



LOTUS & Clubman Notes



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

FEATURES

- A Visit to the Automovil Club Argentina
- Lotus weekend Gippsland Gallivanting 2013
- LCQ Lakeside DTC Timed Laps
- October Club Night with Tony Wheeler
- LCV at the AROCA 6-Hour Relay

2013

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November 2013

VOLUME 19 • ISSUE 10

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COVER IMAGE:

A lovely line up of Lotus Classics from north of the border (Photo: G. Wade)



LOTUS & Clubman Notes

This past month has brought the full spectrum of emotions that seem to be a part of membership of a sports car club. (Actually, make that life in general.) To detail just a few of the ups and downs from the past few weeks I will start with the:

Excitement: of collecting a rebuilt Elise after some months in pieces. It was great to have it back on the road again.

Joy of driving on a near empty country road on a crisp Spring morning. It is hard to beat a clear sky, cool morning and central Victorian country roads for something to put a smile on your face on the weekend.

Anger at having your favourite toy roll to a stop less than a day after it was 'fixed'. Fortunately the outcome was nothing but a safety switch and cause of more ribbing by other club members.

Frustration of having to wait for hours to be rescued by Roadside Assistance, but it was a much better outcome than his last 'rescue', a family loaded up on their way off for a weekend who filled their new Peugeot diesel with petrol and had it towed back to the dealer to save the warranty. Apparently the only 'use' for a diesel/petrol mixture is that the CFA love it for their backburning!

Thrill of being on a track full of other like-minded lunatics trying to push their cars right to the edge but not over it. There really is nowhere else to drive a Lotus (or any other sports car) the way they were meant to be driven, other than on a track.

Sobering wake up of seeing someone go beyond the limit and destroy their car against a concrete barrier. One poor bloke managed to destroy his road going MX5 when he overcooked the end of the main straight and plowed into the flag marshals' heavily fortified post.

Pleasure of listening to well presented yarns of motoring and travel around the world. Tony Wheeler kept those fortunate enough to be at the last club night entertained with his automotive experiences and tales of travels that could, in fact, have, filled many books.

Grief and sorrow at the untimely and unexpected passing of a well loved club member. The death of Kyran Meldrum has stunned all who knew him and our hearts go out to Annette, his other family and his wide circle of friends.

Thanks once again to all those who have helped with contributions to this edition. There is always room for more articles on your experiences with the joys and despairs of your Lotus and its' relatives so don't be shy in 'putting pen to paper' (when will our younger generations ask us what that saying used to mean?)

Enjoy the magazine

CKJ 111

President's pleasantries

By CRAIG CHALMERS, President, LCV

Well it's been another busy month in LCV as we approach the wrap up of another year. Our motorsport participants have been busy with many braving some ordinary weather for the MSCA sprint at Sandown. In a bid to encourage numbers on a date that clashed with Bathurst, a 'Holden v Ford' theme was promoted. Despite some concerns over recent competitor numbers a field of over 100 competitors hit the track and is a good reward for some new promotion ideas. Well done to LCV member Alec Spyrou and the MSCA committee on conducting a recent survey and initiating some changes to promote the MSCA events. As our MSCA delegate Mike Richards wrote in his article in last month's magazine – please provide feedback on what you want to see. It's hard for a committee to know your thoughts, issues or complaints and suggestions for improvement if you don't discuss them!

A number of LCV teams and members headed up to Winton for the AROCA 6 hour event over the weekend of October 19-20. I understand there are a couple of reports inside from the different teams so read on for the finer details.

Those who weren't at the Winton 6 hour were off exploring the back roads of Gippsland in our annual weekend away. Or if you weren't there you should have been. With some great twisty roads for the enthusiastic drivers to explore and some suitable breaks for refreshments for the passengers (wineries, breweries) a great weekend was had by all. Some specific highlights were the road into and exploring around Walhalla and the Saturday night entertainment of Ralph hosting our 'Warm Seat' trivia evening. I'll let you read Lou's report inside for further details.

The October club night had Tony Wheeler entertaining us with some great stories of his travels and how Lonely Planet actually should have been called Lovely Planet if he'd heard the song lyrics correctly. Apart from selling used cars for profits Tony had great stories of travels and the world to entertain his audience. Thanks again to Mike & Tony for a great night.

As we approach the end of the year don't forget we have the final round of the LCV championship with MSCA at Winton on November 3rd. A couple of the classes are still up for grabs so it'll be interesting to see how it pans out in the final round. It is also cup weekend for those of us lucky enough to have the Monday off so keep that in mind if you want to spend extra time around central Victoria while having a run on the track.

The following weekend of November 10th is the final EMR of the year. Organised by Kris Cook the run is departing from Hurstbridge to finish at the Tooborac Pub for lunch, this should be a great run in the pre-summer sunshine so hopefully there is a good turn-out but unfortunately I will be missing this one.

For those thinking that open top motoring is a good idea – don't forget my clubman is still for sale at the Healey Factory at Ringwood. I know it's a cheeky plug, but offers are considered as it's simply not being used enough.

Tuesday 12th November we have the opportunity to tour the Automotive Centre of Excellence in Docklands. Since we last visited there a number of years ago, the facility has more than doubled in size and will have some different things to look at. This is an opportunity for an inside look for those considering night courses to hone your skills and to see where the future mechanics, panel beaters and your automotive carers are learning their trade. However please take careful note of the earlier start time.

The 24th November Christmas party and concours entry form was distributed in the previous magazine so please RSVP to Peter McConnell with your car details for the concours (don't forget there are also track and DeLorean classes) or a simple RSVP for lunch only if your Lotus is in 'restoration' for next year's event. Last month's magazine also included the nomination form for next year's magazine, so don't forget to respond if you would like to continue to receive it in a hard copy format otherwise the default method will online from the website.



As many of you are already aware I am resigning from the presidency at the end of this year so we are on the lookout for a fresh face to lead the club. I have enjoyed my 7 years on the committee and time as president, however there is always a point where it is time for a fresh face and vision. There is a great committee that works with you and supports you no end, so please step forward and consider if you would like to help out your club. If you have concerns or enquiries on what is involved please contact myself or other committee members who will gladly answer questions.

On a sad and sombre note, we were shocked to hear of the sudden passing of Kyran Meldrum. An inaugural club member, committee member, multiple award winner, Goldfields/Gallivant organiser and general great supporter of the club his passing will be felt by us all. It has shaken myself and the members who knew him and our heartfelt condolences go out to Annette, Jason, Selina and Jacinta on the loss of a great man and a loved family member. For any support or anything that you would like from your extended Lotus club family, please simply ask and the volunteers will be lining up. Our thoughts are with you at this difficult time.

For now, travel fast and travel safe,



Craig

LCV Club Night

TUESDAY 12 NOVEMBER

6.45 pm

Location: Automotive Centre of Excellence,
1 Batman's Hill Drive, Docklands,
Melway 2E H8. Start
Contact: Craig Chalmers 0412 983 818

*All packed and ready to
go home from DTC.*



President's prologue

By **DICK REYNOLDS, President, LCQ**

Goodness, I just realised I haven't finished the November Prologue.

It has been a very busy month, what with repairs to the car, preparations for the final DTC at Lakeside and then Noosa Hill Climb in a couple of weeks. I think I can throw in an EMR there also.

Just this last Sunday we ran the final DTC and what a great event it proved to be. We were down on numbers and very nearly had to cancel it. Due to difficulties with scheduling, the Elise/Exige boys and others were at Morgan Park sprinting, and a few other "ring-ins" who often attend, were at a Motorkhana.

Well the boys from the North Coast gladly attended, plus the Nissan Club from Brisbane, and much to Daryl Wilsons delight, we actually made a profit on the day. There will be an article here I think. If not, then next month. Suffice to say, a very quick and well driven Datto 1600 won the day on the first circuit, followed by Lindsay's Exige and then a "magnificence" of Sevens (three to be exact). Second Circuit similar. This is proving to be a very popular event, partly I believe because it is so free of potential dangers – Armco etc- and our charming company of course.

