



LOTUS & Clubman Notes



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

FEATURES

- A Tesla in Switzerland
- On the line with the Exige V6
- Ironman Weekend
- Emma and I
- Lotus Super Seven S2 Cosworth SB1914
- The Start of Something New for Perth



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COVER IMAGE:

To coincide with this month's launch in Melbourne of the Exige S we have a photo of the 'EVO car of the year' enjoying a lake view. Once again in the season's favourite color.



LOTUS & Clubman Notes

Well I have managed to stumble my way up a steep learning curve over the past few weeks so thanks to all the folk who helped keep me on the straight and narrow and here is the March '13 edition to grace your coffee table.

Over the past month we have had some encouraging news from the owners of Lotus, DRB-Hicom, who have once again reiterated that they have no plans to sell Lotus so let's hope they do a better job at keeping their promises than our local polities. Speaking of which we are now into what will be the longest and most boring federal election campaign the country has ever seen. The upside of this however is that gives us another good excuse to get out in our cars to obtain a more balanced view of the world and escape the media feeding frenzy that goes along with elections. I guess we can be thankful that Lotus are not tied up with the Italian parliamentary system!

Lotus Australia now have the new Exige S on the show room floor and it is always exciting to see a new model to add to the family. Let's hope it attracts some more drivers to those who enjoy the experience of Lotus ownership. Certainly from what Lotus Australia distributor Ateco are saying in the press they are positive about the future of the brand locally. And whilst on the topic of the Exige it was also great to see the Exige of Thomson, Talbot and Sartori take out class C at the Bathurst 12 hour event a few weeks back.

Of course this month's Lotus Notes is not all about new cars and we have some great articles that are well worth your time, do check out the amazing story of the 97 year old who built Mike Wilson's Super 7 and was reunited with it after 50 years and also the experiences of Tony Wheeler at the wheel of a Tesla in Switzerland.

And lastly for this month we have news of a Lotus in another movie! Later this year the new movie Red 2 will hit the theatres, starring famous names like Bruce Willis, John Malkovich, Catherine Zeta-Jones and a famous car: a Lotus Exige S. In the movie we can see the Lotus Elise moving from the left to the right side of a truck, passing under the trailer! Anyone who saw the original Red is sure to enjoy this even without the Lotus

CKJ111

President's pleasantries

By **CRAIG CHALMERS, President, LCV**

Welcome back to another monthly summary of events in LCV. We had a disappointing turnout for the Friday night run and BBQ. Those that did attend enjoyed the BBQ and a good run through Warrandyte and the surrounding areas. Our thanks go to Jack Burns and Simon Henbest for organising the night for us. John King also started off our first EMR for the year with a run to Killara winery via Kinglake in perfect weather. A very good turnout of members were in attendance with a few new or rarely seen cars on display. Iain Palmer had his brand new bright yellow Elise S on display and Mike Wilson also had his recently acquired Lotus Cortina out for the run. Mike explained the car has already done a few Targa Tasmanias in the past and could be in for another in the future with Mike behind the wheel.

A number of members were also out to start the year with MSCA in February circulating well around Winton. It looks like another close year of good-natured competition on the track so don't forget to keep an eye on the MSCA calendar as well as LCV if you are keen to join in.

March is going to be a very busy month for LCV with plenty of events and the Formula one grand prix circus coming to town. March 8-10 is the Historics at Phillip Island and LCV has again applied to be accepted into the Shannons Walk display. If you're prepared to display your car then you can receive discounted entry for you and a passenger. On the same day MSCA clashes with a sprint event at Sandown for those who prefer to be on the track rather than spectating. LCV are joining in the grand prix week celebrations with our annual Grand Prix go-kart night on Tuesday 12th March.

As per last year it will be held at Ace Karts at Sunshine at a cost of \$60pp for members and \$80 for non-members.

If you wish to attend please make sure you RSVP to me. Still in the same week, on Thursday the 12th, Zagame Lotus in Richmond have invited LCV members to attend the launch of the new Exige S. It is a specific invite for LCV members and Lotus owners only with the details on the LCV website and provided to members through email, so if you wish to attend please ensure you RSVP directly to Tracey at Zagame.

The Formula One Grand Prix includes a display of LCV members with 3 members cars accepted into the exclusive Oval 17 display with an additional large display of LCV member's cars in the Automotive Avenue format which is similar to last year. If you're heading to the track make sure you keep an eye open for various club members and their cars out and about.

As mentioned previously April 7th has been locked in for the track day at Deca in Shepparton. Arrangements are being finalised and once the CAMS permit number has been issued the application forms will be distributed. It is following on from last year's frivolities, with both the track loop and skidpan in operation. Overnight accommodation is also being arranged for the night of Saturday 6th with a group dinner to catch up on the gossip and who's upgraded what. A reminder that this is also the first event in the 2013 LCV championship followed shortly afterwards by the second round at the MSCA Sprint at Phillip Island on April 21st while everybody is keen and the weather is good.



A final reminder that Lotus 2013 still has some places available. Organisers are now offering the option of just attending the dinner or the track day if you can't make the whole weekend. See www.lotus2013.com.au to make your booking.

Our magazine is now up and running on the website with your login and password being your surname and your membership number. Have a look and see how you like it. We'll shortly be asking for a response on whether you would like to receive your magazine in the post or from the website. Make sure you have a look first and think about how you prefer to receive your Lotus club updates.

Finally we had a minor technical issue with the February magazine with an issue in the back office production. It delayed the magazine a week or so and our apologies to those who were struggling through life without your hit of local Lotus news. It had nothing to do with our new editor Cris who unfortunately copped it with his first issue. Don't forget to help make his job easy by submitting articles to fill the pages.

Hopefully I will see you soon either out and about while the sun is shining or enjoying the Grand Prix festivities with LCV,

In the meantime travel fast and travel safe,



Craig

WELCOME NEW LCV MEMBERS:

Meg Johansen	Paul Judd
James Balmer [1997 Elise]	Anne Reid
Kathryn Sweeney	Craig Simon

LCV Ace Go-Kart Night

TUESDAY 12th March – 7.15pm

20 Carrington Drive, Sunshine

Contact Craig Chalmers 0412 983818

*Now there's a nice clutch of cars
if ever I've seen one!*



President's prologue

By **DICK REYNOLDS, President, LCQ**

It's all go for the new year, with a few events on the go already.

Hillclimb this past weekend (10/02/2013) with four LCQ members competing – article here somewhere – EMR's and Morgan Park sprints, and a Happy Laps for next weekend.

We are currently in discussions over the McLeans Bridge at Lakeside event. There is some discontent over the suitability of the event for our annual concourse. The Club as a whole needs to discuss this. In the past McLeans Bridge was a rather casual affair, a chance to catch up with a few old mates and enjoy the other cars. With the new bigger and better approach to the event, now at Lakeside, it appears we may have lost that casual approach. I for one would like to see us at Lakeside, but perhaps not as a Club as such, and support the All British Day for our concourse.

The first meeting of the year at Shannons included an interesting run over the WH@S issues for our meeting, and a bit of talk about car insurance from Phil Ross, Shannons Business Development Manager. Our thanks to Shannons and particularly Phil for their interest in our Club, and ongoing support. They really are great rooms for the meeting, convenient and well equipped. They also insure all my cars!

At the Hillclimb last week-end one of our members who will remain nameless, Jon, had a glitch with his Electrics in the Green Yellow and Silver Caterham – woops, sorry again Jon. Quite unusual really, as it is usually the later model cars that seem to have the electrical glitches! People seem to come out of the woodwork to assist those in need at our events. Whether it is a sense of “hope they help me when I’m in trouble”, or just plain old “caring” it says volumes about the camaraderie in the Clubs that do what we do. Our erstwhile victim managed to sort the car for a short trip to the Caterham Creche – aka Greg Brays workshop, and also got a lift home to The Gap with another unmentioned Black Caterham 888 driver. Woops, sorry Jason! I would have helped had I been able, but with my electrical expertise finishing at “how does the smoke stay in there”, and my car full to the brim with tyres and wheels, well I just couldn’t and went home for a beer! It’s nice to know there is help when you need it – anytime!

On a similar theme, next week-end is a “Happy Laps” at Lakeside, organised by Matt Plowman and Derek Dean. I received an email from a prospective member the other day, who recently purchased a Lotus Esprit, saying he wished to join our next event, to pick up an application

form and meet us all. Can he come to the next event? – Can he come! – Of course he can, and will be welcomed with open arms. Makes me proud to be a Lotusphile.

Don't forget Lotus 2013. I know you won't.
See: <http://www.lotus2013.com.au/>

I am reliably told that Elsie has been usurped by a Toyota Troop Carrier for Giles' next sojourn to the USA. Giles, me old mate, please keep some notes and do us the honour of enjoying your trip via the Blogg. We did enjoy the last one. If I remember rightly – and usually don't, Alby Mangles took a bikini clad ex Miss Swimwear, or something type, “Chicky Babe” with him on his journeys. Now there's an idea Giles! Bit of glamour to the old blogg, and someone to talk to on those lonely nights on the prairie.

Next meeting on Tuesday 5th March 2013, at Shannons as usual.

That's all for now, and remember, life's too short to drive rubbish cars!

Bye for now.



Dick

Ps. Camaraderie or Comradery – it's all the same to me.

