



# LOTUS & Clubman Notes



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

## FEATURES

- Mount Cotton Exploits
- Fun in the Sun! LCV track day at Deca
- LCV Car Displays at the 2013 Australian Grand Prix
- My Europa Disc Brake Upgrade
- Early Morning Run to Avenel
- LCQ Rathdowney Day Run





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### COVER IMAGE:

It is not only the new and expensive Lotus cars that give us pleasure. One good example is the lovely, well cared for and recently acquired Lotus Cortina of Mike Willson. Not a bad shot of Mike either!



# LOTUS & Clubman Notes

This morning is one of those great Melbourne autumn ones where there is not a cloud in the sky, the sun is shining, there is not a breath of wind and it's a Sunday. This makes it a perfect day to get the Lotus out of the garage for a run. And that is just what I had planned to do as the MSCA are having a sprint day at Phillip Island today. However, the best laid plans have been derailed due to the lousy services of a spare parts importer of what (I had thought) should be a switched on Japanese car company. Hence I am sitting at my computer writing this instead of driving to Phillip Island to thrash the Elise around one of the best tracks in the country. I'm also dismayed as the lack of spare parts for the engine means that the forthcoming Lotus 2103 in Canberra will be a Lotus free weekend for us and our reliable WV will have to serve as transport for this much anticipated trip. Such are the joys of sports car ownership!

This got me thinking of why it is we spend our scarce time and money on our sports cars and in particular on being members of a car club. You will all no doubt have your own thoughts but I thought I would share some of mine with you this morning.

As our club has a low barrier to entry with affordable fees there are a number of members who join simply in order to overcome one of the bureaucratic steps in being able to compete in motorsport. There are others who simply have a passion for all things Lotus and consume anything in the media related to their passion, including this magazine. We also have members who simply live for all things automotive and cars for them are the true 'meaning of life' and simply fill their lives with not only Lotus news but are eager consumers of news on all marques. Others take the whole club membership a lot more seriously and it is a major part of their lives with their activity in the club being a large part of their spare time with other members as close friends. As with membership in any group we have our points of difference from the rest of the community and in our case this is not our preferred political views, religious heritage nor the way we choose to style our hair or dress but an enjoyment of little, light weight cars made to handle well that come from a factory on the other side of the world that is located in the midst of a turnip farm!

I don't believe that any of these above reasons for membership, or the many others for that matter, are more important than any others but as in most things in life, the amount you get out of anything is directly related to the amount you put in. As a result some of our members gain lots more from their club membership than others do. One of the reasons for my enjoyment is that you meet a broad range of folk from across the country and from all walks of life who share the love of my favourite make of car and by the time this issue makes it to your mail box I will have met a good deal more of you in Canberra at this year's national gathering. The friendships made at such events add to the interesting 'tapestry of life' and I know that everyone making the trip will come away with another good reason why membership in our car clubs is worth the investment.

CKJ111



# President's pleasantries

By CRAIG CHALMERS, President, LCV

As a few people say – what a huge month it's been in LCV. The football pre-season is also over and the real deal is up and running. For once, as I write this, the Tigers are off to a good start to the season and hopefully can keep it going for us long suffering supporters.

April saw the start of the LCV championship with the LCV track day and Motorkhana on the skid pan at Deca. After a worrying initial slow response the entries came in late so the day went ahead with 32 entrants. One or two (non-Lotus cars I might add) suffered mechanical or other issues on the day but otherwise the day went smoothly. A more detailed summary of the on track reports can be found further into the magazine, with the full sprint and skid pan results also published on our website.

A number of members took advantage of the option of the overnight accommodation organised in Shepparton to make an easier day on Sunday and enjoy a social dinner on Saturday night. It was a good environment over a pleasant meal and drinks to meet some of the newer members (and partners) or to catch up with those who we don't see at many events.

I took the opportunity to unveil the new team dynamic rims and Toyo R spec tyres on the Europa. After a minor production issue with one of the rims was quickly sorted, the tyres were fitted by the local Toyo motorsport supplier. The price was sharp and within a few dollars of internet pricing fully fitted and balanced and with the knowledge of local support available if you have any problems.

The tyres still had the new sheen on them as the first real drive was the trip to Shepparton, however after a few runs I started to get the feel for them and start to push on a little more around the track. Initial impressions are the car certainly felt a bit more stable around the top sweeper on the Deca road loop as the additional grip helps out.

On behalf of the members and the LCV committee, I pass on a huge thanks to Peter McConnell and John King for the mountain of work they did in looking after the organising and administration of the event. The fact that everything ran smoothly is a testament to their planning and attention to detail.

It is a great opportunity to test your car and hone your skills in a lower speed environment than the full sprint events, so make sure you keep it in mind for next year if you didn't make this year's event.

The following Tuesday had another solid turnout of members enjoying a technical discussion at Penrite about oils and lubricants, as well as a discussion about their interesting car collection. Peter Hill has a more detailed report later in the magazine but our thanks go to Mike Richards for organising the night and Ken Bedggood at Penrite for his kind hosting of our club.

I missed the EMR to Ruffy and beyond but hear from reports that it was a fun run with some great roads. Sorry I missed it so will have to ensure I'm there for the next one.

This weekend coming, as I write this, has round 2 of the LCV championship with the MSCA



sprint at Phillip Island. For those not up to speed, the LCV championship events are listed on the bottom of the current points table and also on the website. My entry is in and the forecast is fine so hopefully a good day ensues for some high speed fun for all our LCV competitors.

Returning home will start preparations to pack the car for Lotus 2013. I'll be starting off at the dawn service in Melbourne on the Thursday morning and then travelling from there so hopefully a smooth trip should ensure I'm in Canberra for dinner. I'll sort out the directions and report back on the trip next month, but with the shorter trip (than Queensland) the Sportwagon is also coming, so allows a lot more space for the necessities: spare tyres, track gear, as well as the gala dinner black-tie evening wear. With Karen driving the wagon up, I'm sure a spare hairdryer will also be in there somewhere.

I look forward to catching up with our interstate friends with a good weekend on the track and socialising, as well as seeing the sights around our nation's capital. I haven't been there for many years so will be interesting to see it now, and no I don't have any space to bring back fireworks!

For those planning ahead we have another classic shed night with Jack Burns on May 14th and the Mae West EMR the following Sunday the 19th May with Euan Brown heading you guessed it – West!

I hope to see you all out and about soon. In the meantime, travel fast and travel safe,

Craig



## WELCOME NEW LCV MEMBERS:

Stephen Della  
Andrew Harvey  
Rex Colliver  
Jamie Smith [2013 Elise]  
Skelton Wilkinson [2013 Elise]

## LCV Club Night

**TUESDAY 14 May – 7.30pm**

Jack's Shed, 4 Caterina Place,  
Carrum Downs, Melway 100 K5  
Details: Jack Burns 9782 0626

*My favourite sports Car, a Maserati 1500S.  
Seen just out of Siena in the Mille Miglia, 2008.*

# President's prologue

By **DICK REYNOLDS, President, LCQ**

Spent last Saturday preparing for our latest Lakeside DTC and then Sunday driving my whatsit off.

We were a bit short on numbers, because of the Lotus 2013 preparations, Daryl Wilson away in the US of A – rhymes! – and a few other excuses. So the word went out – there's a fun run to be had. Low and behold, we had a few ring-ins turn up, and what a great result. Matt Plowmans Scura headed the running order, which included the usual 3 Caterhams of McGarry, Young and Reynolds, a brace of Exiges and Elises, a Mitsubishi Evo thingy, a PRB Clubman – wow – and well, the article will be in the next mag. What I'm trying to say is how great it is that when the chips are down, we can still pull the numbers.

There really hasn't been much going on since my last rant.

Oh, that's right, we did have an EMR to Mt Glorious a week or so ago. I put out the message on my phone, and got one taker on the morning. Thanks for showing up Haydn, and what a lovely Europa he has – not the old bread van guys, a spanking new Europa S. There are so many push bikes on that road now, it's like parking at the local State School in my days! So no fast shenanigans (sic) but a lovely drive and great breakfast all the same. Now the hard bit. It turns out my phone only sends 10 messages in a grouped sms, and Haydn was the tenth. So, if you are after tenth on my list – my sincere apologies for not including you. I think I now have my head around it, and will include all in future.

Speaking of which, what is it with modern technology?! We endeavoured to get the

Excel Spreadsheet to talk to the Timy Lap timing gear on Sunday at the DTC, to no avail! Daryl had left me with brilliant, detailed instructions, covering every eventuality and some more – but I still just didn't get it! We got the thing recording the times, and printing them out on the wee printer thingy, only to one tenth of a second times though. So, the guys chipped in and we had people recording the times manually, and I will put them into the spreadsheet tonight, so Daryl will be none the wiser – don't bloody tell him!