We must thank Jenny Murphy and Giles Cooper for running the timing on the day. Thank you Jenny and Giles. And while I'm at it again, thank you Lachie for being such a helpful kid!

There have been a few accidents of late, on fast circuits such as Queensland Raceway and Lakeside, with tragic results. It certainly brings home the dangers of Motor Racing, and gives us cause to moderate our enthusiasm. It has always been the policy of the DTC organisers to have safety as our first priority, and will continue to be so. Additionally, Ken Philp, our honorary Club Solicitor, checked out the legal issues embodied in the event, and we believe we have that sorted also.

Whilst on this, I shared the task of Scrutineering the DTC on Sunday, and was very impressed with the standard of cars, across the board. If all the details are in place, and all care is taken, I believe we can continue to enjoy these types of events in relative safety. See you out there!

Sitting in my office this afternoon I had a phone call from a chap in Mackay. Turns out he has an Elise S2, and recently did the "Honda" thing. The details and bits were sourced in Sydney with the usual supplier, and the project went

well, but he was bemoaning the fact that there are few Lotii in Mackay. Turns out he is keen to enter a few Hill Climb events. The more the merrier I say! I wonder if the various Lotus Clubs could promote out of town connections to the Club? For instance, Social Runs that travel towards certain members, or invites to events that are closer to them. My Elise man isn't too far from Noosa for the Hill Climb, but a weekend at Morgan Park would be a real stretch.

There's probably a heap of other things I should be discussing, but I have to get this in, so please give me a hoy if you have things to say, and I will fill the gaps in next month.

That's all.

Dick

PS. My rough-as, stick welded diff housing stayed together at the DTC. Yahoo!

LCQ Monthly Meeting

TUESDAY 5 NOVEMBER – 7.30 pm

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



2013

LOTUS 2013 CALENDER OF EVENTS

NOVEMBER	VICTORIA	QUEENSLAND
Friday 1st Saturday 2nd Sunday 3rd		Australian Hillclimb Championships Round 6 1753 to 1799 Mt Cotton Road, Mt Cotton.
Sunday 3rd	Sunday 3rd – MSCA Winton Final Round of LCV Championship. See msca.net.au for entry details.	
Tuesday 5th		LCQ Monthly Meeting – 7:30 pm Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Saturday 9th Sunday 10th		Noosa Historic Hillclimb Tewantin
Sunday 10th	LCV EMR Location: Diamond Creek, Coventry Oval carpark, Main Hurstbridge Rd., Melways 12A6. Start time: 8.30am. Contact: Kristian Cook 0400891 085	EMR – Start Location: McDonald's The Gap. Start Time: 7:30am. Contact: Dick Reynolds: 0419 791 326.
Tuesday 12th	LCV Club Night – Automotive Centre of Excellence Location: Automotive Centre of Excellence, 1 Batman's Hill Drive, Docklands, Melway 2E H8. Start Time: 6.45pm Contact: Craig Chalmers 0412 983 818	
Thursday 14th		Gear Day – Queensland Raceway
Thursday 16th		Lakeside Club Sprint Round 3 – Lakeside Raceway Start Time: 7.30 for 8.00am Contract: Matt Plowman scurasolutions@bigpond.com
Saturday 23rd		Christmas Dinner New Farm Deli, Brunswick Street, New Farm 7.00 pm for 7.30 pm Contact: Peter & Norma Upham
Sunday 24th	LCV Christmas Party & Concours Location: Ferny Creek Ornamental Garden Reserve, 100 Hilton Road, Sassafras, Melways 66E12 Start Time: 11am Contact: Peter McConnell 9939 7501	
DECEMBER	VICTORIA	QUEENSLAND
Tuesday 3rd		LCQ Christmas Meeting Venue TBA Start Time: 7.30pm Contact: Dick Reynolds: 0419 791 326
Thursday 5th		Gear Day Queensland Raceway
Tuesday 10th	LCV AGM Details TBA	
Sunday 15th		EMR Details TBA



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au



October Club Night with Tony Wheeler

by Peter R Hill

The October club night should have been the biggest club night of the year with Tony Wheeler of Lonely Planet fame as our guest speaker. As far as Tony and his talk went we couldn't have had better, but the news of Kyran Meldrum's death threw a pall over the evening (see article on page 12).

Tony gave a most entertaining and interesting presentation, selecting some of his life's adventures that had a connection to cars and transport. He started with his first trip as an eighteen-month old, a seaplane journey from England to Pakistan. From that time onwards it seems as though Tony has never stopped travelling, first with his family (his father was a pilot), and then adventuring with Maureen.

It was interesting to learn that Tony started his working life as an engineer with the Rootes group. Its demise and subsequent takeover by Chrysler heralded a change of life and the start of his travels. He has experienced a variety of motorbikes and cars and enjoyed motoring in some interesting places including Africa, Asia and China. He and Maureen wrote a book about travelling "on the cheap" in Asia, it sold many

more copies than they expected and was the beginning of a travel writing life that spawned the Lonely Planet empire.

Tony recounted how he came to buy his first Lotus – an Elise in the unusual colour of burnt orange. He had got caught in the rain when he was out riding and took shelter in Zagame's café and showroom. I wonder how many people have stopped for coffee and ended up buying a Lotus. Six years ago he sold the Elise and bought a yellow Europa II that he still enjoys, but doesn't get much chance to drive due to his travels.

I found it interesting that despite his somewhat nomadic life, Tony has retained all manner of memorabilia and photos from years long past.

Mike Richards arranged our use of the Jaguar/Healey clubrooms which provided the perfect venue for the large crowd. Peter and Marg McConnell had been busy in their kitchen and served finger food for us to enjoy with our drinks. Despite our sadness the evening was a great success.





A VISIT TO THE AUTOMOVIL



With a few days break in Buenos Aires after business in Rio de Janeiro I searched for motor museums expecting to find something special, perhaps featuring Fangio. There is a Fangio museum but it is in his hometown of Balcarce which I believe is about 400 kilometres from Buenos Aires. What I did find was a small museum in the Automobile Club of Argentina (imagine Vic Roads and CAMS, combined, on steroids).

The Automobile Club of Argentina building is large and imposing. It seems that this is where the locals come to do their license and registration transactions. Most of them seem to push through the polished brass surround doors and head straight upstairs without a glance at the four cars displayed in the foyer. Each side of the expansive foyer has two cars. Three of the four are Veterans but the other is Fangio's V12 Ferrari 166. The steel bonnet has been replaced with a Perspex one so that Enzo's fine power plant can be viewed.

I climbed the stairs to the first floor only to enter a room full of nervous looking people waiting their turn for something, their license test perhaps. It took me a while to see a side door marked Museo. More polished brass gave way to a modest semi-circular room that looked out into the car park. As it turned out it contained an hour's worth of interest for me.

Seven veteran cars dominated the thirteen vehicles and although these are not normally of great interest to me their number included a 1901 De Dion Bouton which, like most of the vehicles on display, was unrestored. It bought back memories of about forty years ago when I regularly visited a similar car and its owner in Auckland. The race cars enjoy the central position in the display. The walls are covered in posters, prints, photos



by Peter R Hill

CLUB ARGENTINA

and badges. There are petrol pumps, cases of models, including one of the “hot rod” style cars that were raced in the country in the nineteen thirties and forties. Fangio’s own full size 1939 Chevy Coupe is in the car display.

The race cars have a distinct Australian association with two Brabham F2s, a BT30 and a BT36, plus another F2 called a BWA “Bigua” with a Fiat power plant. It looks suspiciously like a Brabham. (In recent times the Argentinians have produced some impressive replicas of famous cars, a couple of which are rumoured to have been passed off for originals by unscrupulous owners and sold for large amounts of money).

Carlos Reutemann is the most featured driver with all three F2s supposedly raced by him. What really appealed to me was the unrestored nature of the cars. I think the term “patina” is now being used to describe this condition (I looked up the definition: *a surface appearance of something grown beautiful, especially with age or use, which adds value to an antique or collectible and should not be cleaned*). I found it easy to imagine that these cars were simply wheeled off the trailer after their last race, given a quick wipe over then rolled into the museum. I liked them.