LCQ Monthly Meeting

TUESDAY 5th March – 7.30 pm

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



2013

LOTUS 2013 CALENDER OF EVENTS

MARCH	VICTORIA	QUEENSLAND
Tuesday 5th		LCQ Monthly meeting 7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld, 4101 Australia
Saturday 9th & Saturday 10th	Phillip Island Historics; Shannons Walk display Contact John King for details on 98199819	Morgan Park "B" Series Sprints – Round 1.
Saturday 10th	MSCA Round 3, Sandown – refer www.msca.net.au for details	
Tuesday 12th	Ace Go-Kart Night; 7.15pm at 20 Carrington Drive, Sunshine RSVP required Craig Chalmers craig.chalmers@isuzu.net.au or 0412 983818	
Thursday 14th	Launch of Exige S; 6.30 – 9.30pm at Zagame 362 Swan Street Richmond. Booking with Tracey on 9270 7000 is essential if you wish to attend	
Thursday 14th to Sunday 17th	Lotus display at the AGP Albert Park	
Sunday 17th	Formula 1 Rolex Australian Grand Prix	LCQ Early Morning Run Details TBA
APRIL	VICTORIA	QUEENSLAND
Tuesday 2nd		LCQ Monthly meeting 7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld, 4101 Australia
Sunday 7th	LCV Club Championship – DECA Track Day – DECA Shepparton. Details tbc. Contact Peter McConnell 0402 076 107.	
Tuesday 9th	LCV Club Night – Details TBA	
Sunday 14th	LCV EMR to Ballarat – Contact Kyran Meldrum for details on 98084112	
Sunday 21st	LCV Club Championship, Round 2 & MSCA Round 4 – Phillip island – refer www.msca.net.au for details	
Thursday 25th – Sunday 27th	Lotus 2013 – Canberra Refer www.lotus2013.com.au for further details and booking forms	Lotus 2013 – Canberra Refer www.lotus2013.com.au for further details and booking forms
MAY	VICTORIA	QUEENSLAND
Thursday 14th	LCV Club Night – Details TBA	
Sunday 19th	LCV EMR to Ruffy – Contact John King for details on 98199819	



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

by Jon Hagger

JACK'S NIGHT TRIAL

Or more aptly, Jack's *Claytons* Night Trial – the night trial you have when you're not having a night trial. And we're not talking about the Honourable Member for Dobell or the Speaker of the House appearing in an evening out of sessions hearing, either.

Jack Burns, more popularly known as "Rivets", had been planning his night trial for several months. However, instead of a night trial, the concept quickly became a twilight run, due to the eventual finishing place being closed by the time the run would have ended... if you like, it became an EER rather than an EMR.

Friday evening 1st February was uncharacteristically cool and standing around the barbeque, the wind chill factor started to cut in, which placed a bit of a damper on proceedings, so we got underway... in a straggledy baggledy way. (Yours truly was waiting for a couple of guests whose vehicle dropped a pipe from its intercooler, causing them to abandon the event which resulted in an even more spread out field and late starters).

Nonetheless, ably assisted by **Simon Henbest**, Jack played host to fifteen intrepid souls with a barbeque at the Ruffey Lake Reserve in Doncaster East before heading off through Warrandyte, Kangaroo Ground, Panton Hill, with a lovely twisty loop around Cottles Bridge, Arthurs Creek, Mittens Bridge, Smiths Gully, and back for a quiet ale at Warrandyte's Retreat restaurant, via Watsons Creek, where the bonhomie and banter was something to behold.

Once underway, the run was exhilarating. Very light traffic. Very nice twisties, including a "bit of fun" with a guy on a Hyabusa. And once the chill had gone off the air, twilight, top down, Lotus exhaust note – it doesn't get any better than that.

As an LCV event, it was absolutely bloody brilliant.

But: and it is a big but, for whatever reason, fifteen people! Ten cars! Hello-o-o!

What kind of support is that! Jack spent a considerable amount of time and energy formulating the concept, mapping the route,

researching various venues, endeavouring to "pressgang" volunteers to help with the detail, to create a "different" experience for us all. His disappointment was palpable.

A late summer Friday evening is a great time to kick back, relax, let the wind in the hair freshen you up and finish off the week with a quiet frothy or two... seems not too many agree. Pity. Having said that, it was great to see the guys from Roaring 40s joining in. To those who supported the event, 10 outa 10. To those who didn't, well... Special thanx to Jack and Simon for making the it all work. Well done you (or is it youse).





A Tesla in Switzerland



by Tony Wheeler



I got behind the wheel of an electric Elise – a Tesla – for two days in the Swiss Alps. Ultimate Drives provided the vehicle, booked hotels at both ends and plotted an interesting route. Now driving round Switzerland in any fast sports car is good fun, and although Ultimate Drives also have Porsches, Aston Martins and Ferraris to play with my Swiss drive was intended to be educational as well as fun. The big question with electric cars is how far you can go before the battery runs flat and clearly driving around Switzerland was an excellent test. Tesla claims you can travel over 300km before you need to plug in for a recharge. Top Gear suggests it would be much less. But 300km on a flat test track is one thing, a drive that features the Klausen Pass (1948 metres) and then the Susten Pass (2224 metres) was clearly a very different challenge.

Per capita there are more Teslas in Switzerland than any other country. It makes sense, the Swiss are environmentally conscious, they have fantastic roads to drive on and they're rich. My shiny white rocketship with its 6831 lithium ion batteries was parked outside the Widder Hotel in central Zurich so Maureen and I squeezed in and checked the range reading. 'Range anxiety' is what you suffer from when you're worried that your electric car doesn't have enough

charge to reach your destination. The reading was 246km, not good when Interlaken, our destination for the night, was 250km away. A second instrument announced we had 338km 'ideal range.' Going up and over mountain passes didn't sound ideal and very soon we were at the top of the Klausen Pass with our range down to just 112km. Do the math, it looked like we were going to be standing by the roadside waving an extension lead at passing cars with Interlaken still 38km away.

On the way up to the Klausen Pass we'd been pursuing fast motorcycles, it felt like every sporting rider in Switzerland was out for the late spring sunshine and the testing corners and short straights of the climb up to the pass. As we went down, however, the electric car miracle took place. Go downhill and every time you slow down, or even better put your foot on the brake, the battery recharges. Soon Interlaken didn't seem so far away at all and by the time we got to the top of the Susten Pass we could see we would get there easily.

Along the way we'd stopped at the William Tell Museum in Burglen, the Swiss national hero's birthplace. On the way down from the Susten Pass we made a detour up to a glacier and finally there was another detour to ride a funicular railway to the Rheinbach Waterfall





where the fictional English detective Sherlock Holmes fell to his (fictional) death.

Finally we pulled in to the Victoria Jungfrau Hotel with enough battery charge to continue another 80km. The hotel's car park features a green carpeted car parking place complete with what looked like an old fashioned fuel pump. We plugged the Tesla into the 'pump' and next morning, batteries fully charged, we set off back to the Swiss financial capital by a different route. Along the way we climbed over more mountain passes, enjoyed more Swiss scenery and took a short car ferry ride across Lake Luzern. Early evening we handed the car keys over to the hotel concierge back in Zurich. We'd covered nearly 500km and could have gone further.

The next day we took the train to Munich in Germany to visit BMW cars. They launch their BMW-i series electric cars in 2013 so perhaps I'll be back for another electric mountain drive. Next time in a BMW i8.

A Mini in China

Now the reason I got an invite to visit Munich, hear the inside story on their electric car project and have lunch with Ian Robertson, BMW's Marketing Manager, an Englishman amongst all the Germans, was because BMW China's advertising agency had whisked me off to China to help launch the Mini Countryman.

Why on earth? Well many many years ago (41 in fact) I'd driven from London to Kabul in Afghanistan in an original Austin/Morris Mini Countryman. That trip led to creating Lonely Planet and Lonely Planet has a surprisingly big and enthusiastic following amongst hip young Chinese. Put all that together and I found myself coming out of the airport terminal at Xiamen (a seaside town between Hong Kong and Shanghai) to be handed the keys to a shiny new Mini Cooper S convertible, so I had some wheels for the next few days. 'Off you go,' I was told, before I launched into Chinese traffic behind the wheel for the first time. 'The satnav is programmed to take you to your hotel, tell us how it goes.' Taking part in a Chinese car launch was a lot of fun. See http://www.lonelyplanet.com/tonywheeler/my_lists/minis_in_china/ for more info.