I must say, I enjoyed the simplicity of the system, we suffered fewer techno glitches, and I get to really enjoy the process of analysing them tonight. So, what we now need is a new Timing System, possibly owned by the club, that is trouble free but more accurate – as Denis Connor famously said while Australia 2 sailed off to victory – anybody got any ideas?

I'm struggling to get back to all of you who replied to my plea for info on the Starter Motor. I should be able to reply in a week or so – oh! all right, I got no replies – so I get it – don't use the mag for your own personal gain Dick!

Keep your eyes on the Website people. Vyvyan, our new webmaster – is that like a "gate keeper" only geekier? – is keeping it all most interesting, with news updates and the calendar up to date and all. I have always felt it the most useable communication medium, so we should give it a chance.

That's all for now, your's in Sports Car-ing,  
Hasta la vista.

Dick



## LCQ Monthly Meeting

**TUESDAY 7 MAY – 7.30 pm**

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



# 2013

## LOTUS 2013 CALENDER OF EVENTS

MAY	VICTORIA	QUEENSLAND
Sunday 5th		<b>EMR and Breakfast at Mal's.</b> Contact Mal Kelson 07 3801 3713
Tuesday 7th		<b>LCQ Monthly meeting</b> 7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld. Contact Dick Reynolds 0419 791 326
Thursday 9th		<b>QR Club Sprint Qld Raceway</b> Contact Matt Plowman 0424 135 678
Saturday 11th		<b>Club Concours</b> McGregor School Fete Show & Shine, Contact Evan Molloy 0411 807 979
Tuesday 14th	<b>LCV Club Night – Jack's Shed</b> 4 Caterina Place, Carrum Downs, Melway 100 K5 For details contact Jack Burns 9782 0626	
Sunday 19th	<b>MSCA Round 5 – Bryant park</b> refer <a href="http://www.msca.net.au">www.msca.net.au</a> for details	<b>McClean's Bridge at Lakeside,</b> Contact Tim Moore 0407 780 220
Sunday 19th	<b>LCV EMR</b> to Lorne via Inverleigh – meet at Watton Street (adjacent Chirnside Park) Werribee at 8.30am for 9.00am start (Melway 205 H9) Contact Euan Brown for details on 0418 142 079	
Thursday 30th		<b>Gear Day</b> Lakeside Raceway
JUNE	VICTORIA	QUEENSLAND
Weekend of 1st & 2nd		<b>Round 2 Qld Super Sprint B Series</b> Morgan Park, Warwick
Weekend of 1st & 2nd		<b>Mt Cotton Hill Climb – Round 2</b> 1753 – 1799 Mt. Cotton Rd. Mt Cotton
Tuesday 4th		<b>LCQ Monthly meeting</b> 7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld. Contact Dick Reynolds 0419 791 326
Sunday 9th		<b>Social Run</b>
Tuesday 4th	<b>LCV Club Night – Peter Larnar Motors</b> – historic racing engines & restorations 7:30 pm. Address: 16a Brisbane St, Eltham Mel 21 G6	
Saturday 15th		<b>Lakeside Club Sprint,</b> Lakeside Motor Sport Park, Contact Matt Plowman 0424 135 678
Sunday 16th	<b>MSCA Round 6 – Sandown – LCV championship</b> Round 3 – refer <a href="http://www.msca.net.au">www.msca.net.au</a> for details	
Wednesday 19th		<b>Gear Day</b> Lakeside Raceway
Sunday 23rd	<b>LCV EMR</b> – Liberator Bomber & Point Cook Museum Contact Mike Richards 9397 1638	<b>Brisbane &amp; Lockyer Valley Run</b> Contact Peter Upham 0428 788 926



**For any last minute updates check your states website!**

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

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





by Jon Young

## ➤ MOUNT COTTON EXPLOITS

One of the great things about living in Queensland is the number of track events that are organised through the car clubs. The Lotus club of course has its DTC's at Lakeside, and this year we have four slots booked, the first of which is 21 April – too late to make this magazine, but no doubt a report will be made. Another new event this year is being organised by Matt Plowman and is the Club Sprint at QR Raceway. All in addition to the social runs and the impromptu EMR's.

This had to be said as a prelude to this article, centred around the events at Mount Cotton and of course, hosted by the MG Car Club. The latest news is that of the "Test and Tune" day (24 March 2013) and the first round of point scoring hillclimbs of the year, held on 13 and 14 April 2013.

I believe there was cautious anticipation of a successful day in the Reynolds household in March, Dick having christened his new tyres at the Ironman, and looking forward to seeing the possibility of some quick times at Mt Cotton in the Test and Tune. It's becoming somewhat boring to add that the other club members were to be Jason McGarry and Jon Young, so we need a few other guys to come to these events to liven up the reporting if nothing else!

Fortunately Jason's pit crew (his son Euan) who was tasked with recording the times, did an admirable job, since the times were unusually not published on the MG website. Thank you Euan.

The track was dry, and a battle between Dick and Jason immediately started with

Dick's sighting run (51.53) being significantly quicker than his previous PB. Jason was more conservative (52.75), but was still a healthy 0.25 seconds ahead of me who recorded a 53.03. The rest of the day saw Jason having a mixed set of times ending with a best time of 50.0, and I managed to fiddle around in the 52s while trying too hard and making silly mistakes, finally achieving a best time of 52.21.

What of Dick you may say? He went from strength to strength dropping to 50.83, then 49.96, 49.72, and then 49.59. His last runs were not quite so good, so I won't mention them here. Congratulations were therefore much in order, and fortunately Dick was unable to make it to the next event held on 14 April 2013.

The downside to this blistering performance was that the tyre changes for Dick were not quite up to F1 standards, and certainly involved a great deal more sweating. I mentioned the neat way to carry race tyres to the track in my last missive, and hopefully this article will be accompanied by a photograph of the Caterham tyre delivery van.

The Hillclimb for mid April was scheduled for 13th and 14th, and the previous week experienced weather more worthy of the highlands of PNG, raining between showers. Additionally, the entrant field was reduced that resulted in the Saturday being cancelled. I think that everyone was about to give up on the Sunday running, but surprisingly we awoke to clear skies.

On arriving at the track, it was evident that the sighting run was going to be interesting.

Very wet conditions, with running water over two parts of the first loop. At least the catch fencing, demolished at the previous event by an exuberant and immaculately turned out Corolla, had been sturdily replaced. As it happened, it suffered an unauthorised modification by a Commodore executing a 180deg at the exit at this event.

Times were unsurprisingly slower, and a consistent gap between the time of Jason and myself held good for the five runs that we managed to get in before the catch fencing incident. Not a great deal to write home about, although, it was a great day in challenging conditions.

Although we only had two Caterhams running in our class, a Westfield driven by Ainsley Fitzgerald made up the numbers, and was superbly driven to victory having a full 3 seconds over Jason. It just was not going to be our day, and one to consign to the "it's character building" box.

One of the unfortunate things was that the conditions were so variable, that judging the effect of shock absorber adjustments on my car against the consistent runs of Jason was not going to be possible. So it didn't happen.

Roll on the next DTC when the weather might just give us a chance of benchmarking the effects of some judicious fiddling.

In the meantime, go safely and make sure you are able to drive it home.

by Craig Chalmers



## FUN IN THE SUN! LCV track day at Deca

The first weekend in April had LCV members traipsing up the highway for the second time to the driver education centre at Shepparton. Thanks to a lot of hard work and arrangements from Peter McConnell and John King sufficient numbers were chased up at the last minute to ensure the event went ahead. A number of us headed up on the Saturday afternoon for a pleasant dinner at the accommodation venue along with our hosts from the Shepparton District Car Club. Over a quiet beverage or three and the odd bottle of plonk, new members and faces were introduced and a lovely meal consumed. Most headed off to bed at a respectable hour to ensure they were up in time to enjoy the hearty breakfast and mosey out to the track in time for scrutineering and check in.

Sunday dawned bright and sunny as many enthusiastic souls were briefed on the plans for the day's events. Those appearing a bit too enthusiastic were kept in check by the article

shown from the local paper of a local Ferrari 360 that had a tyre blow out and barrel roll a number of times in the preceding weeks. Thankfully the driver escaped unharmed but despite the efforts of fire marshalls the car kept reigniting and eventually they ran out of extinguishers with the only remnants of the car being a pair of headlights and about one foot of bonnet. Our hosts then outlined that we would be again running the 'chicanes' on the straights of the road loop to keep top speeds sensible and avoid that type of disaster.