Other drivers were featured in the photos, posters and prints including: Fangio, Gonzalez (who gave Ferrari its first victory), Domingo Bucci, Domingo Marimon, Bordeu and “Pechito” Lopez who was a Renault F1 test driver.

There were a number of very good prints—well, I assumed they were prints but some could have been originals—by one of my favourite artists: Argentinian Juan Carlos Ferrigno. *Pity the security guard was keeping a close eye on me.*

I enjoyed an hour with the museum all to myself. One or two people passed through quickly, to or from the car park, but none gave the exhibits a glance. Their disinterest was my gain. Entry was free so it was definitely good value. Add it to your list of things to do when you visit Buenos Aires.



GUESS THE IDENTITY

Can you guess the identity of these two Lotus Club members? [Answer on page 12.]





A TALE OF LSD

by Dick Reynolds

Mug with her skirts up!



Maybe you remember this article. I proudly announced the installation of my Quaiffe differential.

Then some months later – quite a bit later in fact – I proudly announced the installation of some seriously “grippy” tyres.

Well guess what? Now I can announce the result of these two installs.

MUG has her skirts up once again.

Meet my new broken differential housing.

Yes, that’s right, improve the car then break it!

Must say it was performing remarkably well prior to breaking – think I’ve heard that before!

After lunch at the last DTC I had replaced a shagged “A frame” bush, due to excessive oil eating the rubber bush. At the time I thought it excessive. On inspection at home that afternoon, I found a rather large crack right down the back of the diff housing, and about 5 degrees toe-in on the rear end!

Now, call me a dumb arse, but everyone from here to Hethel knows that Ital Marina housings can’t handle too much power. So do I, and

thought that 95 hp at the back wheels was not excessive. However, as the man says, it’s more about torque than power.

After many hours trawling the net looking for an easy solution, that wasn’t too heavy or costly, I came up with the rather Heath Robinson solution you see here.

10mm bar runs from the old leaf spring brackets, to a post either side of the diff opening, directly over the internal gusset, then across the space between the two 5mm plate brackets. That should stop the bending.

Then I welded up all the holes in the housing, of which there were numerous. It was fun testing for leaks – just like in my push bike days, I dunked the housing in a trough of water to test for leaks – bloody things everywhere, including from behind the “A Frame” lower bracket.

Then I pushed gasket silicon into every corner I could find, just for good measure, and proceeded to put the thing back together.

Now as you know there may well be leprechauns, and I’m sure I stepped on one, because my lovely new re-built tail shaft failed

to fit! The lads had put the wrong pcd holes on the end that mates with the differential. So, as always, tear it all apart again, get that sorted and put it all back together again. There’s a tale here. If you take a part to get sorted, take everything and check for fitment – before you take it away.

Saturday morning I had the car back together. With some trepidation, I launched off to my usual testing roads. It would appear to have done the trick. No leaks and seems to handle well, if not better. I did a wheel alignment check and have 2mm toe-in on the rear.

Given that I learnt to weld last Friday, I’m not expecting this fix to be permanent. So a new housing needs to be found, and maybe I can get a decent auto fabricator to build a housing that won’t break.

Oh, before you all shout Escort at me, I decided to pursue the Ital Marina, ‘cause that’s what I have, and maybe we end up with a good solution for all.

by Mike Moore

LCQ LAKESIDE DTC TIMED LAPS

20th October 2013

Over the past few years our Timed Laps events have become a core part of the LCQ calendar. Lakeside Park's Driver Training Centre permits a number of different circuit configurations, which are fast enough to make drivers feel like they are trying but not so fast as to be intimidating. None of the available layouts are what could be termed "power circuits" either, which means that the circa-100hp, Caterhams and Elises can be on closer terms with the circa-400hp Exiges than is perhaps the norm. The format also provides plenty of time to chew the fat with the other participants and visitors, making these days very sociable. When I moved to Queensland 3 years ago, I found my first DTC to be the perfect introduction to both LCQ and track-based competition.

Except, of course, it's not a competition. Oh no. The Timed aspect of the Laps is purely for educational purposes. Helpfully, Layout No.6 has largely been the circuit of choice, enabling comparison from one event to the next and whilst the top of the timesheets tends to feature the Usual Suspects, a number of drivers have 'climbed the charts' significantly over time. Jon Young had his first event the same day I did and has improved beyond all recognition since then. And the improvements of our intrepid leader Dick Reynolds have been well documented in these pages, culminating in a warm-tyred third place last time out. Sadly, after an initial flurry of improvement, my times had stagnated, despite buying myself a fancy-pants new (13yo) car.

The last DTC event of 2013 was scheduled for 20 October and a clash of dates with the Queensland State Sprints removed the super-quick, Usual Suspects from the entry list. This then, was a chance for glory, in a strictly non-competitive way of course. The Caterhams of John Young and Daryl Wilson were both sporting shiny new dampers. Lindsay Close, Martin O'Brien and myself had invested in some driver training courtesy of a Paul Stockell Track and Training Day. And Dick had a cunning plan. Who would prevail?



Well sadly, none of us prevailed. In the end Tim Hill in his turbocharged Datsun 1600 took the honours in both the morning and afternoon sessions. Dick's cunning plan was to change circuit layout after lunch with conspiracy theories abounding as to how much the revised layout would favour the Caterhams. Unfortunately for Dick, a couple of "senior's moments" rather unravelled his plan as he took the wrong direction on two of his five afternoon runs. Lindsay came very close to upholding Lotus honour but had to leave for work before the end of the day, when the fastest times were set.

There were many new faces there on the day and all of them left with a grin. Special mention should go to Jay Bowden in his immaculate Lotus Cortina. Martin O'Brien demonstrated what a wonderful car the new Elise S is by setting some very respectable times in his showroom spec car. And a big thank you to the Nissan and Holden boys, who entertained with their increasingly effective power slides through the course of the day.

A final reflection of the "non-competitive" nature of these events is that the timekeepers' tent tends to become the social hub. Ginetta Rochester

Lakeside DTC Timed Laps - Driver Run Times. Course 1 - Sunday 20th October 2013.