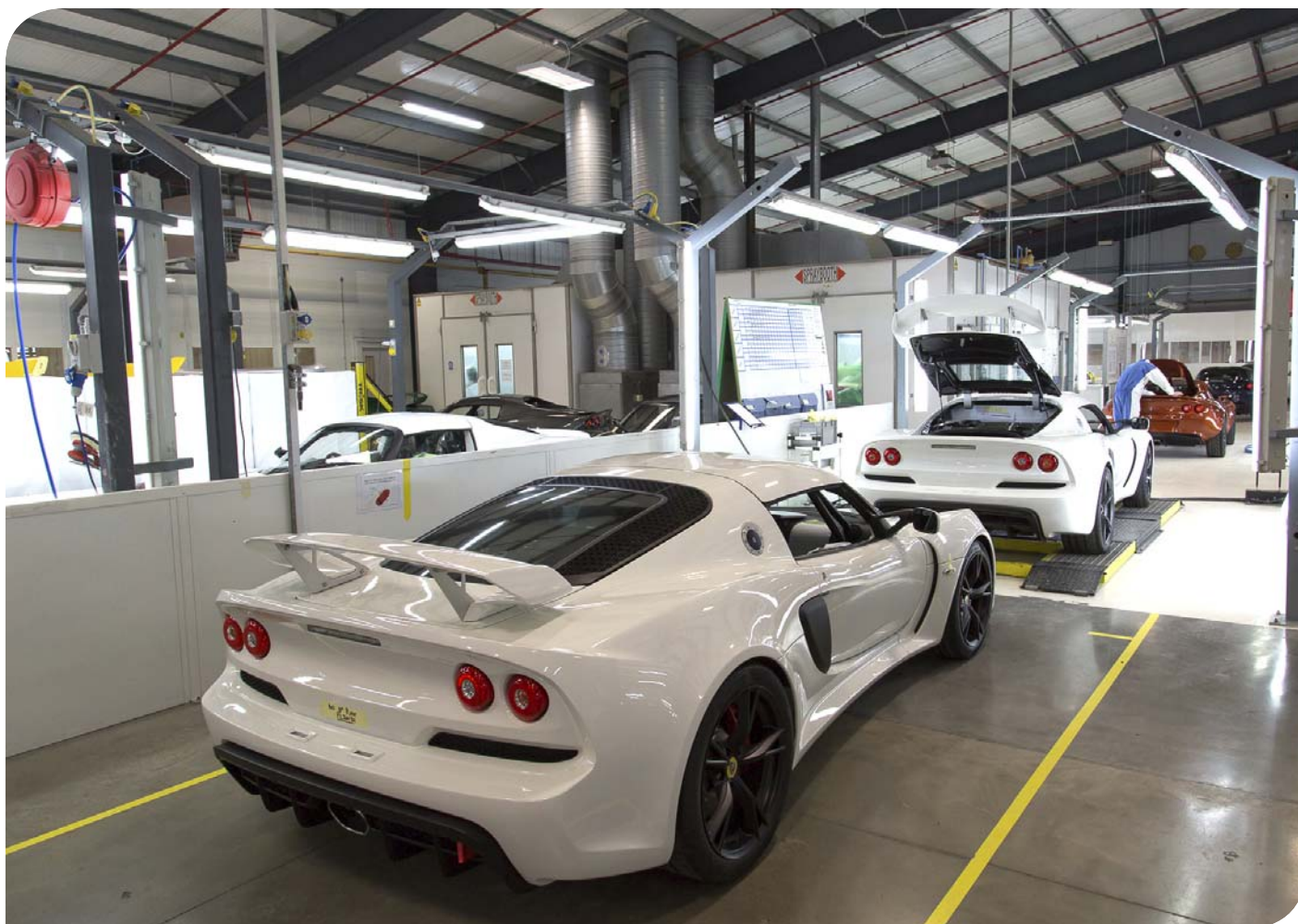


Electric Cars in London

I spend part of the year living in London, where I don't have a car at all. With the tube, black cabs and Boris bicycles who needs a car? Well sometimes you do need a car and on those occasions I use Zipcar – a 'car share' operation like Flexicar in Melbourne. I'm a convert, it works terrifically well, I've never had a problem getting a car and although the figures come out best for short term and local use – a few hours to a few days, I've used Zipcars for longer (time and distance) trips at not much higher cost over a regular rent-a-car. My 'usual' London Zipcar is a VW Golf about 100 metres from my front door, although sometimes I walk a bit further because I want to try a particular vehicle.

Like a Vauxhall Ampera – the UK version of the Holden Volt. The car share model and electric cars seem like an obvious connection, pardon the pun. You always return the car to the same location so why shouldn't that location have an electric car charge point? Like the one for my Zipcar Ampera. Will I trade my Prius for a Volt?



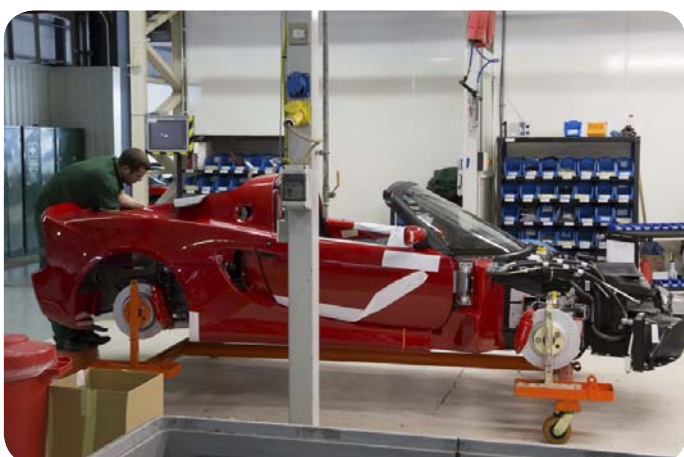


➤ On the line with the Exige V6



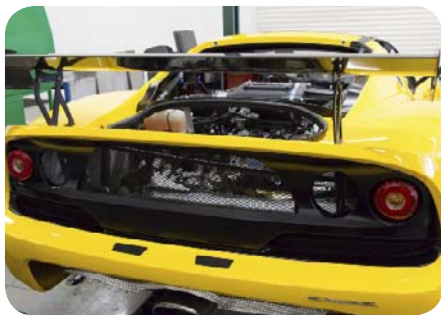
It's been no secret that 2012 was a tough year for Lotus, but it seems as if times are changing in Norfolk. It was with this in mind that we made the trip up to Hethel with Jamie Matthews of Bell & Colvill and a pair of Exige S customers to meet with Head of European Sales for Lotus Cars, Graeme Robertson, to take a look how production of the cars is progressing and hopefully put to rest some of the rumours and worries that have been spreading as a result of the many delays that have beset the model.

We began our tour over in the original factory, now used for sub-assembly production and bodywork preparation at the very start of the build process. The bodywork area is buzzing to the sound of sanders as panels are readied for painting, while in the sub-assembly section numerous Exige S rear sub-frames with engines (characterised by the black supercharger, the Evora S' is finished in silver) are being wheeled along ready to be transported over to the main production line – from which they should emerge as complete cars around 3 weeks later.



From here we head over to the later factory area, housing the main production line and originally used to build the S2 Elise and VX220. We enter in to the final preparation area and it's fair to say that while there are a number of Exiges and Elises in this area that there is a high mix of Evoras as well. It is worth noting that to reach this stage that a car must be complete with NO missing parts.

Graeme admitted that Lotus' increased focus on improving the productivity, efficiency and quality of its processes and products led to a drop in production. These improvements were necessary however to meet Lotus' new internal quality control standards that have been imposed over the last 6 months and which led to a delay in production of the Exige S.



The upside is what should be a notably better end product coming off the line, where the fit and finish will hopefully be a match for the award winning dynamics, and production volumes are now steadily increasing.

We then head back to the initial stages of the build process and follow the build process along from a bare chassis through the installation of the mechanical components, bodywork fitment and finally adding the interior and carrying out calibration. It's here where you can really see the positive side of the DRB-Hicom takeover as each stage has been bolstered by a greater range of checks with finer tolerances to meet – this is a company which has for years worked refining and optimising the production processes of other companies doing what it does best.

All in there we see around two dozen Exige S' in various stages of the build process, and while many are destined for various dealers around the world a glance at the build sheets does reveal a number of cars tantalisingly marked 'Customer'.

Returning to the final preparation and suddenly all eyes are on one car – a Chrome Orange Exige S. In an instant orders are changed with both customers on the tour abandoning their previous choices of Pearl White. It's easy to see why as well because it looks absolutely stunning and suits the car perfectly; it almost seems perverse that this colour is a special order not normally even on the option list for the Exige!

We round off the tour with a trip to the marquee where completed cars are stored prior to transportation to their recipients around the world. In here we found another 14 Exige S', some destined for the remaining UK dealers and set for delivery this week, along with a plethora of Elises and Evora – including a large shipment destined for China and a number of the Evora Sports Racer models. Finally the visit was rounded off with a quick look around the motorsport facility, with a selection of Evora GT4 and Exige V6 Cup R's in mid-build.



After all the doubt and delays it's great to see the factory alive with activity and cars coming off the line, and those with orders can rest assured that the Exige S is amongst them. The key thing now is for Lotus get deliveries to customers coming through at a regular rate and restore people's faith in the future of the company – something which based on what I saw today they have a good chance of achieving.

Text and photos by James Thorburn (UK)



EMMA AND I

by Vyvyan Black

I've always loved classic cars. As a kid I used to marvel at the concept of four-wheel adventuring. I'd create elaborate miniature tracks, winding country lanes and parking areas in the garden where I and my collection of Corgi's would spend endless happy hours.

One of my favourite Corgi buys (I paid for them out of my own meagre savings) was my Elan set. Two glorious Elans with removable and interchangeable chassis. Yes, and I loved Emma Peel from *The Avengers*. Even in those innocent days I knew there was something special about her in that cat suit; and her silver roadster set my chaste heart all a-flutter.

So, when my everyday drive (a 1974 Alfa 105 GT Junior) began to tire and its bodywork started to pale, I searched for a car that would be more fun to drive and have better appreciation value.

I started where most do, with the Porsche 911, but pretty soon it became clear that finding a good car at the right price in the plethora out there would not be easy, and, importantly, I began to doubt that what I was looking for was what I really wanted.

Then I saw her. A red 1968 S4 FHC in a series of magic photos on the internet. I pored over them. This was the one! I researched. Oh my God, it

was just over 50 years since the Elan was born. This beauty a 1968 – what a year! I watched videos, saw Jay Leno's Elan on YouTube. I was hooked.

So eventually the car arrived at the shipping station. Then the excitement turned to dismay. It was not like I had imagined. I had never seen an Elan in the flesh. First of all it was incredibly small. Even now I marvel as I sit in traffic with a Hyundai i20's sheet metal towering beside me like the flanks of the Titanic. The windows were rattly even though there were wads of cardboard embedded in the frames, there were numerous wires hanging down like animal entrails after the slaughter, there was the stuttering performance, the array of inoperable instruments and missing trim, the grease and oil-ridden engine, but worst of all, the strangling heat! No matter what I did I could not find a way to turn the heater off. And it was a hot day in Brisbane as I drove this whimpering animal for the first time. I pulled up at the office and parked in the back yard but reverse was impossible to find. Then the throttle cable snapped and finally the gearbox refused to budge.

I am used to old cars having minor issues but I'd severely underestimated the seller's description. "Re-wired" he said. That meant he'd wired in

two portable hair dryers behind the dash (hence the heat). "What performance!" he exclaimed. Yes, what performance? "Gearbox rebuilt" Yes, by his three-year-old?!

There was nothing for it but to start again from scratch. I have always let mechanics work my cars, after all, I know nothing about mechanical things. But, this was an opportunity. An opportunity to really get to know my new partner. 'Emma', I called her. And get to know her I did.

First thing I did was join the Lotus Club. Where else to get the information I'll need. And lo and behold I'd even been acquainted with Dick Reynolds, the Brisbane Club President. The Club was a fortunate and happy find. People helped, especially Tony Galletly, who I can't thank enough, and Greg Bray who got the car running sweet. With their guiding hands Emma is well on the way to recovery. I'm now driving her daily and enjoying the experience of Elan ownership more and more.