Run groups then headed off to their appointed start locations with some on the road loop sprint event and others starting with a tight motorkhana on the skid pan. Some complained that the skid pan was too tight for their cars however others stated it was not tight enough! You can never please everyone. With differing patterns throughout the day those watching got to witness the higher speed shenanigans that ensued with those really getting serious

yanking on handbrakes and spinning their way around the witches hats. This was always spectacular but not necessarily the quickest way around the hats. The final pattern had the sprinklers turned on the skid pan and made sure those with sticky tyres were brought back to the field of those on road rubber. A few drivers of clubmans received a light shower but must adjusted well with only a few ballet spins witnessed in the slicker conditions.

The road loop progressed more smoothly this year with organised run groups ensuring that all received 4 runs of the multi-lap standing sprint. A few 'lawn-mowing' exploits were witnessed with Lou Silluzio and Grant Della saving the locals from needing the Victa for a while. Thankfully the sum cost of these exploits was nothing more than an embarrassed smile and a minor dent to the pride, whilst allowing a return to the track to continue motoring.

The sprint had Min Chan lapping the course twice in 1:43.43 to win the forced induction



Elise/Exige class and also record FTD. Chris O'Connor after being behind David Buntin at lunchtime really got cracking in the afternoon session with a 1:44.58 to claim the Naturally aspirated Elise class with new member Joe Vodopic in his Honda powered Elise recording a 1:45.44 for third outright and second in class. The clubman class was a hotly contested one with 10 competitors battling for honours. Grant Della came home with a wet sail pipping Stuart King on the last run of the day with a 1:46.06 to Stuart's 1:46.77. Stephen Della showed it runs in the family claiming 3<sup>rd</sup> in class with a best time of 1:48.28. Kevin Neville and Steve Blackie claimed the Elan and Esprit classes with respective times of 2:09.73 and 2:04.19 and daylight second (literally). Member for the day Mark Homer in the Porsche took out the racing and other class taking 4 seconds of his last run with a 1:48.58 and I took out the Europa class with a 1:51.48.

With the final event being the wet Motorkhana a number of the Elise and Exige competitors chose not to run the course, which looking over the results may have cost Min the opportunity of a clean sweep of the weekend. None the less for those who completed all the configurations, Grant Della and Keith Marriner in clubmans took the top two spots with combined times of 125.71 and 128.00. The next 5 places were separated by less than one and half seconds with Mark Homer in the Porsche tipping out the lovely new clubman of Tim Donnellan, yours truly in the Europa and Ian D'Oliveyra and John Clemow in their clubbies. All the times and the full results are posted on our website so head there if you want to see how you went or who pipped you on the line.

Thanks again to our LCV organisers Peter McConnell and John King as well as those who assisted running the day in Mike Richards and Kyran Meldrum. The volunteering of your time gives the rest of us the opportunity to have fun and concentrate on driving around in around in circles. Thanks also to the Shepparton District Car Club for providing the flaggies and timing on the day as well a lovely BBQ lunch. In life as always we learn as we go and although the road loop went smoother we know that to get a full wet motorkhana the sprinklers will need to be on for longer for next year! You have been warned!

It's a fun day in a safe and lower speed environment than the full race circuits, so apart from being a lot of fun with like-minded colleagues, it is also ideal for those dipping their toe in the water in exploring the performance of their car. Make sure you keep this event in mind in planning your next year's calendar.

Happy Motoring







by Dennis Hogan

## LCV Car Displays at the 2013 Australian Grand Prix

The Australian Grand Prix has been run and won, pleasingly by Kimmi Räikkönen with a superb display of speed and tactics. Team Lotus-Renault were however not the only ones to put on a display at the GP.

Lotus Club Victoria participated in car displays in three separate areas at the GP, which included Lotus cars, Caterham clubmans and selected non-Lotus modern/historic sports/racing cars of particular significance.

LCV displayed 30 Lotus and Caterham cars in the Car Club display, more than any other club, the Porsche Club managed 28 cars, but without the diverse range of models that LCV achieved. No other clubs came anywhere near matching these numbers.

The AGP is unquestionably the best opportunity of the year for showcasing our club and our cars to the general public. About 300,000 people attend the GP over the four days of the event. LCV had a comprehensive display of almost all Lotus and Caterham road-going models, ranging from a 1945 Lotus 6 Clubman to a current model Lotus Europa S.

Sadly, despite the best efforts of a lot of people we were unable to secure an Evora for this year's display, however for 2014 this hole

has already been plugged. A gentleman who resides in the UK, but whose Evora is garaged in Melbourne, has already committed to participating in the 2014 event. How is that for enthusiastic support?

Inevitably there were about half a dozen unavoidable last minute withdrawals from our display, but the upside of these withdrawals was that where we had an excess of a particular model, stand-by entrants were able to be re-added to the display, and a place was able to be made for Mike Wilson's newly acquired Lotus Cortina, a model we have been unable to display in the past for obvious reasons. The Lotus Cortina is highly desirable because of its enviable record in trials and motor racing as well as being a highly desirable road car.

For the Oval 17 display we were fortunate to have four specialized non-Lotus cars accepted, this display is limited to a maximum of 35 cars.

The Entrants/Vehicles included the following Modern/Historic Sports/Racing cars:

Dr. Martin Cole/Ferrari 151 FF  
 Brian Stoeckel/West WR 1000 race car  
 Derek Lipka/Delorean Coupe  
 Tim Donnellan/Birkin Clubman

This display of Sports and Racing Cars brought together a collection of diverse and interesting cars, which would not normally be seen together at any other LCV activity.

For those of you interested in numbers, LCV displayed 34 cars in total with a conservative value of +/- \$1.6 M, for which the entrants received +/- 272 day passes to the GP, valued at +/- \$15,000. Not bad for an activity for which our club is faced with practically no up-front costs.

Sincere thanks to Simon Henbest who designed/printed/laminated the identification labels applied to each of the 34 display cars, and supplied/erected the LCV banner at the event.

Sincere thanks also to Brian Stoeckel for performing the role of Club Representative for the Oval 17 display.

Particular thanks to all entrants, because without your diverse range of pristine cars there could be no LCV displays. This appreciation goes double for owners of open cars, especially clubman models, as these owners would have been faced with serious mopping up activities as rain bucketed down for hours on end on the Saturday. Ah – the joys of owning an open Lotus/Clubman!







# MY EUROPA DISC BRAKE UPGRADE

by Greg Bray

After 9 years of Super Sprints at Morgan Park Raceway and Noosa Hill Climbs I have given my old Europa what it needs, powerful rear brakes and stronger drive shafts.

The drive shaft universal joint and rear wheel bearings wear fairly quickly, probably due to being raced. Being the top suspension arm, the drive shaft takes quite a side load. I have rose jointed adjustable lower suspension arms, so I can keep camber angle right.

Twin Cam Europas still have small rear drum brakes, but  $\frac{1}{4}$ " wider is still not good. So I have modified MGB front discs for the rear, and am using Nissan rear calipers.

A fair bit of work and time has gone into the making of the caliper mounting plates from an 8mm plate. I have used larger universal joints and 2" centre tubes in the new drive shafts.

Lotus got it right with the Twin Cam Europa. Albeit still with poor brakes, but with the

Renault 16 T.S engine with crossflow head the car is just as good and fast with less weight than the Twin Cam. With some upgrades and time spent, an early Europa can make a great, fun car.

Lotus could have done this in the first place, but initially it was just a cheap replacement for the 7. I had owned and restored a '72 Twin Cam Europa in the UK, but feel my S.2 Europa I have here is now as good as a Twin Cam.







by Lou Silluzio



## EARLY MORNING RUN TO AVENEL

Me and my big mouth, talking too much got me in the poo with John King, so as punishment he insisted I write this article for the 14th April EMR.

The toys started to arrive from about 8.15am. I think Roberta and I were first to arrive which is a rarity if everyone knows us. We had coffees at one of the new cake shops in Yarra Glen and chose to sit outside the shop to enjoy the beautiful sunshine whilst having coffee and an almond croissant!

The team started to arrive pretty much within the next 15 minutes and found that the tables and chairs outside the Yarra Glen Hotel were the most comfortable to sit on. Others had their coffee and cake under the shelter of the "European Plane Trees" which I'm told by Rod Thickins is what they are called. We were blessed with a glorious autumn morning, blue sky and lovely weather.