Car	Driver	Make	Best R1	Run 1	Run 2	Run 3	Run 4
8	Tim Hill	1970 Datsun 1600	0:00:47.881	0:00:49.272	0:00:48.550	0:00:47.881	0:00:48.081
6	Lindsay Close	2007 Lotus Exige	0:00:48.230	0:00:49.096	0:00:48.350	0:00:48.703	0:00:48.230
12	Jason McGarry	1988 Caterham Super 7	0:00:48.576	0:00:49.010	0:00:49.783	0:00:49.061	0:00:48.576
7	Dick Reynolds	1988 Caterham Super 7	0:00:49.018	0:00:49.018	0:00:49.019	0:00:51.025	0:00:49.073
2	Jon Young	1988 Caterham Super 7	0:00:49.215	0:00:51.173	0:00:50.254	0:00:49.673	0:00:49.215
4	Martin O'Brien	2013 Lotus Elise S	0:00:49.936	0:00:50.763	0:00:50.669	0:00:49.936	0:00:51.037
16	Mike Moore	2000 Lotus 340R	0:00:50.056	0:00:50.997	0:00:50.678	0:00:50.056	0:00:50.683
9	Doug Tapper	1993 Nissan Skyline	0:00:51.031	0:00:52.980	0:00:51.786	0:00:51.402	0:00:51.031
11	Michael Heerings	2000 Nissan Blue One	0:00:51.525	0:00:52.801	0:00:51.525	0:00:51.906	0:00:55.274
10	Daryl Wilson	1998 Caterham Super 7	0:00:51.805	0:00:52.531	0:00:52.920	0:00:51.805	0:00:52.263
22	Callum Whatmore	1992 Nissan S13	0:00:51.921	0:00:53.261	0:00:52.891	0:00:52.652	0:00:51.921
21	Harry Dowling	1995 Toyota Soarer	0:00:52.296	0:00:52.992	0:00:53.013	0:00:52.824	0:00:52.296
19	Allan Ridgeway	2003 Nissan Skyline	0:00:52.743	0:00:55.488	0:00:53.149	0:00:52.998	0:00:52.743
23	Nathan Profke	2004 Holden Commodore	0:00:54.078	0:00:55.652	0:00:54.200	0:00:54.651	0:00:54.078
24	Glen Farley	1999 Nissan Sylvia	0:00:54.579	0:00:56.675	0:00:55.664	0:00:54.579	0:00:54.661
17	Ian Rivlin	2012 Audi A5	0:00:54.641	0:00:55.083	0:00:54.641	0:00:54.697	DNR
5	Mal Whatmore	1998 Nissan 200SX	0:00:55.090	0:00:59.140	0:00:56.272	0:00:55.090	0:00:55.956
1	Shane Murphy	1968 Lotus Super 7	0:00:55.331	0:00:56.530	0:00:55.689	0:00:55.331	0:00:55.515
13	Evan Lambkin	2007 Holden Clubsport	0:00:55.423	0:00:57.518	0:00:55.423	0:01:25.821	0:01:00.478
18	Anthony Williams	1995 Commodore Ute	0:00:55.439	0:00:55.827	0:00:56.117	0:00:56.540	0:00:55.439
26	Gavin Goeldner	2007 Porsche Cayman S	0:00:55.468	0:00:57.119	0:00:56.255	0:00:56.306	0:00:55.468
14	Zak Davidson	1999 Nissan Pulsar	0:00:55.889	0:00:57.721	0:01:05.879	0:00:55.953	0:00:55.889
15	Ken Gray	1988 Lotus Super 7 Replica	0:00:56.519	0:01:11.129	0:01:00.240	0:00:58.233	0:00:56.519
25	Todd Black	1996 Holden Commodore	0:00:56.566	0:00:57.251	0:00:56.566	0:00:56.755	0:00:56.630
3	Jay Bowden	1965 Lotus Cortina	0:00:58.199	0:00:58.972	0:00:59.950	0:00:58.199	0:00:59.132
20	Scott Baxter	TBC	DNR	DNR	DNR	DNR	DNR
27							
28							
29	DNR = Did not run						
30	DNF = Wrong way or did not finish						
31	Yellow highlighted wrong side cone +5 seconds.						
32							

and Monique Cedergren suggested moving the tent to the left side of the start line, so that the timekeepers could see the track and watch the cars running without developing a crick in their neck. We implemented the change this time around and the tent was more popular than ever, so thanks to Ginetta and Monique for helping us see what should have been obvious! A big thank you should also go to Giles Cooper and Jenny Murphy for running the timing this time around and enduring a succession of sweaty men peering over their shoulder all day.

And as ever, a huge thank you to Daryl for all the behind-the-scenes effort that goes in to making it such a well organised and enjoyable day for all the competito..., sorry, participants.



Lakeside DTC Timed Laps - Driver Run Times. Course 2 - Sunday 20th October 2013.

Driver	Make	Best R2	Run 5	Run 6	Run 7	Run 8	Run 9
Tim Hill	1970 Datsun 1600	0:00:45.521	0:00:46.531	0:00:46.454	DNF	0:00:45.751	0:00:45.521
Lindsay Close	2007 Lotus Exige	0:00:46.268	0:00:47.820	0:00:47.197	0:00:46.268	0:00:59.919	DNR
Jason McGarry	1988 Caterham Super 7	0:00:46.698	0:00:52.476	0:00:47.695	0:00:47.257	0:00:46.698	DNR
Dick Reynolds	1988 Caterham Super 7	0:00:46.985	0:00:48.694	0:00:47.653	DNF	0:00:46.985	0:00:47.602
Martin O'Brien	2013 Lotus Elise S	0:00:47.211	0:00:49.104	0:00:48.358	0:00:48.108	0:00:47.841	0:00:47.211
Doug Tapper	1993 Nissan Skyline	0:00:48.473	0:00:50.064	0:00:50.184	0:00:49.233	0:00:48.506	0:00:48.473
Jon Young	1988 Caterham Super 7	0:00:48.670	0:00:52.350	DNF	0:00:49.890	0:00:50.151	0:00:48.670
Harry Dowling	1995 Toyota Soarer	0:00:49.249	0:00:50.342	0:00:49.637	0:00:49.662	0:00:49.249	0:00:49.506
Mike Moore	2000 Lotus 340R	0:00:49.259	0:00:49.579	0:00:49.259	0:00:49.360	0:00:48.713	DNR
Michael Heerings	2000 Nissan Blue One	0:00:49.433	0:00:50.733	0:00:50.295	DNF	0:00:49.433	0:00:50.163
Callum Whatmore	1992 Nissan S13	0:00:49.772	0:00:51.291	0:00:49.772	0:00:49.875	0:00:52.724	0:00:50.283
Allan Ridgewall	2003 Nissan Skyline	0:00:50.012	0:00:51.007	0:00:51.432	DNF	0:00:50.012	0:00:50.539
Glen Farley	1999 Nissan Sylvia	0:00:50.367	0:00:54.007	0:00:52.552	0:00:52.235	0:00:51.303	0:00:50.367
Daryl Wilson	1998 Caterham Super 7	0:00:50.539	0:00:51.128	0:00:51.797	0:00:51.170	0:00:50.744	0:00:50.539
Evan Lambkin	2007 Holden Clubsport	0:00:51.434	0:00:59.303	DNF	0:00:54.961	0:00:51.434	0:00:52.435
Nathan Profke	2004 Holden Commodore	0:00:51.613	0:01:19.594	0:00:52.982	0:00:52.285	0:00:51.624	0:00:51.613
Anthony Williams	1995 Commodore Ute	0:00:52.334	0:00:53.416	0:00:53.135	0:00:52.854	0:00:57.680	0:00:52.334
Mal Whatmore	1998 Nissan 200SX	0:00:53.220	0:00:55.457	DNF	0:00:54.541	0:00:54.267	0:00:53.220
Gavin Goeldner	2007 Porsche Cayman S	0:00:53.295	0:00:59.772	0:00:54.781	0:00:53.295	0:00:53.933	DNF
Todd Black	1996 Holden Commodore	0:00:53.374	0:00:56.430	0:00:54.374	0:00:56.331	0:00:53.374	0:00:53.740
Shane Murphy	1968 Lotus Super 7	0:00:54.127	0:00:57.126	0:00:56.850	0:00:55.170	0:00:54.127	0:00:54.580
Ken Gray	1988 Lotus Super 7 Replica	0:00:54.301	0:00:56.247	0:00:54.301	DNR	DNR	DNR
Zak Davidson	1999 Nissan Pulsar	0:00:54.479	0:00:58.838	DNF	0:00:55.072	0:00:56.503	0:00:54.479
Jay Bowden	1965 Lotus Cortina	0:00:55.243	0:00:57.617	0:00:56.891	0:00:56.284	0:00:55.243	0:00:55.700
Ian Rivlin	2012 Audi A5	DNR	DNR	DNR	DNR	DNR	DNR
Scott Baxter	TBC	DNR	DNR	DNR	DNR	DNR	DNR
DNR = Did not run							
DNF = Wrong way or did not finish							
Yellow highlighted wrong side cone +5 seconds.							