So, next time you see Emma and I, come over and say hello. We'll be glad to talk cars.

Cheers, Vyvyan Black.





» A TALE OF TYRES

by Dick Reynolds



After 3 years of fond ownership of 092 MUG, my 1988, push rod, live axle, Caterham 7, and 8300 miles, I have finally shod the thing with some decent R Spec tyres.

Must say I was tired (sic) of being placed in the last five or so instead of mid field in all our events.

I was assuming the tyres were the problem of course, and not my all too rough style!

At Noosa Hillclimb in November last year I met a chap who had some old Cheviot Hotwire mags with the required 95 pcd stud pattern. 13 inch rims, 7 inch wide.

They looked very sound, so I bought them.

Great thinks I. What a simple job to just bolt on the new wheels and away we go.

WRONG!

The studs were too short, the nuts were the parallel sleeve style and I needed bigger studs anyway to cope with the increased loads the new tyres will impose.

I researched the Net for the appropriate suppliers of the nuts / studs and discovered Nice Products in Marrickville NSW. Nice (sic) Catalogue on line.

A call to Norman Park Auto Spares and they ordered the correct nuts from Nice Products for existing and new wheels, with 12/1.5 studs. For the record:

Nuts: M300, 12/1.5 17.1 dia.

Studs: NS313, 12/1.5 39 long.

A Saturday morning mucking around with the car and I had the studs installed correctly. Then a week night painting out the shiny bits with water based acrylic, and spray enamelling black the old blue paint and I had the wheels you see in the picture.

After much research I chose a set of Kumho V70A, 175 60 R13 soft tyres – wet weather Tarmac. Purchased from Craig at Hornibrook Motorsport Tyres in Geebung. He suggested they might be good for 4 seconds quicker at Mt Cotton. Great, cos then I can go sub 50 seconds. My current best time on Road Tyres is 52.67.

The proof is in the pudding they say, and last weekend I did a 49.64 on my third run! Still haven't found the limits so maybe Craig is "right on" with a possible 48.67.

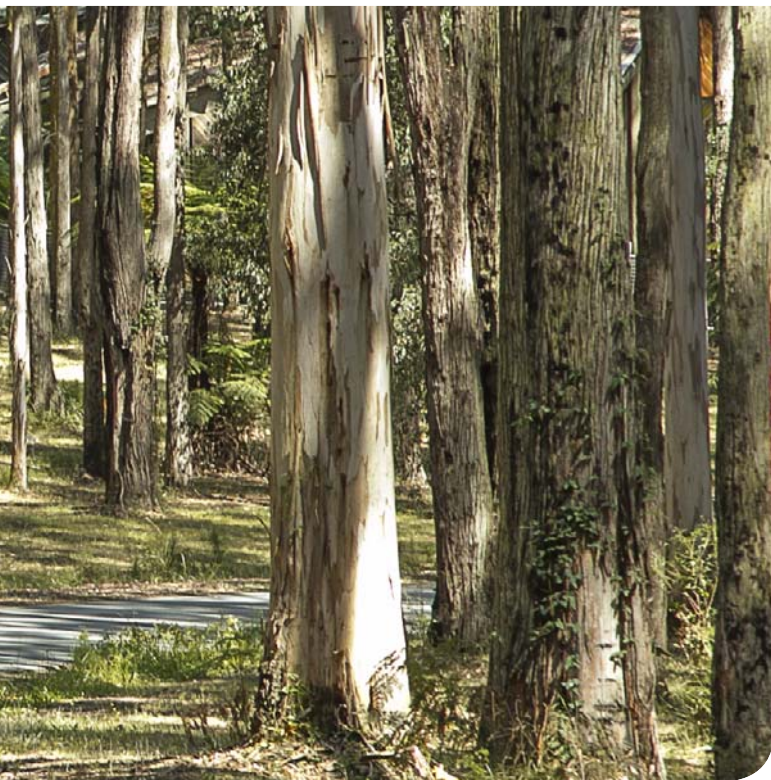
So all that's left to do now is find out how fast the thing will go.

Can't wait!
Dick Reynolds



»» Early Morning Ride to Somewhere East!

Sunday 17th February 2013



Rochelle Neville was piloting her Dad's M100 on her maiden EMR. On the windy bits in the morning, she got "stuck" in a convoy headed by Mike Richards who knows what his right foot is for. She really held her own and had an absolute ball.

Upon reflection I now realise that this was the first EMR that Iain Palmer's latest Lotus has driven. Once again, I am satisfied with the road holding ability of these little machines and enjoyed the winding roads as we made our way through the countryside towards morning coffee and lunch.

Morning coffee for the 40 attendees was at the Flying Tarts Café and Bakery at Kinglake West. A point of interest was the message on the back of staff T-shirts. It read "A tart you can take home to your mum!" Much laughter followed...

Twenty-six of our group had lunch at the Killara Estate Winery in Seville. Much time was spent communicating as we sat in the dining area of the Racers and Rascals Cafe, which overlooks a delightful valley. We dined heartily on antipasto platters and pizzas and many sampled the wines on display. Sarah amongst others, managed to purchase some stock to replenish their dwindling home cellars!

The Neville family remained in the limelight after lunch with Kevin winning the raffle for a pair of Racers and Rascals wines and then topping it off with the second prize, which he kindly handed back for Mike Wilson to win.

After lunch, the owners of three Elises parked side-by-side examined each for similarities and differences. Only a bloke could spend time over such trivia. Their passengers were just grateful to be allowed the enjoyment of sitting inside on the many winding roads we travelled through on such a lovely day.

The stragglers bade farewell to their friends and made haste for the return trip home, and the requisite removal of the dust and bugs collected during the day's drive.

I am sorry I forgot to watch the passengers as they boarded their vehicles. I have an idea of what I look like and would like to know how others appear as they manipulate themselves into the designated seats of these fun machines.

MSCA WINTON Feb 3rd



An early start for a Sunday

On one of Melbourne's milder midsummer Saturday afternoons a handful of Elise's met at Yarra Junction and drove up Benalla via the Maroondah Highway. As most Lotus drivers will know, this road takes you through some of central Victoria's most picturesque countryside and is by far the most pleasant way to drive from Melbourne to Winton. After meeting up with some other club members for an ale, a larger group of members dined out at what was reported as one of Benalla's better restaurants. By around 10 pm however they were not convinced that it was worth repeating as the service was second rate at best.

Back at the motel the more senior members of the group slept while the non-drivers, and those who had less respect for the need for a fresh body in the morning, disposed of the beers that kept turning up. Regardless of how everyone felt, the next day turned out to be a fabulous opportunity for putting in your personal best on the track with an air temperature of the high 20's and next to no breeze. MSCA certainly struck gold with the weather, as most of us can recall past sprint days at Winton at this time of the year, with air temperatures in the high 30s and track temperatures well into the 40s, that have tested the drivers and the cooling systems on their cars to (or beyond) their limits.

After a drivers briefing that focused on the dire implications for future events, particularly at Phillip Island, of a 75dB noise limit for EVERYONE, the smallish field of just below 60 drivers headed out on the track. As usual LCV members made up a good portion of the field providing more than a third of the drivers on the day. Due to the smallish number of entrants some of the Elises were in the same run group as the Clubbies, and it was interesting to see the subtleties of how these two types of cars differ on a track that suits both well. The power-to-weight ratio of the Clubman cars is well beyond the Elise which makes for differing approaches in most corners.

As we have come to expect from the MSCA guys and girls, the day was another smoothly run event with as much track time as most of us needed to get our fill of driving on the limit and, aside from a broken hose on a GT3 that made things a bit slippery for a while coming into the corner leading onto the back straight, the day went according to plan.

Once again LCV took out the fastest time of the day with Bruce Mann getting into the 1.35's regularly and as a result collecting maximum points in the Clubman class. LCV members also took out the Modern 1500 – 1999cc class and the Modern 2500 – 3499cc class. Well done Alec and Min respectively! (See next page for a summary of LCV members' results.)



Getting ready to roll



Not the way it was planned to leave the track

By the end of the day there were some with big smiles, none bigger than on the face of Chris O'Connor who managed to do a personal best time with his newly tweaked engine (either that or some advanced driving instructions from Dave Mottram!) and some soul searching from others whose toys left the circuit in worse shape than they arrived. This included the above mentioned Porsche of Michael Bouts, the Elfin MR8 of Josh Robins and a strange sounding Honda powered Elise of Cris Johansen. Here's hoping that given a few weeks, even more dollars and some dedicated assistance in the workshop they will all be back again to enjoy the next MSCA round at Sandown on March 10th.

LCV members' results

Driver	Car	cc's	Fastest	Second	MSCA Score	MSCA Points
Bruce Main	Caterham Seven	1800	1:35.2701	1:35.3417	1:35.3059	20
Lee Gardner	Arrow SE	1600	1:36.6615	1:36.8972	1:36.7794	19
Min Chan	Lotus Elise 111R	3053t	1:37.7306	1:37.8958	1:37.8132	20
Alec Spyrou	Lotus Elise	1799	1:38.6829	1:39.5450	1:39.1140	20
Michael Bouts	Porsche GT3	3600	1:39.7999	1:39.9636	1:39.8818	19
Chris O'Connor	Lotus Elise	1799	1:39.6775	1:40.4287	1:40.0531	19
Richard Stevenson	Elfin Clubman	1998	1:39.9639	1:40.3872	1:40.1756	18
Les Bone	Haynes Clubman	1600	1:40.8671	1:40.9160	1:40.8916	17
Stuart King	Westfield SEW	1587	1:41.8820	1:42.2505	1:42.0663	16
Petrina Ng	PRB Clubman	1600	1:42.1597	1:42.3288	1:42.2443	15
Tom Bartley	PRB Birkin S3	1600	1:42.8369	1:42.9548	1:42.8959	14
Cris Johansen	Lotus Elise	1998	1:43.0284	1:43.1133	1:43.0709	18
Nick Ng	PRB Clubman	1600	1:42.9266	1:43.7611	1:43.3439	13
Rhett Parker	LOTUS ELISE S2	1798	1:44.8232	1:44.9156	1:44.8694	17
David Buntin	Lotus Elise CR	1798	1:45.1467	1:45.2974	1:45.2221	16
Kristian Cook	Lotus Elise S	1798	1:47.9111	1:48.8760	1:48.3936	14
Brian Buttigieg	Chevron Classic	1600	1:49.2997	1:50.8543	1:50.0770	12
Albert Littlepage	Caterham K series	1600	1:50.9220	1:54.4497	1:52.6859	11
Ian Rusch	ICV R23	1998	1:57.1013	1:57.4686	1:57.2850	11
Joshua Robins	Elfin MS8 Clubman	5700	2:04.7243	2:05.2362	2:04.9803	19
Michael Cooke	Porsche 924 Turbo	3373t	2:04.4241	2:05.6191	2:05.0216	19



Sequel to the Kia Elan Story

Following the Kia Elan article in the *Lotus and Clubman Notes* February edition I received the emails below from Joe dos Santos in South Africa and Mike Richards LCV.