Tony McConnell insisted I take the top off the Elise and after much resistance he talked me into it. Now those who know me, know I never do this because I am sceptical of Melbourne's weather. I've had the car for four years and I have never even once thought about whether I should rip the lid off. Firstly, because I didn't know how to take it off and put it back on, and secondly, I'm lazy, I only do what I want to do, not what I have to do!

I must admit it did look hot with the roof off, but looks aren't everything when it comes to predicting Melbourne weather!!!

The usual viewing of each others cars took place and after registering our presence with Mr King, we were ready for the day.

The list and owners of cars and attendees:

- Two Red Esprits of Vinnie Vaughan and Steve Blackie
- Two Europas, Peter & Marg McConnell and Gavan & Judy Budge's Graphite grey Europa S
- Two Lotus Elise 111R's, our's and Helen and Ian D'Oliveyra's red one.
- Kristian Cook's Green Elise
- Two Elans of Neil & Liz Roberts and Kyran Meldrum
- The Green Maserati of Mike & Sarah Richards
- A '65 bug-eye Healey of Kate & Rod Thickins
- A '65 Lotus Cortina, pride and joy of Mike & Wendy Wilson, which is a recent acquisition
- Porsche Boxster of John King
- TT Audi of Bill & Joan Newton
- Alan Mackew's Green/Gold Caterham
- Tony & Carmel McConnell's Elfin Clubman
- And, last but not least, Mel & Cookie Mollison's Silver Honda S2000



These exotics headed north in single file towards some of the finest wine regions of Victoria, some well known, such as DeBortoli and some not so famous, as I didn't recognise the names.

I was given instructions in relation to our run, but those who know me, know I hate being given instructions of any kind. I decided early in life I wanted to be THE BOSS!

I told John that I would much prefer to take photos and that I was just going to punch in the township of Ruffy in my TomTom and head straight there.



I think he said something to me which I couldn't really understand but Roberta said I think we should follow the instructions!

Happy to drive and let the little Yellow Lotus 111R sing its heart out as often possible, I asked Roberta to take photos. Obviously this meant that Roberta was not going to be able to read the carefully prepared instructions sheet.

Taking photos alone and just following the leaders and not concentrating on where we were going almost proved fatal a bit further down the track when we got near the Hume Highway.

I must admit the extra wind noise and the intensity of the engine sound was something special to experience, plus the odd bit of dust in the eyes.

The air filled with petrol fumes and the exhaust smoke smells from the early Elans was quite euphoric. I could do drugs after this trip and enjoy it!

I had a pretty good introduction to this petrol smell and gurgling exhaust noise last week when Mike Wilson picked me up to go to the Penrite factory for the monthly get together in his 65' Lotus Cortina.

By the way, I won the raffle. I knew I would the minute I bought \$10 worth of tickets!

... Add Mike's wit and humour and you can't help laughing your head off!

On the tarmac the usual swapping of positions took place in areas where it was safe to overtake. We made our way to second spot behind the Green Elise of Kristian Cook.

Now leading is not something which I wanted to do. As I said earlier, this meant I had to do something that required attention. And given that Roberta had no clue as to where we were on the page, after nearly running out of road,

she tells me to turn left, anticipating she means right (I know my wife!). So I went right, only to find a dead end road. Naturally everyone followed me .... Fools!

A quick U-turn followed by another wrong turn meant we were behind the pack again ...

Thank God for that!

I've just read the instruction sheet now as I write this and Point. 0.4. 134.8 states quite clearly "Cross Hume Freeway – Carefully"

Yep! did that alright at nearly 160km/hr ... Slammed on the anchors and smelled more rubber than the Hardie Ferodo 5000!

I nearly forgot to mention that just before that episode of nearly running out of road, one of the farmers let off a double barrel shotgun just as we were passing his property ... Talk about shit our dacks. I thought he was shooting at us for disturbing his Sunday morning peace.

Tony McConnell had even a bigger adventure when a 4 inch thick huntsman crawled up his leg. He turfed it out pretty quick smart before Carmel got wind of it and found out what was going on!

The rest was easy, follow everyone else to Fowles Winery which is located in the Strathbogie Ranges near Avenel, park the car in the shade and don't worry about putting the lid on the Elise because the weather is fine, it's not going to rain!

Once seated at the private restaurant area designated for the club which was really lovely, we were greeted by two gorgeous young waitresses, Courtney, an Aussie from Thornbury, and Ancolie, a French girl. Ancolie is on a working holiday and has been in Oz for only 6 weeks.

Ahh! the French girls have such beautiful names.

The restaurant was decked out with wine barrels and more cases of signature brand wines than you could poke a stick at, stacked to the roof with names like "Are you Game?", "Stone Dwellers" and "Ladies who Shoot their Lunch". Not sure what type of wine this is but I don't like the name so I won't drink it, probably a Sauvignon Blanc!

The lunch tables were beautifully set with fine linen and serviettes not of the paper variety which I hate!

The menu, delicious! What else would you expect when you have foodies like Peter and Marg McConnell to choose the fare for us and always at an amazing price?

A spectacular array of platters arrived with such mouth watering delicacies such as arancini, roasted tomato with goats cheese, crumbed cauliflower, balsamic mushrooms, Sicilian eggplant, now I know why I liked it so much! Plus Avenel smoked sausage, chorizo bresaola and even your good old fashioned chips ..and bread with virgin olive oil and balsamic.

Really deliciously prepared and presented and even pleased me, as you know I love food and have a total dislike for poorly presented and prepared food.

Dessert was pannacotta with berries, orange and almond cake, chocolate fudge cake plus a cheese platter of gruyere bleu de laquille & cheddar served with poached pear and crackers. I'm not a sweets person, so I opted for the low cholesterol cheese. Everyone thoroughly enjoyed dessert because there wasn't much left of it by 2.30!

We couldn't have coffee in the restaurant area so we were asked to go to the bistro area which was also very nice. A double shot strong Macchiato hit the spot and we were ready to head home.

Heading home, the weather was fine for the first 20 minutes or so, and being the sceptic that I am, I started to question the weather!

"Do you think its going to rain?" I asked Roberta. And being the ultimate optimist that she is, she said "NO"!

We should make it home ....

But the clouds were growing darker as we were going along and getting meaner by the kilometre.

Well it did rain, and I'm starting to wonder how I am going to put this roof on. I've never done this before!

Now someone told me after the Shepparton run last week that if you do more than 110 km/hr, the rain goes over the front windscreen and it misses you. Well to be doubly sure I decided to





do 120km/hr so that water would definitely go straight over the top of us!

Nup! That didn't work! So my dearly beloved, knowing how much she hates getting her hair wet, decided we'd better stop.

Having missed a servo because I was too slow, and not seeing any shelter up ahead, I thought now we are definitely going to get drowned!

But being involved in driving, worrying about the rain etc I wasn't thinking straight.

Men of course can only do one thing at a time, so like most mere males I wasn't thinking that the bridge a couple of hundred metres up the road could provide refuge.

I heard a scream "Bridge! Stop under the bridge!".

"OK, OK" I said, you don't have to scream!

With a bit of swearing, and I think I might've mentioned Tony McConnell's name a few times, we managed to fit the lid on the Elise.

After a quick check for leaks before reaching the speed limit again, we headed for home to crash on our favourite lounge chair!

Day done! Bring on the next one guys. Thanks to all the organisers, you know who you are. Great job. One of the best EMRs I've been to.

\* \* \*

Written by Lou Silluzio , proof read by Carmel McConnell and authorised by John King Lotus Club Victoria .

P.S. I'm not taking the roof off EVER again!!!



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by Peter R Hill

## APRIL CLUB NIGHT Penrite Oils

*Time for chatter and admiring  
the car collection*

I think it was the president, Craig Chalmers, who said that the April meeting would be our first "real" club night – back to our normal format of visiting a garage, workshop, business or shed somewhere. Penrite Oils was our host for the evening in their Bayswater headquarters. There's always something good to see with the company's impressive collection of vehicles, most are theirs but some are housed for other owners, one being the 1962 Lotus 22 that belongs to an Englishman but has been here for many years now.

The evening started with the usual chance to have a catch up and natter while wandering around the collection. Lots of the regulars were present: Kevin Neville, Mike Richards, Dennis Hogan, Steve Blackie, Stuart King, Mike Wilson, Alan and Venus, and Lou Silluzio to name a few.

It's not a Lotus, but for my money, one of the prettiest little sports cars is the Mk1 Lola. The black and gold Penrite colours work well on this lovely shape. Eric Broadley was possibly influenced by Chapman's Lotus 11 but he did a great job with this design which Maurice Gomm created in aluminium.