VALE KYRAN MELDRUM

by Peter R Hill

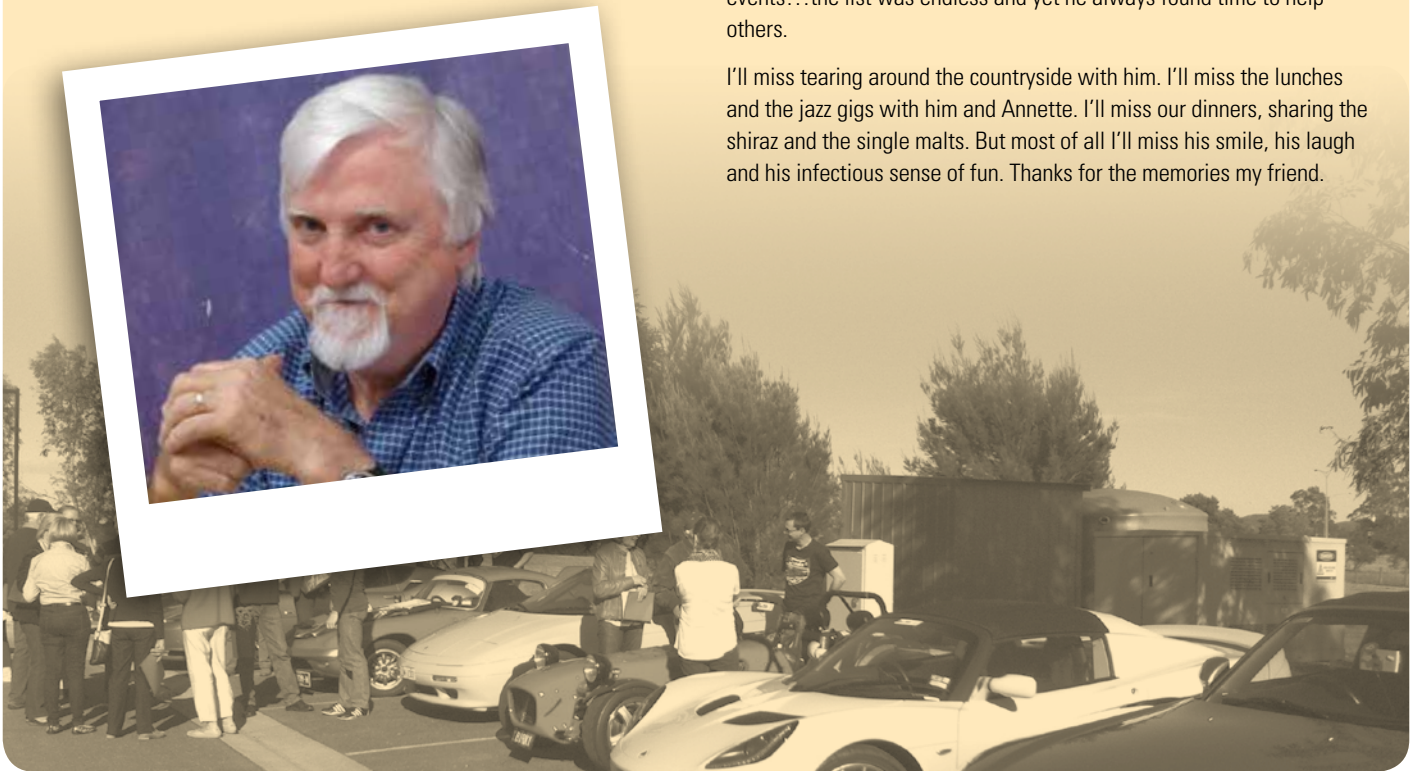
KYRAN MELDRUM was a thoroughly good bloke. He was also one of the most active and enthusiastic members of Lotus Club Victoria after being involved in its establishment in 1992, and serving on the Committee through to 1998, and as Co-editor of the mag, 1996–1998. The weekend before his untimely death, forty or more of us had enjoyed our Lotus, motoring on roads perfectly suited to our cars and chosen by Kyran. He would have spent days of his time planning the event, checking the route and producing the meticulous route notes and maps. That's the way he did things.



His work had revolved around cars and things mechanical. His hobbies likewise included cars, motoring, plus old aircraft, music, and a love of cooking, wine and whisky. Kyran loved jazz and blues, he had been a guitarist in his youth. A couple of years ago he bought a classic guitar but he had simply been too busy to get around to buying an amplifier and returning to his playing.

Kyran was always busy – busy working on the house, busy working on his cars, on other people's cars, on Lotus club events, on historic rally events... the list was endless and yet he always found time to help others.

I'll miss tearing around the countryside with him. I'll miss the lunches and the jazz gigs with him and Annette. I'll miss our dinners, sharing the shiraz and the single malts. But most of all I'll miss his smile, his laugh and his infectious sense of fun. Thanks for the memories my friend.



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Answer to GUESS THAT IDENTITY

Richard Mann and Peter Hill at a 'Back to the sixties night' at Mike and Wendy Wilson's. Richard drove his Lotus Europa with a large peace sign on the bonnet.



The motorsport bug has been gnawing at me over the years from two directions. Having owned a Series 4 Lotus Seven and raced kart's competitively for a few years, I hankered for the prettier (IMHO) Series 3 Lotus aka Caterham Seven and to test my karting skills on the big boys track. Fast forward to this year, combine the two – importing a Cat 7 from Blighty and entering the MSCA and LCV events, living Chapman's dream... drive to the track, compete, drive home... should be craving satisfied.

As most readers will understand, unfortunately the petrol head demons are not so easily satisfied.

The journey is only beginning, I need to be quicker, more horse power, limited slip diff, lose weight (self and car), better brakes, tyre choice ... my head spins at the options.

But wait, could the nut behind the wheel benefit from some tightening?

Thus I signed up for the John Bowe High Performance Driving Training, some pre-qualifiers were needed and these were satisfied by MSCA competition experience, the training is held primarily at Winton or Sandown, Winton was available and having just competed in an MSCA sprint a few weeks before a solid baseline would be established to measure any improvement against.

The day started with a briefing on safety, car preparation for the track and driving techniques. Safety on the day was paramount and clearly taken seriously, you know the routine flags, lights, no overtaking under braking, try not to crash, etc.

On to the more interesting stuff, lot of talk of increasing tyre pressures from a performance/safety perspective, the pressures discussed seemed high to me. I stuck with the Traction and Performance Tyres recommendations for my Yoko A050 of 28PSI.

Next was skid and spin theory, or to be more precise, how to control the outcome once you have chosen this course of action.

Differing techniques for managing under oversteer were explained, dismissing such myths as "when in doubt, power out", although that might still apply to tail happy 911's...

Key points I recall: remove the cause (right foot off throttle or brake), look where you want to go, avoid over correcting

Then we moved onto Apex techniques. Late and Early apex's were explained. I found this fascinating and a bit of an "Aha !" moment as the theory behind the lines we try to take was explained, not just from the perspective of the shape or tightness of the corner but, critically, the choice of apex when the current straight is longer than the next, and the right apex for max speed onto next straight when it's typically a longer stretch than the one you're on.

Enough of the theory, let's get on the track...

A couple of warm-up laps and your instructor for the day jumps into your car to observe your technique (or lack thereof). My instructor was Kristian Lindbom, he currently races in the Dunlop V8 series and clearly knew his stuff. Instructor-to-student ratio was an effective 1:5. Other John Bowe crew were David Cuff, Pete Barr, Jack LeBrocq, George Miedecke and Josh Hunt. These guys have considerable experience in a variety of motor sport categories, including Dunlop V8, GT Championship, Australian F3, Formula Ford and V8 utes.

I have to be honest but I don't think the clubman was the first choice for the instructors, I'm sure I saw them pulling straws to avoid the open-top experience. Other students' cars looked more inviting: Porka 997's, a batch of 944 challenge cars, quite a few Toyota 86's, assorted fast hatch's and some Australian muscle cars.

Anyhow, after three laps Kristian had seen enough, time for the debrief... what I thought I heard was "best lap I have ever seen and will you take my V8 shift, "

Unfortunately the side exit exhaust on the Cat 7 had affected my hearing and Kristian was actually saying "brake later and stop locking up the back end on down shifts".

Time for the demonstration, Kristian took the wheel and proceeded to demonstrate how to actually drive a car, this was an experience in itself as personally I have not been a passenger in my own car at speed. I was surprised how quick it felt from the passenger seat, with no aero screen on the passenger side. I also realised that the little screen actually does a lot to save your neck muscles!

Kristian demonstrated braking later, the different apex's and a better line through the legendary "sweeper", also suggested changes to throttle pedal position as he was unable to heel-and-toe due to spacing of the pedals. By the third lap Kristian was clearly having fun, his passing comments with a wry smile... "that's a lot of fun, reminds me of my Formula Ford days".