It appears there is more to this story, so if anyone has any information would you please let me know at wilmac@bigpond.com and we will publish the details in later magazines.



from Joe dos Santos – South Africa

I have just read your note on the Kia Elan's in the Lotus Club Magazine Feb 2013.

I have seen one of these Kia Elans that was regularly driven by the owner of a coffee shop in the Glen shopping centre in the South of Johannesburg. It was also red, and he had it for sale for a long time, and eventually, I saw that the colour had changed and it was then sold.

I spoke to the owner many years ago and advised me of the very unique relationship, and that this car had belonged to a Kia senior Manager/General Manager in our country, so I suspect that this car is still in our country. It had a Kia Badge on the nose and not that of a Lotus.

I hope that this of interest to you.

Best wishes,
Joe dos Santos

from Mike Richards – Lotus Club Victoria

What a surprise, the Sydney car still exists! The published story does not fit with the story as I know it. I understand one car was imported for show at the Sydney Motor Show in the nineties. Around year 2000 it was for sale for a long time before disappearing. It cannot be registered, so it was worthless. I'm surprised it has survived.

Around 2000 cars were built by Kia before the merge with Hyundai. All the information is on the Kia forum and there is a Kia Elan Club. There is lots of info on the www.lotuselancentral.com website, especially info on the use of Kia parts on the M100. There's heaps of info on the internet for an article on the Kia Elan.

If you search the archive in www.lotuselancentral.com there is a lot of nuts and bolts info on using the Kia rear light clusters as replacements for the now unobtainable Renault lights of the M100. There are other posts of a more general nature in the archives

Mike Richards, LCV

"Getting into an Elise is something best done after a lot of practice or out of view of other people, especially those likely to mock"

by Henry Catchpole



Lotus S1 Elise v S2 Elise S

With the arrival of the 134 bhp 'S', the Elise went back to basics. But how did it compare with the original of ten years prior?

Slightly grubby Blu-tac still clings to the original brochure where it was stuck to the wall next to my bunk bed at school. I was 14 when the Elise was launched ten years ago. Every magazine, leaflet, brochure and review was devoured with religious fervour and then filed for reference. I loved the Elise and everything that its minimalist philosophy embodied. At under £19,000 I could also say 'one day' and not feel like I was kidding myself completely. There's nothing better than an attainable dream.

Over the intervening years I've managed to wangle rides in just about every Elise variant, including, bizarrely, a Sport 190 that belonged to my dentist (thank you, Mr Bourne). But apart from a miraculously blagged but very brief test drive of a then-new S2 at a dealer, I've never driven an Elise – until today.

With the launch of the back-to-basics, back-to-its-affordable-roots Elise S, we're going to indulge in a bit of a tenth-anniversary celebration with an original S1. And where better to go than the roads of the North York Moors that saw the Elise crowned Performance Car of the Year 1996? Along for the minimalist ride are Brett Fraser (a man whose family call Lotus his first home and who was PC editor back in the day) and Kenny P (a considerably hairier co-photographer back in '96 and described by Peter Tomalin thus: 'His family's from Poland, via Bolton, and his full surname sounds like a firework going off').

We rendezvous late on a Monday afternoon in a layby just off the A169 to Whitby. We were

hoping to get some of the photography done today, but with rain sheeting down across the moors, things aren't looking good. I'm sheltering in the Azure Blue S1 Elise while the raindrops drum repetitively on the canvas roof. It may be sparse, but there's something of the exotic about an Elise. The view out over the wheelarches could be from any number of classic racers, from a 250LM to a Lotus 30, and the absence of anything superfluous to the driving experience gives just the same ambience you find in an F40 or F50.

Ambience isn't the only thing you'd recognise from an F50, because the lovely little circular vents dotted around the base of the windscreen can also be found in Modena's greatest supercar. Alright, so they might have appeared in the Alfa 33 first, and the indicator stalks may be from a Cavalier, but the extruded pedals, the simple, perfectly sized wheel and the long, chrome-topped gearstick are the focus. All three are beautiful to look at and work with, so it's no wonder that what else there is fades into the background.

After half an hour, the brooding clouds show no sign of shrugging off the insistent rain, so we decide to abandon our layby and make for the pub where we'll be staying for the night.

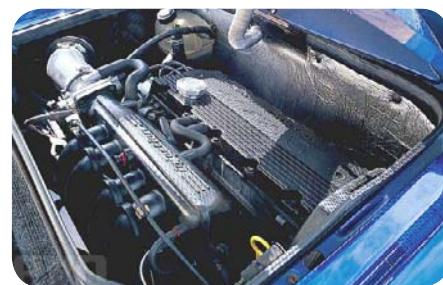
Next morning dawns with skies looking less menacing, so we head for the car park and begin disassembling roofs. Parked up next to the latest addition to the dynasty, the S1 Elise still holds its own. The single-piece, hand-laid clamshells give the original shape a cohesive, classic look that, in my opinion, the spiky, modern-looking new model can't quite match.

Getting into an Elise is something best done after a lot of practice or out of view of other people, especially those likely to mock. The best way seems to be this: 1) grab something

sturdy, such as the seat, 2) slide left leg in underneath steering wheel towards clutch pedal, 3) commence controlled fall, 4) halfway through said fall, swivel whilst lifting right leg over sill with minimal clearance, 5) landing gear down and extend right leg towards throttle, 6) close door nonchalantly.

Step 4 is the crux of the problem and could see you in need of a hip replacement, but it feels as satisfying as fourth-gear oversteer when you get it right. Then you have to try it with the roof on...

With the roads dry, I agree to meet the others later and take the S1 the long way back to our glamorous layby meeting point. The K-series in this car (kindly loaned to us by Heathcliffe Robertshaw, general manager for Lotus UK) has been given a K&N filter and a sports exhaust, so its 118bhp feel healthy and sound wonderful, but as we meander through the tight lanes that lead away from the pub, I quickly realise that



you don't need a huge wedge of power to push the Elise along. My original brochure claims a slightly optimistic 675kg, but the actual 731kg of the first car doesn't exactly make it a sumo wrestler.

The gearshift, which has always come in for criticism, needs caressing between ratios, especially across the gate; meanwhile the suspension rattles and small stones occasionally ting up into the floor. But as soon as you touch the steering wheel there's a synaptic connection with what's running beneath the tyres. Ten years ago, Tomalin wrote 'nothing else makes the same connection between driver and car and road'. That still applies today.

We turn off onto a faster road, and with more pace the Elise suddenly settles and focuses on the job ahead. With 185-section tyres on the front, the first-generation Elise was always over-tyred, but what you get as a result is absolutely unwavering turn-in. For a car that has been gliding along delicately, light on its feet, the sudden transition to vicious grip through a fast corner is breathtaking.

I've always been a fan of cars with pointy front ends, and the Elise feeds that craving. For the first few miles you feel like you're not even beginning to stretch it. So you up your corner entry speeds until you feel the car really cut into the bitumen like a ski cutting through hard-packed snow.

Beware though, because that front end can catch you out. Not for the Elise the vagaries of a gentle wash wide when you commit too far. Almost as soon as the front end has slipped it will bite again and the rear is suddenly with you. If you haven't dialled-in a quarter-turn then heaven help you. It's edgy, to put it mildly.

So you pay it respect and concentrate on slicing cleanly through the corners, edging up to – and always aware of – its limit. But you click with the Elise, and because it responds so instantly and accurately, it's almost as though it can read your mind. It's like having a best friend who knows what your next sentence is going to be, or what you're thinking when you see a shopping trolley and a hill.

The next few hours are spent jumping in and out of both cars, putting roofs up and down ('Where's the bloody Allen key?') as the rain and occasional lightning ('Kenny! Get the hell away from that tripod!') sweep in and out. Ten years ago the PCOTY crew were fighting the cold by standing round a Lamborghini Diablo's engine bay...

After lunch Kenny takes a break from snapping, so I seize the chance to snaffle a proper go in the new car. Get into the S (step 4 made easier thanks to slightly lower door sills) and the interior is familiar but slightly busier, with speakers in the sills and the odd cubby-hole here and there. You also seem to sit fractionally higher, although to be honest it's worth it for

the new ProBox seats, which retain the simply sculpted shape of the originals but manage to stave-off backache by a small miracle of minimalist padding.

The new engine from Toyota puts out 134bhp, which is near enough exactly the amount of our favourite S1 Elise, the Sport 135. It spins into life in a slightly characterless fashion, but the first click into gear with the ball-topped stick is a revelation of precision compared with the original.

The opening 3000rpm are compressed on the simple Stack rev-counter, suggesting it's a place you don't want to be, but there's plenty of torque from about 2000rpm upwards. An added push comes at 4000, then a rorty note is added from the exhaust at 5000rpm. But the beauty is that, unlike with many more-powerful Elises, you don't feel the need to continually batter the last few thousand revs up to the red line. The engine feels perfectly matched to the five ratios and you can't honestly think why you'd want more power on the road – 5.8sec to sixty isn't exactly shabby.