Thirty members turned out, a number that seemed to impress the Penrite men, Ken Bedggood and Brendan Hughes. Ken races

the Penrite 1983 Cheetah Mk8 F2 car that, in it's black livery, also has a hint of Lotus at first glance. We all descended on the Pizzas when they were delivered before the more formal part of the evening got under way. It was good Pizza that was much appreciated. Between munching I was able to hear stories of the DECA weekend that I had missed. Organiser Peter McConnell was very happy with the event which everyone I spoke to thoroughly enjoyed.

Brendan displayed a depth of knowledge about oils and the Penrite products. He had prepared a comprehensive presentation with Lotus cars featured in the slide transitions and background. There was a lot more data than my brain could deal with so late in the day but basically I got the message that oils weren't oils, but didn't another company say that? Anyway, as is often the case, it's obvious that you get what you pay for.

It was late in the evening when Lou Silluzio won the Marc Schagen Lotus book in the raffle. Ken Bedggood had taken everyone around the car collection explaining their design, history etc. He opened the bonnets and removed covers from the racecars to allow inspection. I had left by then but Mike Richards told me that it was nearly eleven o'clock when "the last tragic left".



*1962 Lotus 22 looked after by Penrite*

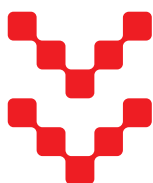


*Penske PC-16 Indy Car*

Thanks to Penrite for hosting our club night and to Ken and Brendan for giving so much of their own time. No doubt we will be back at some stage in the future.



From Lotus Media Website, thanks to Ateco



## LOTUS AND KIMI ON THE CHINESE PODIUM

Kimi Räikkönen took his second podium finish of the season with a strong second place in the Chinese Grand Prix. Despite a rearranged nose and front wing – courtesy of contact with Sergio Perez's McLaren – Kimi fought back after a poor start from the front row of the grid. Romain Grosjean endured a more difficult race, with ninth place his reward at the chequered flag. Kimi keeps up his run of consecutive points finishes and retains second in the Drivers' Championship on a tally of 49 points; three behind leader Sebastian Vettel. The team falls one place to third position in the Constructors' Championship on 60 points, with Ferrari now ahead with 73 points.

Both drivers started on scrubbed sets of the soft compound (yellow) Pirelli tyre.

Kimi pitted for new mediums (white) on laps 6, 21 and 34, Romain on laps 7, 23 and 37.

Kimi incurred damage to his front wing after an early collision with Sergio Perez.

### Kimi Räikkönen, P2, E21-03

"I'm not 100% happy because we didn't win"

"Second wasn't quite what we wanted, but in the circumstances it was the best that we could manage today. I'm not 100% happy because we didn't win, but it is what it is and second place is a good result after a bad start and the incident with Sergio [Perez]. It was quite difficult out there; obviously the car is not designed like that otherwise we would use it all the time, but I was surprised how good it was still. Of course there were some handling issues which was not ideal, but we just had to try to live with it and we still had pretty okay speed."

### Romain Grosjean, P9, E21-01

"I couldn't get the performance I wanted"

"It was a long, tough race and again we not able to make it work quite as well as we wanted. I'm definitely not happy with ninth place; we started P6 and thought we had a good chance to end up within the top five, but unfortunately we could not manage it. I did as much as I could, but I couldn't get the performance I wanted and being in traffic of course affects this. It was good to score some points for the team, but I want more in Bahrain for sure."





**Alan Permane, Trackside Operations Director**

"We lost around 0.25 seconds per lap due to the damage to Kimi's car."

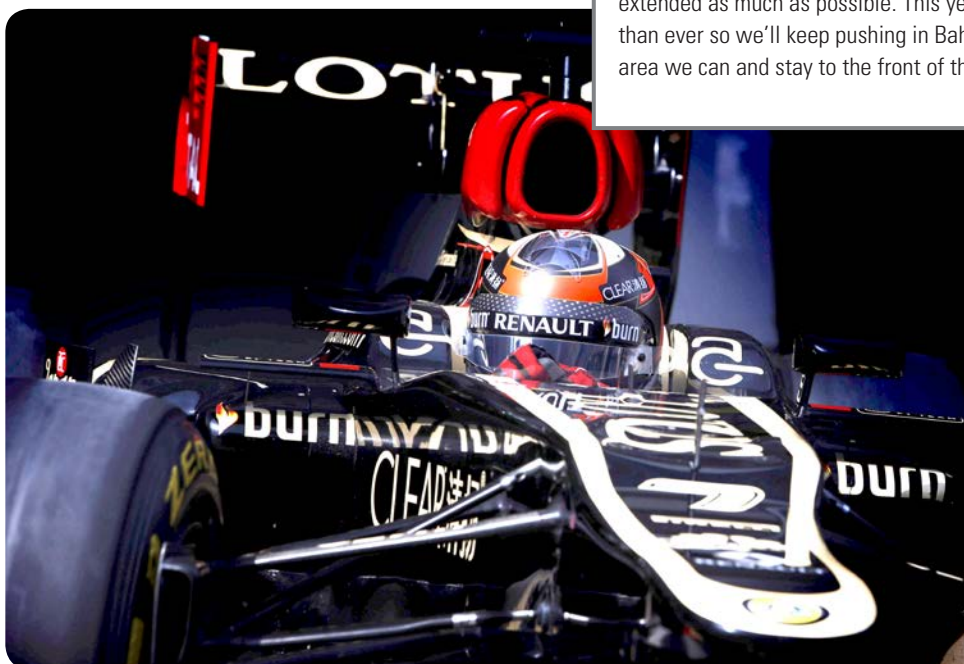
"It was an eventful race and good fun too. We had an interesting start with Kimi dropping back, but once we got onto the prime tyres things went pretty smoothly. There was no way we could get past Lewis on track; even though we had very similar pace and were even perhaps quicker than him. This meant we had to achieve it during the pit stops which worked perfectly. Kimi lost quite a bit of downforce with his front wing damage, otherwise he should have been able to challenge Fernando [Alonso] for the lead. We lost around 0.25 seconds per lap due to the damage to Kimi's car. It was a more difficult day for Romain who was struggling a little bit with his tyres, but overall for the team we had both cars in the points which is great."

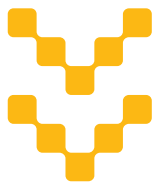
Ricardo Penteado, Renault Sport F1 Team Support Leader  
 "A very positive result today for Kimi that gives important points for both championships. Tyre usage and degradation has once again proved to be the story of the weekend, and an area we have worked particularly hard on to deliver power smoothly with little wheelspin so the tyre life is extended as much as possible. This year's racing is closer than ever so we'll keep pushing in Bahrain to maximize every area we can and stay to the front of the field."

**Eric Boullier, Team Principal**

"Kimi showed once more why he's one of the very best drivers in the world"

"It's a good result for the team today. Kimi showed once more why he's one of the very best drivers in the world by being one of the fastest on track despite sustaining damage to his car. As a team we were able to give him a good strategy allowing us to beat Lewis [Hamilton] and Mercedes in a close battle. Romain had a more difficult day, but he scored points in another race which is positive and we feel he's reached a turning point now where things will start coming together. Without the poor start and without the incident for Kimi then we definitely would have fought for a win today."





# LOTUS WINS 2013 SAE WORLD CONGRESS TECH AWARD

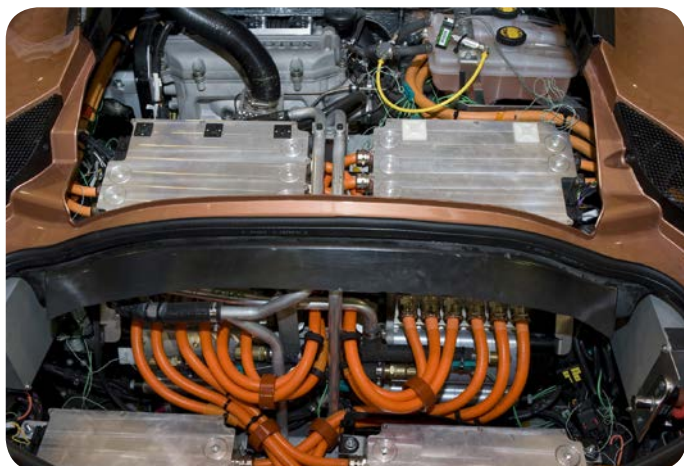
## Lotus Engineering receives the Award for the Evora 414E Range Extender Hybrid

The Lotus Evora 414E Range Extender Hybrid was chosen by the Editors of the SAE's Automotive Engineering International Magazine, for its design and engineering innovation, uniqueness, potential for "real-world" production application, and potential benefit for industry customers and end user.