For the balance of the day I set about applying these New Tricks.

Comparative timing's were taken at the start of the day and in the final sessions. I must have completed 30 plus laps by the end of the day, the format allows you to get on the track to practice any time you like so you could easily have completed more if you or your car so desired.

RESULTS:

I improved on my best sprint time by 3 secs (1.40) and I can still see areas of improvement to be worked on based on what I learned.

So if you compare the small investment on this training to modifications to the car for the same impact, it appears to be great value.

SUMMARY:

Recommended! If you are starting out in sprints or competitive motorsport this type of training should be top of your list, for more experienced drivers I believe the personal attention and skill of the instructors will still help you find improvements.

Take your own lap timer, really useful for monitoring your own progress throughout the day, as only a few laps are timed by the John Bowe team. (I recommend "Harry Lap Timer" app on iPhone.)

On the down-side, be prepared for slower traffic frustrating a number of flying laps, due to mix of skill levels and vehicles. Cars like our Lotus's are comparatively very quick at Winton, so planning your laps in traffic is essential.

Final advice, traffic cops are very active around Winton, I have three points to prove it...doh!

Gippsland Gallivant

by Lou Silluzio

Photos by Ralph Longley, Jeanne Murray and Ian d'Oliveyra

We probably started a little later than I would have liked, but having the security of our TomTom to take us to Longwarry, I felt confident we would still get there in good time.

We were greeted by a beautiful morning – a little bit crisp, but lovely blue skies followed us all the way.

Having a TomTom that doesn't have the latest updates was always going to be tense, but nevertheless we knew the general direction, so we headed for the East Link first and then got onto the M1 to Longwarry – although TomTom wasn't happy!

Approaching Longwarry, there were two Caltex service stations – one on the left and one on the right of the highway. We couldn't see the right one until we went to the wrong one – which stressed me out, as we had to go up the freeway again and make a U-turn to arrive at where all the others were. It was marked on the instruction sheet but my navigator didn't tell me!



I was hoping for a nice bacon & egg sandwich and a coffee, but I could see it wasn't going to happen when they had demolished most of the service station buildings – including the café. All that was there were make-shift toilets and a kiosk selling fruit bars and refrigerated drinks. They had a coffee machine but after one look I decided against that idea.

After the formal greet and meet with the other club members, we were handed beautifully prepared instruction sheets – no doubt the work of the McConnells and the Meldrums.



Kyran gave us verbal instructions about do's and don'ts and "what if something should happen, etc".

Those who had soft tops took them off to enjoy the brilliant sunshine, and we headed for our first stage of the tour which was 80kms away, to a beautiful little town called Loch. The scenery on the way to Loch comprised of mainly lush green grass and dairy cows. We also passed a town called Poowong – not much of a name for a town – but it did have a historical site dedicated to the pioneers of the area in the Main Street.

In Loch, most of us headed for the cake/coffee shop which looked the most inviting. The poor lady in the coffee shop was swamped as she was on her own, serving, nevertheless we got to eat the best scones ever – even though the wait was a bit long. Financially, I'm sure she was pleased. All the scones that she had baked for a whole day's trading were sold at morning tea.



Loch to Meeniyan was the second stage of the tour. Again we were greeted with beautiful scenic roads and country side – lots of twists and turns, perfect for our little machines.



We thought we would follow Peter and Marg to Meeniyan this time, thinking it was the safe thing to do – and obviously so did a few others.

Not so! Two wrong turns – as well as Peter putting half his car in a ditch – made us wonder whether we had done the right thing!

Lunch at Moos in Meeniyan was excellent. The owners of Moos really had it all together. The food was delicious and at a reasonable price and it arrived without much waiting.

Stage 3 saw more beautiful country side, travelling approx 48 kms to Mirboo North where a few of the members decided to stop for chocolates at the local store. The rest of us opted for the local brewery located at the end of the street. We had a tasting plate of the local brew which comprised of seven small tasting glasses of ale in various shades from pale to dark-Guinness like colours.

On the way to Meeniyan we could smell something odd. It turned out to be Kyran's Elan blowing the radiator cap and the cooling fluid burning off on the manifold. Problem fixed, they rejoined the crew shortly after.

After some spirited driving, John Venema saw his lovely Evora shred a tyre, which meant that he had to have his car trailered back to Melbourne, as Evoras don't carry a spare tyre.

I've never thought about having a flat tyre or the fact that the Elise doesn't have a spare either. From then on I was worried that I too would have a flat, as my back tyres are due for replacement.

Stage 4 – being the last stage for the day – was 48 kms away. The destination was Traralgon, passing through beautiful towns like Boolarra and Yinnar, where there was another historical site about old rail days.

Arriving about 4.30pm, our motel, the Century Inn, was a welcoming sight for most of us, especially the ones who have back problems and need a hot shower and a rest.

After we freshened up, we all met at the bar for some champagne, wine, beer etc. and heaps of delicious servings of prawn & scallop dumplings, Arancini balls and mini bruschetta canapes.



Equally exceptional was the dinner and the fun entertainment provided by Ralph Longley and his lovely wife Pam.

Ralph posed as Eddie McGuire, staging his own version of Millionaire Hot Seat – "Warm Chair" – and he had members answer extremely difficult questions, needless to say many of us got them wrong – except for Craig Chalmers.



Trish Couch was runner up, and was given a bottle of wine and a box of chocolates. Craig ended up winning the trophy plus chocolates and wine, for coming out on top and answering the most questions correctly.

After dessert and a warm cup of tea, we all retired for the evening in preparation for the day ahead.

The next day we left at 9.30, immediately after breakfast and fuel stops etc, for another beautiful 47 km drive to Walhalla.

Walhalla was once a busy gold mining town and one of the richest gold producers in Australia. At its peak in 1863, there were approx. 2500 inhabitants.

The early architecture is really beautiful, especially the post office which had loads of history and memorabilia. Equally interesting was the fire station with its man-drawn firefighting equipment.

We spent a good hour there, walking around looking at the mountains, which dwarf the town, and the stream that passes through the centre of the town.

We pondered over a hot cup of coffee at one of the local stores, on how people managed to live there in those days.



We left Walhalla feeling quite nostalgic and then headed off on our final leg and one of the longest drives – over 100 kms to Wild Dog Winery in Warragul. We passed through pretty towns such as Rawson, Willow Grove and Erica.

At Wild Dog winery, two very long tables were set up for the group's lunch in the main restaurant area, which overlooked lovely manicured gardens and neatly pruned vineyards.



There was a selection of King George tempura whiting, pork cutlet, or Black Angus 300 gm porterhouse steak to choose from for the main fare.

All the selections proved to be delicious, including the desserts.

After lunch, Craig gave a brief speech which included thanking the McConnells and the Meldrums for organising such a fantastic weekend.

Many thanks to everyone for making it such a wonderful and enjoyable weekend. I look forward to next year's event – hopefully a few more can attend.



Baskerville Historics Weekend

Jumped on the plane in Brisbane, Qld, on Wednesday 2/10/13 and the temperature is 30°C, then jump off the plane two and a half hours later and it is 8°C in Launceston. On with the overalls and jumper for the next week till I get home on the following Wednesday where it is 36°C back in Ipswich, Qld.

I stayed at Stiffy Martin's (Cortina) place in Launceston for the week. On Friday morning we drove down to Baskerville Race Track near Hobart for the weekend. They had just about set a new record number of entries for the weekend of about 125 cars and 25 motorbikes.

Friday night Eddy Wilson invited some of the lads over for a BBQ in Hobart. His new red Lotus and white GT Cortina were on display. What a top job he has done on both of them.

The weekend was dedicated to two local racers that had recently passed away Chris (Kit) Ellis and Max Bowen. Chris raced a Mini and there was a Mini-only race on Sunday. Before the race, all the Minis attending did a parade lap, then they had a pipe band lead them down the track.

We parked up with Steve Rayner (Mk1 Escort) and Andrew Schmidt (Datsun 1600) at the track. Schmidt had the Datsun flag flying so we just had to crack out the Ford one which just happened to be twice the size.