Back on the fast, flowing road from the morning, the S's steering seems lighter, possibly thanks to narrower 175 Yokohamas at the front. There's also more progressive but less attention-grabbing turn-in. Initially it feels like the Elise has lost some of its soul, but you soon realise that it's actually allowing you to expose more of its abilities. Now, instead of nervously feeling the outer reaches of the chassis' grip, you can really push the car into and through a corner. When grip ebbs away at the front you have options: lift a fraction with your right foot and the S will return to a neutral stance; keep it pinned and, as grip returns to the front, so the back will ease round and help you through. Once again, words written a decade ago, this time by Dickie Meaden, ring in my head: 'The

only way to get an Elise-like experience is to drive an Elise. Nothing else comes close'.

At the end of the day, once the firework from Bolton has packed his lenses away in our Skoda Octavia long-term, Kenny and Brett set off in convoy for the A1. But I've got one last thing to do before I leave the moors. While preparing for this trip back in the office, sub ed Ian Eveleigh pointed out an inconspicuous-looking road on the atlas that I'm determined to find. I loop round south, briefly leaving the moors to brim the tank of the S before heading back in once I've found the right signpost. The first couple of miles of road climb up through trees to a small, stony village. Through this, clatter across a cattle grid, blip and snick a lower gear to pass a farmer's Isuzu Trooper, and then the Elise and I are released into some sort of motoring nirvana.

The world seems to peel away either side as though I've been released from tunnel vision. The road twists away into the distance along the spine of a ridge, and the evening sun is sending great shafts of light down through the breaks in the clouds, glistening off the few remaining patches of damp on the tarmac. The road bucks, tightens and crests through the sheep and heather, and the Elise is in its element. Skimming lightly across the surface yet always in intimate contact, at speed the little Lotus deals sublimely with unruly black-top.

Fourth gear is perfect for this road, revs frequently hovering around that subtle 5000rpm note-change, but always delivering enough punch should you dip below it. Occasionally you change gear just for the hell of it, but usually you simply immerse yourself in what that aluminium tub is telling you, soaking up the flood of information like a sponge, the tiny three-spoke steering wheel with that magic green and yellow roundel forever dancing in your hands.

The road seems like it will never end, but after twelve and a half miles the jangle of a cattle-grid signals the approach of the other bookending village. So I turn round.

This time I up the bravery stakes, going harder at the corners, leaning further into the limits of the chassis' grip. There isn't another person for miles and I'm picking the best lines I can muster. Feel the front bite, lean into the sidewalls, feel the front edge away a fraction, hold the throttle, trust the rear... There's the grip. Nail the exit and settle yourself for the next corner emerging rapidly out of the low evening sun. When you get it right, everything's a mixture of hardcore grip and wonderful fluidity.

Eventually, tingling and goosebumped, I drift back into the first village, let the clutch out and roll to a stop next to the village green. As the cooling metal tings away, I seriously consider turning around for another run. It might be ten years since I first Blu-tacked that brochure to my wall, but it was worth the wait.



Ironman Weekend

9-10 February
2013

The MG Car Club in Queensland is enviable in owning a great Hillclimb track at Mount Cotton, and annually hosts an "Ironman" weekend that takes in a night run, sprint and Hillclimb. The sprint is held at the Norwell Holden Driving Centre, a track approximately two kilometres long. Points are awarded for each event and overall winners are determined through scoring that seems more suited to QI.

Having dutifully mentioned MG and Holden, I pass to more interesting news. The LCQ was admirably represented at the Ironman by the Elise of Mal Kelson, and the Caterhams of Dick/David or Daniel Reynolds – depending on whether his nickname, Christian name or his entry details are to be believed, Jason McGarry and Jon Young, though only Mal and Jason entered all three events. Jon avoided



the night run, and Dick (as we might continue to call him) ran in the Hillclimb only.

I shall pass over the night run quickly, unless Mal adds something here before this goes to press. I understand that this was an exercise in navigation through the "South-side" of Brisbane, a daunting prospect at the best of times, preferably carried out with a clove of garlic to hand. Nevertheless our intrepid drivers came in 6th and 10th place.

Saturday dawn in Brisbane suggested bright, sunny and dry day for the sprints, being held roughly 45kms south of the city. Not being fooled by Queensland weather, a quick check of the trusty BOM had me scurrying for the wet weather gear. Unsurprisingly, this was a good choice in the damp conditions on the way to Norwell.

Mal's Elise got separated from the Caterhams in the grouping process, but curiously a much worked on Nissan 180SX did join the tail of the Cat's group. It quickly disposed of me on the first lap and I concluded that it would be better to start my sedate and meandering runs from the rear of the field.

Jason was the next to adopt my approach, though he did give a good account of himself. Disgracefully, the final run saw the Caterhams roar past the Nissan – twice- but only by the help of what turned out to be a broken throttle cable! We were able to track Mal's progress who put up a splendidly consistent set of runs, finishing third in his group.

The best lap times of the day for LCQ were Jason at 69.93, Mal at 71.18 and Jon trailing at

a dismal 72.94. I think that we would all like to spend more time at Norwell. It would be worth exploring the possibilities for a club event, cost permitting.

The succeeding day brought us to the Mt Cotton Hillclimb. Much improved weather was gratefully welcomed, particularly as it turned out that all the LCQ entrants were running race tyres, two on Yokohama A048's and the other two on Kumho 70A's. One did arrive at the track running road tyres, with a set of Kuhmo's strapped to his roll bar in a set-up that would have made Heath Robinson proud. The boys in blue might not appreciate the ingenuity quite as much, but I think he got away with it, and didn't attract any attention.

The normal non-competitive, and only focussed on personal achievement event commenced with Dick's new tyres rewarding him with a personal best on his first run, dropping his time by a good second. Jason ran consistent runs around the low 51s and Mal was equally consistent in the 54/55s. Yours truly had an appalling day by confusing 3rd and 5th for three runs in trying tactical changes.

The outstanding performance of the day was the run by run improvement of Dick, who progressively dropped his time to record a PB of 49.64. Credit must go to his new soft compound Kuhmo's, notwithstanding his driving skills. Whether there is any advantage between the products of tyre manufacturers, I will leave to others to opine, and maybe this should be the subject of wider discussion in this august journal – any takers? Maybe any

discussion should include a performance/longevity comparison as well.

Anyway for what it is worth, the final best times of the day were:

Dick	49.64	Kuhmo 70A
Jason	50.35	Yokohama A048
Jon	51.47	Yokohama A048
Mal	54.66	Kuhmo 70A

So ended a great week-end of driving. Particularly for me and Dick who picked up PBs, although I had a minor electrical issue that saw my machine limping to Greg Brays workshop (fortunately not far from the track) for him to provide her with TLC and work his usual (high quality) magic. Thanks also to my pit bay neighbours who provided me with the help of a starter pack and jump leads, and Jason for giving me a hitch home. Such is the camaraderie of these driving events.

For anyone who wasn't able to be a part of this weekend, make a note to add it to your calendar – a wonderful mix of driving skills demanded over a weekend, in the company of like minded individuals.

For anyone who would like to check the records of all the participants in the events, MGCCQ have posted the results on <http://www.mgccq.org.au/raceresults.htm> and photographs from the Hillclimb can be found at <http://www.trackphotos.com.au/p1062107265>

I think the next non competitive event will be at Mt Cotton on 24 March 2013, and I know that Jason and I now have a new target to reach.





Lotus Super Seven S2 Cosworth SB1914

The 50th Anniversary of an interesting history

Of the four Lotus cars I have owned, the Super Seven S2 SB1914 has been by far the most interesting. Listed in Marc Schagen's Book page 28.

As a 20 year old in 1963 with a passion for cars I was so excited by the fact that you could purchase a Lotus Seven in a kit and build it yourself. Better still such a car would out accelerate and handle better than almost anything on the road.

I could not afford to buy one then and settled for buying, on a share basis with my mother, a 105E Ford Anglia whilst I attended teachers college. In the years that followed, as Lotus became world famous in motorsport, I never lost my passion to acquire a Lotus Super Seven.

My passion was confirmed after a youth club meeting in 1963. I was at Maria's Aristocrat milk bar at the T-intersection of the Lane Cove shopping centre, Sydney. It was around 11pm and I was with a group of friends in the café when we heard the sound of a high revving engine coming through the shopping centre. Just as I got to the door to see what was making the noise an all-aluminium Super Seven with cycle guards rounded the corner at speed and sprinted off down Burns Bay Road. Some two hundred meters behind a lumbering Studebaker Lark police car was in pursuit. That great vision has never left me, not so much the inadequacy of the police car but the flat cornering at speed and the acceleration of the Lotus. From that point I was determined to one day own such a car.

SB1914 was the second Lotus Super Seven I owned. I had almost given up acquiring a genuine S2, such as the car that I saw being chased in 1963. I had no luck in finding one and was looking at buying what to me was the next best thing, an Elfin Clubman. In the early 90s I knew Graham Hoinville from entering my S4 in Grand Prix Rallies to Adelaide and asked him if he knew of any for sale. He recommended that I speak to Ross Williams who was about to race one at the Winton Historics.

I met Ross at Winton and talked to him about the possibilities and in the course of the conversation he informed me that he knew of no Elfins for sale but he had what seemed to be exactly what I had been looking for, a Lotus Super Seven S2.

He had owned it for some time with the intention of doing something with it but he



by Mike Wilson

had been very successful in competition with the Elfin and the Lotus just sat in the garage, with quite a number of other special cars I might add.

When I first saw it I was amazed to find, without any research, it had everything to confirm its originality. There was the original UK MOT book with all the owners' names and addresses, the original chassis and plate and engine as listed on the MOT card. A rare *Lotus Super Seven Manual*. I had enough experience and knowledge of sevens to see that there had been no modifications. There was minimal corrosion and stress fractures. The three English owners had each progressively optioned it up with all sorts of equipment: radio, burglar alarm, air horns, heater, Le Mans filler cap connected to nothing, F1 steering wheel etc. It had spare clam shells, nose cone, wheels and all sorts of other things. I had no hesitation in knowing I had found what I had been looking for.