Kevin Jost, Editorial Director of Automotive Engineering International Magazine said, "The Lotus Evora 414E was chosen for the AEI Tech Award for its unique combination of a multimode virtual seven-speed shift scheme, torque-vectoring stability control, and energy and power management optimization schemes."

Aslam Farikullah, Chief Operating Officer for Lotus said, "In one high tech vehicle, the Lotus Evora 414E encompasses all the key areas of Lotus Engineering's expertise, and doesn't just demonstrate the high level of technological advancements in our products, but is also relevant to the motor industry and applicable to the long term future of the car. We are delighted that the SAE have recognised this with such an important and prestigious award."

Every year, the editors of Automotive Engineering International select, from among SAE World Congress exhibitors, the technologies they judge worthy of an AEI SAE 2013 Tech Award. Judging is based on level of design and engineering innovation, uniqueness, potential for "real world" production application, and potential benefit for industry customers



and end user. The SAE 2013 World Congress will be held this year from April 16 to 18 in Detroit; and other highlights of the event are viewable online at [www.sae.org/mags/aei/saewc](http://www.sae.org/mags/aei/saewc).

The Lotus Evora 414E Hybrid concept showcases new developments in plug-in, range-extended electric propulsion, new electronic technologies to enhance driver involvement and the adaptability of the Lotus Versatile Vehicle Architecture (VVA).

The range extended electric drive of the Evora 414E Hybrid consists of two electric motors driving each of the rear wheels independently via single speed geartrain, integrated into one common transmission housing, thus enabling torque vectoring for stability control of the vehicle. Electrical power is stored in a lithium polymer battery pack which is optimised for energy density, efficiency and high power demand and mounted in the centre of the vehicle for stability and safety. Additional range is provided by the Lotus Range Extender engine, an optimised 1.2 litre, three- cylinder engine, designed specifically for series hybrid vehicles. The drivetrain is designed to combine astonishing performance with efficient, low emissions driving.

Driver involvement is enhanced by the incorporation of HALOsonic Internal and External Electronic Sound Synthesis technologies from Lotus and HARMAN, which provide sound contouring within the cabin and improve pedestrian safety outside the vehicle. Integrated with the HALOsonic technology, the Evora 414E Hybrid also showcases a brand new technology from Lotus Engineering, a sports mode that simulates a 7-speed, paddle shift transmission that combines exceptional driver involvement for a hybrid sports car and optimised energy recuperation.

The Evora 414E Hybrid has been designed to highlight Lotus' innovative electric and hybrid vehicle technology without distracting from the pure sports car character of the Evora.

0-60 mph / 97 km/h in 4.4 seconds

Total hybrid range of over 300 miles / 483 kilometres

Eco mode or Sports mode featuring realistic 7 speed paddle shift with energy recuperation

Next generation of Lotus and HARMAN intelligent pedestrian warning system, integrating the advanced HALOsonic sound synthesis system with video technology.

Torque vectoring for improved dynamic stability

304 kW (414 PS/408 hp) of power and 800 Nm (590 lbft) of torque

**From Lotus Media Website thanks to Ateco**



by Mike Costello



## » Detroit Electric returns with world's fastest EV

**Lotus position: The Detroit Electric SP:01 wears its Lotus inspiration for all the world to see, with styling all but indistinguishable from an Exige.**

**Back from the dead, Detroit Electric will soon release the rapid SP:01 EV coupe**

Re-born American car-maker Detroit Electric will pick up where fellow US company Tesla left off when it releases the SP:01 coupe in August.

The company's first model in more than 70 years will be a curvaceous two-door, based on the Lotus Exige and primed to take the reins as the world's fastest electric road car.

The SP:01 will in many ways be the spiritual successor to the discontinued Tesla Roadster that also used Lotus underpinnings.

Also like the Tesla, production will be capped, with 999 SPs to be produced for an array of global markets.

Pricing will start from \$US135,000, but Australia appears to be off the radar at this stage.

In another parallel to Tesla, the SP:01 will be the just the first model produced by Detroit Electric, with the company promising to have two other performance EV model lines in production in 2014.

Full SP:01 details were announced last week, and make for impressive reading. A zero to 100km/h sprint time of 3.7 seconds (matching the departed Tesla), a 249km/h top speed and a range between recharges in excess of 300km under controlled conditions.

Propulsion comes from a 150kW/216Nm electric motor powered by a 37kWh battery pack. The battery also has bi-directional charge, allowing it to feed power back into the power source, enabling it to function as a kind of backup household generator.

Drivers can select one of four gear ratios for optimal acceleration – most EVs are single-speed – but unlike the manual shift in a conventional car, the company says there is little need to change gear regularly. Thanks to the aluminium platform – developed over five years – and carbon-fibre bodywork, weight has been kept down to just 1067kg.

The company has fitted "specialised performance-tuned" suspension, steering and brake systems to provide claimed class-leading ride and handling.

The timing of Detroit Electric's revival is interesting, considering the state of play of fellow notable US-based EV manufacturers Fisker and Tesla.

Last week, embattled brand Fisker laid-off around three-quarters of its workforce, while Tesla is embroiled in claims that it encouraged customers to pay up-front for cars that had not yet been built so it could turn a profit for the first time in its 10-year history.

Nevertheless, Detroit Electric claims its new Michigan facility – which will have an annual capacity of 2500 vehicles – will create over 180 manufacturing jobs over the next twelve months.

As reported, Detroit Electric was resurrected in 2008 by former Lotus Group CEO Albert

Lam, who previously attempted to set up partnerships with car-makers for the revival without success.

In 2008, Chinese automotive giant Youngman formed a joint venture with US EV maker ZAP to revive the Detroit Electric name and set up shop in California, but the deal was abandoned after they were unable to raise the necessary funds.

Then in 2009, Detroit Electric struck up a deal with Malaysian car-maker Proton to produce two electric passenger cars, but it never got beyond the planning stage and was shelved.

The company will use the Shanghai motor show later this month to announce a partnership with a major global car-maker.

It has been speculated that the 2013 iteration of Detroit Electric will again partner with Proton, because the two companies have a history and the link to British sportscar manufacturer Lotus.

Dating back to the early 1900s, Detroit Electric produced electric cars that cost twice the price of a Model T Ford, but by 1939 it had sold a record 13,000 units.

The battery range for these first electric vehicles was impressive by today's standards, as a 1914 Detroit Electric car was capable of travelling up to 387 kilometres on a single charge – but its top speed was just 40km/h.

**Reproduced with kind permission of John Melor's GoAuto News.**



# Unusual Elans - Part 1

Reprinted from the UK edition of Club Lotus News – Issue 3 July 2012. Provided by Greg Bray.

Note: Part 2 has already been reproduced in our magazine

## A Look at Unusual Elans



There were a number of slightly unusual Elans made during the lifetime of the iconic sports car: some by the factory, most by outside firms. They fall into three categories: those Elans that are historically significant, like the very first and very last cars made, the first and last of each series and so forth; Elans with significant provenance, usually owned by a Formula One driver or film star; then there are those that were modified in some way, shape or form, not necessarily just for performance but for the way they looked. It is the second and third categories that I shall concentrate on in this article. I shall do so in chronological order wherever possible. Please bear in mind that the precise historical accuracy may be somewhat sketchy as much water has flowed under the bridge since these cars first appeared. If anyone reading this knows the real story, or can prove I have got it wrong, please let me know, as much as for future Elan historians as my embarrassment!

### The First Production Elan

The first Elan was 997 NUR, VIN 26/0001 in Carmen Red, later fitted with a Metallic Silver hardtop. Jim Clark was loaned the car by Lotus and he ran it for about nine months before his friend and leading light in the Border Rievers racing team, Ian Scott Watson, bought it from Lotus. The hard top never fitted very well which is why Jimmy taped it up with matching tape to keep out the rain! The hardtop could have been a one off as the production version came later, at unit number 0039. Otherwise I believe it was in what was to become standard production form, although it was fitted with the 1498cc engine when Ian bought it. One day, when he was overtaking a Sunbeam Rapier, the engine blew up with a huge bang and clouds of smoke. It was then replaced with a standard 1558cc engine. Ian sold the car in 1966 and after passing through the hands of several different owners its remains were spotted in a scrapyard near Mallory Park. The current owner, historic racer Michael Schryver, bought it and then had it restored, even down to the tape, by Simon Hadfield with input from Lotus. It can often be seen at the Jim Clark Room museum in Duns.



