand guard which I pushed out with the Porta Power and massaged back into shape with a big hammer. While I was doing the panel repairs on the blue car I also finished off the new Lotus Cortina race car panel damage. Both cars have been repaired and painted.

Peter and Glen gave me a hand to grind out the bolt holes for the shocky tops so we can move the shockies in and get a bit more camber on the front wheels. The black marks on the paint are where we started; we moved them in about another 13mm. I then did a wheel alignment with my flash alloy tubing.

At the same time I am working on the four-door car. I have removed the rear springs that are bugged and had a new set made with some new bushes. I also got the Koni shocks checked and had bump stop rubbers fitted to them. The new block is in the car and the head is ready to go on. If I am lucky we will have the two cars going all at once in no time.

That is it for now till the next race meeting at the Two Days of Thunder Round 3 Black Trucks at Queensland Raceway on 22-23 June.

See ya.





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

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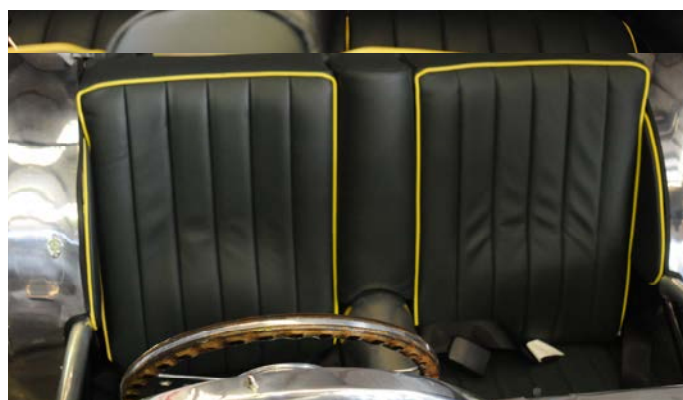
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The magazine deadline is strictly the 21st of each month, except February when it reverts to the 28th. Extensions are possible only by prior arrangement. Print photographs may be sent to Steve Blackie however, a stamped self-addressed envelope must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

Please send articles, either in hard copy or in high-resolution (250dpi minimum) electronic format to:
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We have developed a panel of members who can answer queries about particular models for club members and prospective owners.

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

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