I was very familiar with the argument for leaving the car exactly as I bought it to what some might maintain as its originality. I was however of the view that it was primarily a racing car, and of the thirty years I had followed Lotus Super Sevens I was of the belief that

the majority of seven owners individualised their cars when preparing them for racing with the provision of maintaining the originality of the formula.

I wanted to race it in Historic Group M and decided to restore the car. I did quite a lot of research, which included travelling to England. The original manual showed clearly that an S2 could have cycle guards as an option and even at the time of my research you could still buy an aluminium nose cones for an S2 from Caterham. This was the exact configuration I had seen some thirty years earlier in Lane Cove.

I set about engaging Syd Fisher, a noted racecar driver and engineer to assist me in rebuilding the car and preparing it for Historic Group M. Bernie Willett a master sheet metal worker attended to the fabrication of the alloy skin. The process took many months and was finally inspected and granted a Historic Group M Log Book. It also won the National Lotus Concourse in 1993. The first race meeting was at the Phillip Island Historics.

Later in the year at the Sandown Historics a Sydney CAMS official confiscated the car's Log Book. I found out later this was set up following a complaint that had been lodged by a Club

Two years ago I received an email from a Michael Cowsley in England. He had been informed that I might own the Lotus Super Seven S2 that his father built and registered in 1965. I was amazed because I had remembered the name as the first entry on the British MOT card so I rang Clive to confirm and sure enough the name on the MOT card was Adrian Cowley, the father of Michael. In the swapping of emails I learnt that Adrian was still alive at 95 years old and wanted to know the whereabouts of his car. I sent a package of photographs I had to him for his birthday.

Just two weeks ago Clive rang me to invite me to meet Adrian Cowsley, now 97 years old. Unbelievably he had flown from England with one of his sons to see his old car.

Clive and I met a completely cognisant man who for 97 years of age was in better condition than most of us could ever hope for. He had little trouble getting in and out of the seven and whilst a quiet and reserved man, exhibited great delight in seeing and riding with Clive in his old car.

We learnt that Adrian first purchased the car in 1963. It arrived from Lotus in kit form and took two years to complete the build and register. He bought an Élan after the Seven but his heart was always with the Seven. He ran it in Lotus Club events at Aintree

I wonder just how many special cars have been remembered with such fondness and eventually been reunited half a world away with their original owner and builder after fifty years.



It really was something to see the wind swept hair and smile on Adrian's face arriving back in Clive's garage after a twenty minute drive down Beach Road.

50 years on.



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Trophy Presentation for Black Trucks Series for Group N Cars for 2012.

19 January 2013 at Lakeside Park

We had the presentation of trophy's for the Black Truck Series for Group N cars at Lakeside Park on Saturday night. There were 51 cars entered in the series. Points were awarded for each of the 6 rounds in 2012.

Outright winner on points was Chris McIlwain in a Datsun 1600 (Category is NC), Bruce Forsyth came second in his 2 Litre BMW (Category is NC) and Allan came 3rd in the Cortina (Category is NB).

Allan also got a trophy for third in Nb for the last round for 2012. That's it for now, till the next race meeting which is the Gatton Sprints on the 9th March. Andrew my other son is going to drive the car at this meet. Allan will be flying down on the following weekend for the first round of the Black Truck Series at Lakeside Park.

PS: That is my good looking missus, Leila holding the trophies alongside the car.





by Vicky and Ed Lankhorst

THE START OF SOMETHING NEW FOR PERTH



Vicky and I moved to Perth from Melbourne sometime ago and have really missed the camaraderie, events and our friends at LCV. However, upon our arrival in Perth we quickly touched base with a few Lotus owners by attending their monthly Fish & Chip run on a Monday evening. We soon discovered a few things were different with the Lotus community in Perth, these being:

- No local Lotus Club, and those attending CAMS events are registered with other car clubs such as WRX Club of WA.
- Apart from some Lotus owners who attend CAMS events, there seem to be many other Lotus owners unaware of each other. Without a club, Lotus owners in WA rely on an archaic Yahoo forum medium. However, this is not easy to find unless you are in the know. Even the Aussieelises forum seems too far removed for most WA locals to join.
- Only a few Lotus owners are aware of the monthly Lotus gatherings, Fish & Chip Run or the non-attended Breakfast in the Valley.
- The general opinion here is that there are no interesting roads close to Perth to hold EMR's, a myth I hope to disprove.

Fortunately, the small group of Lotus owners we have met to date are a unique and enthusiastic group of guys and girls. However, there are far more Lotus cars on the roads in Perth than these few, due mainly to the excellent work of local Lotus dealer "Barbagallo" selling cars to cashed up West Australians.

From all this, Vic and I quickly found an opportunity to expand the opportunities for Lotus owners in Perth to get together. So we promoted the first EMR for Perth Lotus owners (and other cars) last November via Yahoo and Aussieelises forums.

Wow, what a response for our first run! We had eight attendees consisting of one Lotus7 (cobwebs and all), one Elan and six Elises.



Our run started from Guildford heading east, and wound through the pretty John Forest NP and then onto O'Briens Road (famed road of Peter Brock's demise). Our 120km run finished at a winery restaurant in the Swan Valley. Chatting over coffee and brunch, all our Lotus group were so impressed, and enjoyed the opportunity to drive some great roads together, they wanted more.

So on 20 January we met again for another EMR. This time we started with 13 Lotii consisting of two immaculate Esprits, one Exige, one Europa (S1) and nine Elises. Our EMR headed south, venturing and meandering through the Perth Hills through some quiet, thick, cool forests and past some of Perth's water storage dams, ending at Kalamunda.

We have certainly started something good for Perth Lotus owners and all are looking forward to the February EMR.

Our next job is to get Barbagallo to publicise our run to all owners on their records and invite them to join in the EMR fun. Who knows where this will lead in the coming years, maybe the reformation of a WA Lotus Club?



TESTING TIMES

Barcelona Preview with Alan Permane

Tuesday, February 19, 2013 – 13:30

Heading into the second of three pre-season tests, Lotus F1 Team Trackside Operations Director Alan Permane gives an insight into why we go testing and what we want to achieve from it.

How are we tackling the first of the Barcelona tests?

In Barcelona we hope to pack in a number of long runs to get a much more detailed understanding of the tyres at a race circuit used during the season. We also aim to complete some full race distance simulations complete with pit stops, tyre changes and the car in action for a full complement of race laps; even down to formation laps and a simulated race start. We'll do more performance work with the car, and the race distance simulations will put everything through some good reliability testing.

Where's the team at following the first test of the year?

We're happy with what was achieved at the first test. Ideally, we'd have liked to have completed more laps and more long runs, but the way the week shook out that didn't happen. Jerez represented our first run in the E21 so you want to concentrate on two aspects; the new car itself and the new Pirelli tyres. However, the circuit surface is not ideally suited for assessing tyres as it's particularly aggressive, so it's still early days in learning how they perform. Jerez does give the benefit of reliably good weather – it's about the best place in Europe at this time of year – meaning no interruptions to track time because of any inclemency. Ultimately, we achieved a decent mileage and have a good idea of the E21's performance as well as an initial idea of tyre performance.

When we're testing, how is the focus split between evaluating new parts and refining the set-up of the car?

Both go hand in hand to an extent. The first Barcelona test is largely concerned with improving the car from the initial lessons learnt in Jerez, so we've worked on anything which didn't quite operate as expected or any components which need beefing up. This means there are minor updates to make the car more robust and raceworthy, which can be done

in conjunction with performance work. Many of the updated parts are not necessarily performance parts, but more concerned with reliability, so a performance assessment can be conducted in parallel.

What happens at the second Barcelona test?

Some more of the same, but we'll have aerodynamic updates such as a new front wing, a new floor, a new rear wing and most of the Melbourne package to evaluate. This means performance is more the focus. That said, even when we're focused on performance testing, reliability evaluation is a welcome by-product whenever we run the car.

If everything goes to plan, how well should we know the E21 and the 2013 tyres by the end of testing?

We'll still be in the early stages of the learning curve; particularly with regards to tyre performance. The track and ambient temperatures in Barcelona are likely to be well below what we could expect to see in Melbourne and particularly Sepang. In Barcelona we could have 20-25°C, whereas in Sepang it could be 45°C or even higher and track temperature has a significant impact on how a tyre performs. We do get an idea of our tyre wear – including where it sits relative to the average of all the teams – in the temperature conditions we test in, and we attempt to extrapolate this to the warmer temperatures and different track surfaces we will encounter at the first races.

We'll have an idea of how the tyres have reacted in previous years at the test then at the first races, which will give us a framework of consideration. All that said, the first races are still very much part of the learning process for all of the teams and that often helps to make them some of the most exciting for those watching. We hope that we're at the forefront of that excitement.



» James Allison Satisfied After Tentative Start to Barcelona Test



Wednesday, February 20, 2013 – 15:00

A stop-start opening session for Lotus F1 Team at the Circuit de Catalunya brought just a smattering of laps, but plenty of positives as Kimi opened the week with the second fastest time of the day in Barcelona.

Technical Director James Allison gives us his view of proceedings:

James, what's the feedback from the opening day here in Barcelona?

It was a bit of a frustrating day as we were confined to doing two lap runs by a telemetry system which would only work sporadically. Running what is effectively a brand new car for extended periods without regular feedback as to its condition is not a risk worth taking; especially at this

early stage of the season when spare parts are at a premium. Putting that to one side, the favourable impression we received from the drivers in Jerez seems to have continued here which is certainly a positive.

How much of an effect will today's telemetry issue have on the schedule for the week?

Without today's telemetry fuss we would have completed a lot more laps, but it was never our intention to carry out extensively long stints during this first session. We have a full compliment of different tests to complete over the coming days from data logging to setup analysis and race simulations, so today will form a useful platform for the remainder of the week. We're reverting to an alternative telemetry setup tomorrow, so hopefully that will allow us to rack up the miles.