### Shapecraft Fastback

Shapecraft was a relatively small company based in Tolworth, Surrey that worked in alloy and stainless steel, mainly for the aero industry. They were asked by Barry Woods, who ran the nearby Surbiton Motors garage, to fabricate a fastback style roof in alloy for the Elan. Surbiton itself was a small operation with Barry, his mechanic Chris and a salesman for the MG and Lotus franchises they held. Barry was a club racer and he bought an early Elan (26/0033, registered 39 PG) to go racing with. He then developed the fastback concept for the car and asked Shapecraft to fabricate something for him. Concurrently Shapecraft happened to be doing some bodywork on another Elan for the designer David Ogle, including the fitting of not only a hardtop but also the fabrication of a smoother front section. Barry took a liking to this and had it fitted to his Elan as well. This front was never replicated on any other Shapecraft Elan. Barry then went racing in his Shapecraft Elan during the 1963 season. At this stage the Shapecraft Elan was a one-off special with the bodywork fabricated straight onto the car. However Barry was so taken with the improvement to the roof-line that he decided to market it and persuaded Shapecraft to



fund the making of a mould on which the tops could be more easily produced. The second car built was then exhibited at the Racing Car Show in January 1964. It was this second car (APJ 2B) that Peter Sellers bought and gave to Britt Ekland as an engagement present. Barry discovered at the show that Lotus were about to make the 26R for the 1964 season and he immediately placed an order for one (26-R-20, registered SM 1), persuading a good friend of his, Les Arnold, to purchase another one (26-R-4) as well. Both these cars would be fitted with the Shapecraft tops and would be raced as Team Surbiton Motors. Whilst Shapecraft made up these two tops on the new standard mould, they introduced side windows behind the B pillar and a ventilation slot in the rear of the roof. These windows were not fitted to any other Shapecraft Elans. Only one other 26R was fitted with a Shapecraft top and that was raced by Dick Crossfield. Best estimates are that only 10, perhaps 12, Shapecraft Elans were ever built, all via Surbiton Motors from kits supplied by them during 1964.

### Ian Walker Fastback Elans

Ian Walker was a well known Lotus dealer, racer and friend of Colin Chapman. During the early 1960's Ian Walker Racing Ltd ran various Lotus Elan's in gold and green livery, driven by amongst others Jim Clark and Peter Arundel. In early 1964 Walker designed new bodywork for the 26R Elan with a view to running it at the 1964 Le Mans 24 Hours in the Index of Thermal Efficiency class. This car was given the unit number of IWR/GT/1 and was initially registered XJB 1, subsequently FRX 176C. Williams & Pritchard were contracted to make up the fastback style alloy bodywork and after testing, Jackie Stewart took the car to first place in the GT race at Montlhéry. It was during preparations for the Le Mans race that, with one week to go, Mike Spence rolled the car damaging it to such an extent that it could not enter. It was subsequently restored, painted green with a gold stripe, raced and owned for many years by Paul Matty. It is still being campaigned by Martin Stretton. Having heard about this good looking car, the Swiss Hermann Huber contacted Walker and asked him to sell the car to him for his father. After many refusals by Walker and many further requests to sell by Huber, Walker eventually offered to make a road going version for him. IWR/GT/2 was intended only as a Grand Tourer and after Williams & Pritchard had fitted the bodywork, which had a front resembling the Gordon-Keeble, the car was completed by Harold Radford in French Blue with red Connolly hide. It was delivered to Huber in 1965 and remained unmolested in the family collection until 2004, when Paul Matty provided it to a new owner on registration NAB 935D. This car is currently available again through Paul Matty. These were the only two Ian Walker Fastback Elans.



### SMART Elan

The Stirling Moss Automobile Racing Team was formed by Stirling Moss in March 1963 following the accident that ended his racing career a year earlier. He bought an early Elan in kit form, registered 377 FXU and had it race modified and a revised nose and hardtop of somewhat unique design were fitted. In fact the design was by Frank Costin and the fabrication in glass fibre was by Williams & Pritchard. Sir John Whitmore successfully drove the car throughout that season, winning every event entered less than two when it let go a wheel. The Elan was sold after Valerie Pirie, Stirling's secretary no less, had driven it in club events during the early part of 1964 with some success. The colour chosen for the SMART livery was Light Borneo Green; it subsequently became known as vomit green! The fate of the car is unknown, though Mr Moss, as he then was, was known to dislike the Elan a lot! The car is believed to have been broken up.





# A Look at Unusual Elans



## The Type 26R

It took a while for the factory to realise that a racing Elan would sell. Many private racing teams saw the potential of the Elan as a race tool during 1963, notably Graham Warner with his Chequered Flag team and Ian Walker. In the end Lotus Components built 52 26R S1 Elans and 45 26R S2 Elans ... allegedly! It may be that slightly over 100 ended up being built at the factory. Unit numbers were recorded as 26-R-# and 26-S2-#. The Lotus press release for the 26R S2, which was very similar to that used in January 1964 for the 26R S1, had this introduction: "The standard Lotus Elan as produced by Lotus Cars Limited is a production high performance luxury sports car designed to give the owner value on a price/performance basis hitherto unequalled in the small capacity market. It is not suitable for racing. Many of our customers, however, like to take advantage of the outstanding performance, road holding and braking customary with our cars and use them for competition. Because of this, Lotus Components Limited, the company within the Lotus Group who build all Lotus racing cars, have produced a Lotus Elan competition model, the specification of which is listed below. This specification should however, be read in conjunction with the standard specification for the Lotus Elan as we have endeavoured to show here the major difference in the competition version."

Listed here are the main 26R specs (not intended to be exhaustive!): S1 - Cosworth Mk15 1594cc, 140bhp. Twin Weber 40 DCOE2, Bendix electrical fuel pump. Alloy drive casings. Competition wishbones. Rose jointed rear wishbones. Thicker anti-roll bar. Magnesium hub carriers. Alloy front calipers with special discs. 3.9 diff with 4.1 and 4.4 option. Alloy radiator. Dunlop 550/13 R6 racing tyres. Lightweight body and seats and wider wheel arches. Most were fitted with the optional hard top. S2 - BRM type 84 phase III, 1594cc, 150bhp. Twin Weber 45 DCOE13. Electric fuel pump. Large bore four branch exhaust. Alloy drive casings. Adjustable competition wishbones. Thicker anti-roll bar. Rose jointed rear with anti-roll bar. Roller spline driveshafts with UJ's. Alloy front calipers with special discs. Dual master cylinders and brake balance bar. Same diff options as above. Larger alloy radiator. Diff oil cooler. Rollover bar behind driver. Varley battery. Headlamps under Perspex covers. Dunlop 600/13 R7 tyres on cast magnesium wheels. Interestingly customers later worked out that the best engines had a Cosworth block and a BRM head. During the 1964 season the 26R was fully homologated. The completed racing car weighed in at around 600 kg and they were all in RHD. Lotus never raced the 26Rs themselves but instead heavily supported Ian Walker's 'Gold Bug' Elan team which had greatly contributed to the development of the cars in the first place.



## Ian Walker Rally 26R

IWR also modified a metallic blue coloured 26R, registered LRO 8C (VIN 26-S2-33) to compete in rallies. Brian Culcheth worked for Ian Walker and he piloted the car on six of the rallies entered, four in 1964 including the Rally of the Vales (DNF) and the Radcap Rally (2nd overall) and five in 1966, including the Gulf London Rally (piloted by Terry Hunter with Attis Kraukis, retired on the Yorkshire stage with a fracture to the rear end), the Jacobean Rally (same crew, 1st overall) and the Lyons-Charbonnières Rallye (Culcheth and Walker, DNF), for which the car was repainted in the more familiar gold bug paint scheme. The car was then passed to Brian Culcheth who campaigned it in several rallies in the UK during 1967 on his own account. It was subsequently converted to racing specification and at one time was owned by Malcolm Ricketts. It still competes successfully.



## FHC Development Elan & Jim Clark's Second Elan

Jim Clark owned this 1964 S1 Elan - designated M24 at the factory as a development car for the FHC - registered CRO 291B, VIN 26/3387 in Cirrus White. This car was converted in March 1965 by Harold Radford, who converted a number of Elans as highly-personalised cars, with numerous luxury fittings. Jimmy's conversion included red upholstery, electric windows, padded dashboard with most switches repositioned onto the tunnel top and a large padded horn push with the Radford logo. When he split with girlfriend Sally Stokes, Jimmy gave her this car. It was subsequently stolen, possibly after Sally had sold it and vanished from sight. In the late 1980s or early 1990s this Elan was allegedly restored and sold to someone in Japan, where it is rumoured still to be.