All the usual boys were there: Mal Ward (Anglia), Martin Bulk (Anglia), Eddy Wilson (Anglia), Max Freeland (Lotus Cortina), Ellis French (FJ Holden), Richard Gamble (Mk1 Escort), Russell Clark (Cortina), Adrian Wilson (Mk1 Escort).

The wind was blowing a gale on Saturday and it lifted one of the tents, blowing it onto the track. The race was red flagged till it was removed.

There were about 29 Group N historic cars racing and amongst them was an orange Mk1 Escort 1300 number 19 driven by Lachlan Thomas. I checked it out and it does have the 1300cc motor in it. He was running mid field and giving the Holden XU1s a hard time. It goes like a rocket.

My mate Stiffy didn't have a real good weekend as he got hit in the rear end by a HR Holden in the 3rd race on Sunday. We were lucky that he had brought his mate Paul Waddingham down for the racing as he was the guy who did the panel and paint on the car, so he has picked up a bit of extra work.

There were a couple of bingles over the weekend. Andrew Sluce (Mini) hit the wall and so did Daryl Wilcox (Monaro). There could have been more but I didn't see them.

That's it for now. Till the next race meeting,

Saundo





LCV AT THE AROCA 6-HOUR RELAY

Winton, October 19 & 20



The Lotus Club of Victoria was well represented at the ever popular AROCA 6-Hour Relay this year and served the club admirably with loads of fun on and off the track, only minor embarrassment and no broken cars or bodies. Our members made up the majority of two teams and the minority of at least one other. "Piston Broke" (something to do with my expensive demise at Philip Island in July!) was an all Elise affair with Alec Spyrou heading the team in his S1 Elise and joined by David Buntin and Kristian Cook in their S2's with my S1 making a foursome. Michael Cooke kindly volunteered his weekend to herd the drivers and keep track of the timing for us. The Lotus Jayco team (I'm told that Clubbies make great caravan tow cars!) comprised the Westfield of Stuart King, Charlie Haynes own Clubman Petrina and Nick Ng in their PRBs, Alan Pettett in his Amaroo, as well as the Triumph Spitfire of Bruce Astbury. Both teams shared the same garage and were both constantly plied with lovely lamingtons and assorted goodies by a number of the non-driving team members.

The weekend began with the driver's briefing on Saturday morning, and scrutineering for the 400 or so cars went on for a good part of the day as late arrivals turned up. As you would expect for an AROCA event there were lots of lovely Alfa's of various ages and conditions along with other Italian marques, such as a number of teams from the Fiat club, there was even a Maserati Ghibli (but it found the going too tough and went home early). The atmosphere in the pits was along the lines of a large party with everyone happy to chat about the latest developments to their cars or driving tips on how to get around the track avoiding the slower (or faster) cars in the best possible manner. Whilst some were keen on winning, most participants are there to enjoy the event and make the most of this sort of event.

In order to qualify it was necessary to get in at least six timed laps on the Saturday and, despite my late arrival and cooling troubles, both teams managed to weave their way through the traffic and survived the challenge. Whilst the event is clearly not a race meeting, and no one is rewarded for posting a quicker time than the other competitors, Alec was

most pleased with himself when the times were published and he was third fastest for the day! The afternoon ended with everyone having to nominate a time that they would try and keep to during the relay on the Sunday. After some running repairs on a few of the cars, mine mostly, we headed back to Benalla for a well deserved drink, shower and a BBQ at the caravan park where the Jayco team were staying.

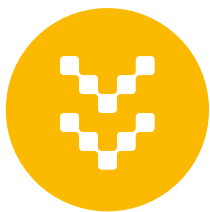
Sunday dawned with a cloudless sky and the weather was beautiful for everyone all day, other than the drivers that is, who came in from their stints on the track looking and feeling like they had been in a sauna. It is really hot work on the track when you are concentrating at 100% and dodging the occasional donkey who refused to look in their mirrors or at the flag marshals. The event got underway at 10am and ran relatively smoothly for the most part, with the occasional safety car session to rescue broken or over exuberant cars and drivers. Each team had their own ideas on how to maximize their potential number of laps, but I doubt if any, other than a handful of teams, could articulate the finer details of what makes a winning strategy. Needless to say the majority of drivers and volunteers were there to simply have a great time and this was achieved by all but a couple of guys who had their cars taken away in worse shape than when they arrived. Piston Broke started with the aim of doing 45-minute sessions, however my car overheated in my first session so that required a rethink. Also, as the day wore on and the temperature rose, it was getting too hot in the cars, so our able volunteer Michael Cooke did mysterious things on his computer and gave directions accordingly. The Jayco team were aiming for shorter sessions but again their best laid plans were also tested when Petrina rolled to a stop in her first session. This fortunately did not bring her time on the track to a halt and she returned later in the day to complete her part of the relay.

By the time the chequered flag was unfurled at 4pm everyone had had all the track time they were looking for, and the large team of volunteers that are needed to make such an event run smoothly had done a wonderful job. Piston Broke managed to come 24th out of the 40 teams entered and Lotus Jayco came home in 36th spot. (Don't ask how the officials arrived at such a result as it is all too complex for the common punter to fathom.) As we packed up and headed down the Hume there was a general consensus that we will be back again next year to try and improve our positions and, again, simply enjoy our motorsport.

Thanks to all the LCV folk who went to make the weekend an enjoyable and memorable one and to the LCV committee for aiding with the entry fees for all drivers who took part.

CKJ 111





Rudyard Kipling reports on the Winton 6-Hour

by Norm de Plume



If you can keep your head when all about you are losing theirs,
and blaming you..

If you can fill the unforgiving minute

With sixty seconds' worth of distance run,

Yours is the Earth, and everything that's in it,

And, – What's more, ... you just might win a bloody 6 Hour..! "

As the Sirloin sizzled on the BBQ, and the '08 Robbie Burns red aired itself on the table nearby, the conversation turned to the regular debate that precedes the AROCA 6 Hour Relay at Winton each year...what time are you going to nominate for Sundays start?

It was Team Fork Captain, St. John of Knoxfield, that came up with the rather novel idea of us all going out there at practice tomorrow, and just seeing what happens...

With that bolt of clear-headed wisdom tucked into bed, it was then time to just enjoy the surrounds of the beautiful Tatong Tavern where we would be staying for the next 2 days.



The Tavern is remarkable in its un-remarkableness. A quaint Tudor style pub in a one-pub town..., it is, in fact, the only functioning structure in the whole town, aside from the public phone box across the road (Tatongs' only form of communication with the outside world given its less than satisfactory mobile reception). But a place nonetheless, that allows us to tell old stories to young barmaids and talk loudly late at night.

Saturday's Practice Day saw the usual morning confusion of who is fronting scrutining first, who can't find their helmet and who's dog ate their CAMS License again this year etc, etc.

10:00 am Saturday Practice arrived to the sounds of an increasing crescendo emanating from cute little Bug Eyed Sprites right through to large angry Chevy Corvettes.

The dry track made most of the day's practice reasonably uneventful other than the occasional "off"...and a few ageing Alfa's having difficulty with their colostomy bags and laying stuff around the track for others to slip and slide in.

The Redheads Bloke thought he'd get ahead of the field early by acquainting himself with the Clerk of Course after the first practice session. His one-lap penalty caused by a form of blindness that occurs when waved a checkered flag.

This year, LCV 's TEAM FORK RACING consisted of the Redheads Bloke's PRB Birkin S3, Michael Pratt's Maserati Bi Turbo, Phil Walters Ford Perana V8 and, Rowan Harman's genuine Peter Brock Marlboro Holden Dealer Team Commodore.

All four consider themselves old hands at these 6 Hour events, each displaying that confident swagger, that focused, unblinking stare, and that cool air of confidence that comes from knowing exactly what to order on the menu for dinner at the Tatong each evening.

Sunday, Race Day...well, not really...it's not a race, as I'm sure you know...merely a regular Sunday drive around Winton with one, and only one objective in mind...to do it again and again and again at EXACTLY the same pace and time, until such time as your pit crew waves you in to give the next bloke a go.