Obviously, we went to Jerez with the car in its very first iteration; will there be many changes here in Barcelona?

Most alterations to the package will be run in anger during the second Barcelona test or at the first race in Melbourne. As with every season, this middle test is very much focused on assessing the fundamentals of the car – learning how it responds to setup changes, checking that temperatures and pressures are where they should be and so on – before bolting on any new parts.

Although times mean relatively little during testing, it must be re-assuring to see the E21 sitting towards the sharp end despite limited running here today?

At each test we go to, it's always nice to see the car responding well and looking well placed on the leader board. The E21 behaved itself reasonably well in Jerez and – much like its predecessor – seems to be doing the same here so it's an encouraging start.

Source: <http://www.lotuscars.com/gb>

» Greg Bray Elan



The Baldet Elan FVV 292E mentioned on the bottom left of page 1 of the article [reprinted in last month's *Lotus & Clubman Notes*, pages 20 and 21] 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 the car 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 three times over the years. In the UK Greg ran the car in a couple of Modified Sports Car races in 1975, and later in many

Lotus track days. In 1995, with like minded Lotus owners, he and the car did a trip in convoy to the Le Mans 24hr race and drove part of the circuit.

Here in Australia he has only competed in one Sprint event, deciding the car too precious to trash around a track, and modified a Lotus Europa to Sprint instead.

Greg has just finished an engine rebuild over the 2012 Christmas break. The car was professionally repainted light metallic blue in 2002. Greg has now decided he will shortly change it back to its original silver with Metallic Tangerine, as it should be, and was for its first 35 years.

<< Photos of the car in its original livery.



LOTUS Australia on the Upswing



by Mike Costello

More supply and belated Exige S launch to spearhead Lotus growth in Australia

LOTUS Australia distributor Ateco says it remains “committed” to the brand Down Under, with plans to ramp up sales on the back of greater factory supply and the overdue launch of the supercharged Exige S coupe in March.

The British-based sportscar brand is recovering from a tumultuous period following last year’s takeover of parent company Proton by Malaysian conglomerate DRB-Hicom, and subsequent sacking of global CEO Dany Bahar.

Production of the Elise, Exige and Evora models was severely interrupted by the takeover, as DRB – well established as a component supplier to the likes of Volkswagen and Daimler – sought to put its stamp on manufacturing at the Lotus plant in Hethel, UK.

Australia was one of the only markets where Lotus experienced sales growth in 2012, with sales up 15 per cent. In fact, of the roughly 1000 units sold worldwide last year, 69 came from Australia, a proportional figure Lotus Australia general manager Glen Sealey called “very very high”.

As a result, Mr Sealey told us this week that the local market had been particularly hard hit by supply shortages, with stock levels almost

cleaned out. Indeed, he said the four units sold in January this year was “good” in the circumstances, until new supply of the entire range arrives in April.

Perversely, despite what looks like a small number of sales, Ateco could be perceived as a victim of its own success.

“It’s a good brand with fantastic heritage and it deserves more,” he said.

“But we will ramp it and we’ll use the Exige S as the launch platform, the Elise S is a well priced, well-positioned car and we will re-look at what we do with Evora. But compared globally we do well with Evora.”

“On seeing what things were like in Hethel, DRB was surprised to say the least, and there was huge turmoil in terms of its relations with suppliers. It stopped production.

“Globally, it wasn’t a problem to stop production, because there was plenty of stock out there, but for us, it killed us because we’d been doing a good job and we ran out of stock. We’ve been out of stock for months – we’re hand to mouth.”

The Exige S will see the return of the Exige badge to Australian shores, joining the existing Elise convertible (which starts from \$67,990 plus on-roads) and the Evora flagship coupe (from \$123,990).

Billed as one of the quickest road cars Lotus has ever built, the Exige S weighs 1176kg but shares its blown 258kW/400Nm engine and

six-speed manual transmission with the larger and 357kg heavier Evora S.

Mr Sealey said the base Exige was not on track to return any time soon, with Ateco to focus on the higher performance option. Ateco will also look to expand the Evora range with the potent GTE.

He added that the new global owners had established order and the business was now emerging out the other side, although its ambitions for the brand appear somewhat tempered compared to what Proton had planned pre-takeover.

“DRB out of Malaysia have now committed their funds to Lotus, they’ve committed to a workforce, a pipeline of manufacturing and a plan moving forward which they have communicated to us,” he said.

“That gives the brand a level of security. It’s not going to be the brand that was unveiled in 2010 at Paris, but it will be nonetheless a good, strong, conservative plan for the brand moving forward.”

At the 2010 Paris motor show, Lotus stunned the automotive world by previewing six new models that promised to revolutionise the brand and take it roaring into the mainstream.

The five-year turnaround plan also involved increasing sales in emerging markets such as China.

At this stage, Lotus’ global range still consists of the Elise, Exige and Evora.

Source: Reproduced with kind permission from John Mellor’s GoAuto News #667 27 February 2013.

» Motor Sport Magazine Hall of Fame opens its doors to Lotus

From Group Lotus press release, 27th February 2013

Celebrations as Colin Chapman CBE is recognised for his engineering and technical genius

Sir Jackie Stewart, Clive Chapman and Jackie Oliver at the Motor Sport Magazine event

Colin Chapman CBE, the Lotus founder and engineer was recognised for his contribution to the automotive and motorsport industry at the 2013 Motor Sport Magazine Hall of Fame annual inauguration event, attended by Colin's son and Classic Team Lotus founder, Clive Chapman.

The motorsport glitterati attended a star-studded evening at the prestigious Royal Opera House where this outstanding engineer and visionary who became known for his technical innovations and Formula 1 'firsts' was celebrated.

Driven initially by his desire for motor racing, Colin Chapman built his first racing car in 1948 in a garage belonging to his girlfriend's father. Now, over 60 years later Lotus has become both a class-leading manufacturer of desired sports cars and a globally respected automotive engineering consultancy. Team Lotus, the racing team Chapman formed went on to win seven Formula One Constructor's Championships and six Drivers' Championship titles. Today, the Lotus name in F1® has competed in over 500 Grand Prix races and had 80 Grand Prix wins. The 80th win was scooped last season when Lotus F1® driver Kimi Räikkönen stormed to victory during the Abu Dhabi Grand Prix.



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Chapman's genius saw him exploit engineering principles, applying them in new and innovative ways that would give his team the competitive edge on the circuit. Whilst a few of the innovations were banned, others went on to revolutionise the sport and still underpin F1® today.

This great accolade sees Colin Chapman alongside other 2013 hall of fame inductees Niki Lauda, Damon Hill OBE, Graham Hill OBE, and Tom Kristensen join other similarly revered motorsport greats.

LOTUS LIST OF FIRSTS

- First to use a sequential transmission in F1, Lotus Type 12 in 1957
- First to use reclining driving position – Lotus Type 21 in 1961
- First to put the spring damper units inboard for improved aerodynamics on the Lotus Type 21 1961
- First to use a fully stressed monocoque chassis – Lotus Type 25 in 1962
- First to introduce aircraft style bag tanks for fuel (big safety improvement) Lotus Type 25 1962
- First to "mould" the car precisely to the driver size and shape – Lotus Type 25 in 1962
- First to successfully use the engine as a structural member – Lotus Type 43 in 1966
- First in F1® to use full sponsors colour schemes – Lotus Type 49 in 1968
- First in F1® to use a wedge shape front – Lotus Type 63 in 1969
- First in F1® to use side mounted radiators – Lotus Type 72 in 1970
- First to use a multi-element rear wing – Lotus Type 72 in 1970
- First to introduce left foot braking and automatic clutch operation to F1 with the "four • pedal" Type 76 in 1974
- First to manage airflow under the car including ground effects – Lotus Type 78 in 1977
- First to introduce the concept of a rear diffuser on the Lotus Type 80 in 1979.
- First to design a carbon fibre monocoque – Lotus Type 88 in 1981
- First to use twin chassis – Lotus Type 88 in 1981
- First to use active suspension – Lotus Type 92 in 1983
- First to use aerodynamic bargeboards – Lotus Type 97T in 1985

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Line advertisement: All ads run for a period of three months in both Lotus & Clubman Notes magazine and on website.

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Large Inventory of GENUINE LOTUS SPARE PARTS

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

Special prices for club members.

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

LOTUS SUPER SEVEN ►

1963 Lotus Super Seven Mk. 2

Americana

Chassis Number SB1489

Originally sold in USA, personal import. Never driven in winter (no rust), used as a fun sports car.

The Americana version comes with a 1275 cc. A Series BMC motor, rib case gearbox and Standard Ten Diff. Car is exceptionally original,

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Spares include rib case gearbox, Spitfire diff centre and set of Elan rims. Happy to provide all photos to those interested. All import papers in order and supplied with vehicle.

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

Please send articles, either in hard copy or in high-resolution (250dpi minimum) electronic format to:
editor@lotusclubvic.asn.au
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NSW – Club Lotus Australia

2nd Tuesday each month
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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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Elite / Eclat / Excel	Henry Hancock	henry.hancock@architectus.com.au	07 3878 2850
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PURE ADRENALINE... PURE LOTUS

NEW LOTUS EXIGE S

From front splitter to rear wing, its aggressive stance underlines a performance pedigree few can match. Its 345 hp (350 PS) Supercharged V6 engine isn't for the faint hearted. You wouldn't expect anything less from a performance car developed for drivers by drivers. Expertly engineered by the renowned ride and handling team at Lotus, its dynamic capabilities are awe-inspiring in the way that only a Lotus can be.



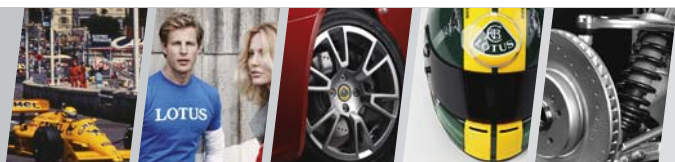
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