## Frua Elan

In 1964 Frua of Turin was commissioned by the Swiss Lotus importers Holiday Cars to produce a one-off styling exercise on an Elan S2 chassis. It was shown at the 1964 Paris and 1965 Geneva Motor Shows. It looked like a scaled down Maserati and took three years to actually get on the road after the shows. Coloured a custom red, it was fitted out in luxury ivory-coloured leather and wore Rudge type wire-spoked wheels under a steel fastback style body with a glass hatchback and aluminium doors and bonnet. In a press release, the plan was announced to construct the Frua body and to then complete cars at three plants in England, Italy and Switzerland. Photos show cars with different colour schemes, indicating there could have been up to three cars made. Their whereabouts are unknown.



## Mrs Peel's Elans

Emma Peel was one of the central characters in the iconic 1960s 'Avengers' television series. Diana Rigg, who played Mrs Peel, apparently hates being asked about the cars! Two Elans were used in filming. The first was a white S2 DHC registered HNK 999C; the second was a blue S3 DHC registered DHC SJH 499D. The white S2 was used by a Lotus director after the series finished and subsequently dropped out of sight. The blue S3 was an exhibit at the Cars of the Stars Museum in Keswick, Cumbria, which closed in 2011; its current whereabouts is not known.

Tim Wilkes

To be continued in October when we'll be looking at the 'Works' rally Elan, the Mike Spence BRM Elans and the Elanbulance amongst others.





# » LCQ Rathdowney Day Run Sunday 24th March

by Maggie Goodfellow

The first run under the auspices of our new social secretary Clive Wade showed his true colours – in fact very colourful A3 maps of where we were all meant to be going. What organisation, what precision, what enterprise – we were all bowled over! Also thanks to John Barram for the arduous job of pre-testing the road conditions

The assembly point was at Peak Crossing (vaguely in the direction of Warwick from Brisbane) at 9:30 for a 9:45 start. Well, some had turned up at the allotted time, but others tended to drift in, some were diverted by a local produce stall so had to do u-turns to buy tomatoes etc, we were all distracted by the sight of the Ferrari club passing by – obviously also out on a day run – and so we finally managed to proceed at about 10am.

There was a very nice varied collection of vehicles – 2 x S1 Elise of the John and Penny Barram and new owners the Jeffs, 2 x S2 Elise of Russ and Leigh Carter, and Peter and Norma Upham, the Philps in their new Europa, the well used M100 of the Goodfellows, equally well used and as always immaculate Elan of Greg and Chris Bray, Steve Lennox in his original Europa (together with minor starter motor hiccups) and a couple of non-Loti – Mal and Chris Kelson in their daughter's Toyota 86, Clive and son Richard in Richards BMW (where was the Elise?! ) and friends of Mike and Maggie's Adrian and Joan Bulcock in a new Porsche Boxter Spyder out on its first real run.

We all set off towards Boonah through countryside which was amazingly green and lush after such a long wet summer.

Fairly soon after we set off, we saw Bob Butfield in his original red Elan roaring down the road in the opposite direction! We never did manage to find out where he went but I believe he did try to find us in Boonah and then gave up the struggle. In fact we never stopped in Boonah but carried on to Maroon Dam and the scenic café for a welcome coffee break.

On the way we met the Aston Martin club coming the other way – wow what a line up of vehicles there, ranging from probably the sixties to very recent models. It was obviously THE day for car runs.

The road from Maroon to Rathdowney was the most scenic part of the trip – lots of bends with a few really tight corners and narrow sections (some single lane). The creeks were running, the trees were green, the sun was shining (well most of the time) so what more could you ask for? A good lunch, which we all indulged in at the Rathdowney Hotel (obviously the landlord makes all of his money on a Sunday as the place was packed with bikies and car nuts). The service was amazingly efficient and the outdoor eating area cool and breezy so an ideal lunch break.

But now the storm clouds were beginning to gather, so most of the party headed straight back to home (mostly Brisbane) but some hardy chaps ventured further into the hills never to be seen again.

Altogether an excellent day run – well done Clive and John but sorry no one had the foresight to take any photos for this magazine article!

## » Lotus F1 Team After Bahrain





# 2013 LCV Championship after Round 2

DRIVER	VEHICLE	Deca Sprint 07/04	MSCA Phillip Island 21/04	Total
<b>Clubman</b>				
Stuart King	Westfield	9	6	15
Grant Della	PRB	10		10
Peter Nowlan	NRC Bullet clubman		10	10
Bruce Main	Caterham		9	9
Stephen Della	PRB	8		8
Tromp Hofmeyr	Birkin	6	2	8
Richard Stevenson	Elfin		8	8
Les Bone	Haynes Clubman		7	7
Keith Marriner	Caterham	7		7
John Clemow	Caterham	5		5
Tim Donellan	Birkin	3	2	5
Petrina NG	PRB		5	5
Sam Fisher	Elfin	4		4
Nick NG	PRB		4	4
Keith Marriner	Caterham		3	3
Bernard Boulton	Elfin		2	2
Peter Buczak	Locost Clubman		2	2
Ian D'Oliveyra	Leitch 7	2		2
Robert Lancaster	Westfield SE		2	2
Tony McConnell	Elfin	2		2
<b>Early Europa, Elite &amp; Elan</b>				
Kevin Neville	Elan M100	4		4
<b>Esprit</b>				
Steve Blackie	Esprit Turbo	4		4
<b>Elise – Normally Aspirated</b>				
Chris O'Connor	Elise	10	6	16
David Buntin	Elise CR	9	5	14
Rhett Parker	Elise S2	8	4	12
Phil Gebara	Elise S1	7		7
Alec Spyrou	Elise		7	7
Lou Silluzio	Elise	6		6

DRIVER	VEHICLE	Deca Sprint 07/04	MSCA Phillip Island 21/04	Total
<b>Elise/Exige - Honda &amp; Forced Induction</b>				
Loke Min Chan	Elise 111R	10	4	14
Joe Vodopic	Elise HPE	9		9
Matthew Purtell	Exige S	8		8
Trevor Gatland	Elise SC	7		7
Lloyd Waldron	Exige S	6		6
Gerard Waldron	Exige S	5		5
<b>Modern Europa &amp; Evora</b>				
Craig Chalmers	Europa S	4	4	8
Peter McConnell	Europa S	3		3
<b>Racing &amp; Other</b>				
Damien Hartin	Exige		10	10
Mike Richards	Royale FF RP31M		9	9
Rodger Allgood	Bolwell Mk4		8	8
Michael Bouts	Porsche GT3		7	7
Robert Swain	Royale FF RP16		6	6
Ian Rusch	ICV R23		5	5
Bruce Astbury	Triumph Spitfire		4	4
Stewart Richards	WRX	4		4
Steve Miller	MX5	3		3

Drivers must compete in a minimum of 3 rounds to be eligible for championship status.

One of those rounds must be either Deca or Rob Roy.

## LCV Championship Events outstanding

June 16th MSCA Sprint – Sandown

September 1st MGCC Hillclimb – Rob Roy

November 3rd MSCA Sprint – Winton

Any queries, please refer to an LCV committee member



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## NAME THAT CAR



Answer on page 20.



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

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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

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1963 Lotus Super Seven  
Mk. 2 Americana  
Chassis Number SB1489  
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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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## ▲ PRB CLUBMAN S2 #62. Car, trailer and spares

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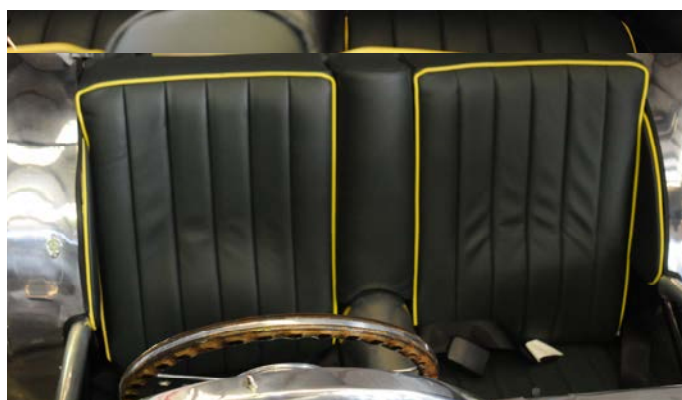
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All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on website.

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As above, plus photograph.

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

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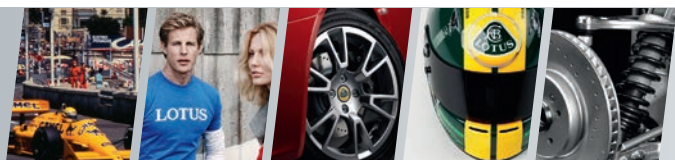
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