All of this is so dead-easy of course, the only complication is that unfortunately, there are another 39 cars on the small and twisty Winton track, attempting to do a similar thing.



Photography courtesy of Cecil Beaton.

Add to this the fact that some cars (like Grannies borrowed Austin A30) will have posted, say, a 2:10:000 reg. time, and is sharing the track with a Rodger Ramjet's Twin-Tub Washing Machine Turbo'd RX7, which by the way is circulating at a warp speed 1:39:000

So yep, it's quite interesting to say the least...

Thirteenth fastest with a 01:43:33 from 200 drivers in Saturdays practice saw TFR's Red PRB Birkin S3 well up on the grid...well, until such times as its driver realised that three litres of fuel would not sustain him for his opening session.

Fortunately the start was slightly delayed allowing the fool to scurry away in search of some more.

And then the 40 were off...an amazing array of anything automotive, piloted by anybody with the spirit to be a part of "grass roots" Motor Sport's most exciting Event.

TFR started quite well with the Redheads bloke picking up an extra 7 bonus laps from 12, followed by Rowan's 11 from 25, 3 from 9 by Phil and 7 from 19 by the hapless Pratt who was forced to take Phil's Perana after his Maserati began misfiring and then, not firing at all.

The day was once again punctuated by a few "offs", safety cars, tow tracks and finally, an ambulance coming to the aid of an MX5's pilot who missed his apex by just 5 metres effectively taking out the unimpressed Flag Marshals little white house on turn 12.

At this stage TFR were circulating within the top ten and feeling quite pleased with themselves. However, this air of quiet confidence was

about to come to an end by way of numerous laps being made that were marginally faster than the drivers nominated regularity lap times... Many were no more than 00:00:005 to 00:00:109 of a second faster, but, nonetheless each time incurring a 1 Lap Penalty.

It was evident by the growing scowl on Team Manager Sir John of Knoxfield's face, that we were indeed beginning to slide from the much vaunted top 10.

But hell, does it really matter?... all were reminded of the fact that the overriding objective was to have fun, enjoy each other and most of all, enjoy the day.

At 16:00 hrs. Michael Pratt was given the honour of closing out the race (sorry, day) for TFR. His little lewd opposite lock slide out of the last corner dashed any chance of Phil ever lending him his Perana again but, it was a fitting end to a massive weekend.

A day of hanging off a lap top, awaiting a result through Natsoft, soon produced the final score:18th spot...amazing!

Finishing 18th from a field of 40 teams was indeed a super effort for a bunch of blokes whose forte is more aligned to the area of Fine Wine and Cheap Cigars...kidding) so it goes without saying that without the support of the whole team, no one would achieve anything.

A huge thanks to our unsung heroes, "Gusty" and "Harve" for their expert "hands-on" knowledge in all things, "Ron" and "Chip" Moore for their help with anything and everything including "The Wall" and Team Manager Sir John of Knoxfield for his heavenly presence.





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

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

Reasonably priced, sold with RWC and long registration – \$18,200

Contact: Dennis @ 03 9796 2339

WANTED TO BUY

Original untouched 3.9:1 diff assembly suit Elan, Cortina etc.
I'm looking for a excellent condition unit that I can just bolt in and go.
Please contact Matt King on 0409 192 790 if you can help.



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▲ LOTUS ELITE SALES BROCHURES

Four page sales flyer for the Lotus Elite.
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Contact: peter.r.hill@bigpond.com
or 0411 111 439.



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▲ LOTUS ELAN 1969 DHC S4

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

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

Reluctant sale due to relocating overseas

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

Viewing essential

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

The vehicle is located in Kurrajong, NSW.

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,

RHD, correct instruments (dash is red under the paint) tail lights, narrow rear guards, cycle guard mounts, Tonneau, Top and side curtains etc.

The fibreglass is original with some crazing and a repairable crack on one of the front guards. The motor needs a bottom end rebuild.

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.

Vehicle located in Tasmania.

Asking \$32,500

Phone Alan 0434 450 225 or 63281162



▲ 1992 S1 LOTUS ELAN SE M100

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

Quick car point to point as some Elise drivers may (or may not) attest to.

Engine is strong and the car has a new windscreen, excellent hood and

gear change cables upgraded to S2 spec. It will also be fitted with new

Michelin tyres prior to sale and will come with RWC. Registered XHE 431

\$18,000 Phone Ian 0421 024 437



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

\$28,450

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

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

Large Inventory of GENUINE LOTUS SPARE PARTS

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

Special prices for club members.

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

FOR SALE

Supplied by Spydercars to suit the Lotus Elan Series 4, Sprint and Elan Plus Two.

The Minilite-pattern wheel fits the layout of the five peg drive, knock-on Elan hub.

Size 14" x 6J fitted with 185/60R14 82H YOKOHAMA A539 tyres.

Virtually unused. **\$1600**

Call 0418 526 804 or email agardner@bigpond.net.au

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▲ CAR TRAILER

I had special race car trailer made to suit Cortina, Escort etc. This trailer was specifically made for weight distribution etc. Trailer is brand new. Never used. Has all heavy duty components. Has compliance plates and 12 months rego. Would also suit towing a small vehicle behind a Winnebago. Trailer tray measurements 11ft 11ins x 6ft 1inch. Cost me \$3800.00. Sell **\$3000.00**. Located in Melbourne. Call John on 0409 465 837 or shaws60@bigpond.com

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

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

List of Items

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

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

Classifieds Advertising Regs

Line advertisement:

All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included.

Members: FREE Non-members: \$10.00

Line advertisement with photo:

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



▲ VICTORIAN REGISTRATION PLATES

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



▲ 1967 LOTUS ELAN S3 FHC – Yellow/Black Interior

Currently on Qld Club Registration – S 12253
Ready for spirited Sunday drives!
More photos can be sent on request.

Recent work includes:

Engine/Gearbox rebuild;
New Springs & Shock Absorbers;
Doughnut/Universal Joint conversion;
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Full Harness seatbelts.

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

Ph: 0419 756 896

Email: aconway@bigpond.net.au



▲ 1964 LOTUS ELAN RACE CAR

Club Permit CH4000. Mid Blue with dark blue leather trim
Car was prepared as a race car by the Ford Performance Centre at Boreham in Essex with fully rose jointed suspension, u/jointed splined drive half joints, dry sump Lotus twin cam 1,600 cc engine with steel crank, larger 4 pot brake calipers, close ratio gearbox with alloy housing, twin plate racing clutch, limited slip diff with alloy nosecone, roll over bar and harnesses, fuel cell, reinforced chassis, simplified wiring harness, etc.

It was imported to Australia in 1974 to compete in the Class D category by Bill O'Gorman who raced it at AIR and Oran Park in the seventies. Subsequent owners included Rob Rowland, Alex Reid, Ian Wookey in WA (who raced the car extensively at Wanneroo), Gary Ryan and then the present owner in 1998.

It has a CAMS COD for Group Q .

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

It comes with two additional differential assemblies with different ratios, three sets of 8 x 13 Performance Superlight center locking wheels and nearly new Yokohama Advan AO32R tyres

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

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

For sale due a new project.

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

Lotus Notes Magazine Editorial Team

Lotus & Clubman Notes is the official magazine of the Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876. The views and contents of the articles printed in Lotus & Clubman Notes are those of the authors and do not represent those held by the Editor or by either Club Committee. No part of this magazine may be reproduced without written permission from the relevant Committee. Articles for Lotus & Clubman Notes are always welcome.

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

Please send articles, either in hard copy or in high-resolution (250dpi minimum) electronic format to:
editor@lotusclubvic.asn.au
or PO Box 79,
Hawthorn Business Centre,
Vic, 3122.

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NSW – Club Lotus Australia

2nd Tuesday each month
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ashton_roskill@hotmail.com
PO Box 220 Strathfield NSW 2135

South Australia – CLA

1st Sunday 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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Elise S1	David Mottram	03 9534 1426
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