



LOTUS & Clubman Notes



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

FEATURES

- Lotus 91 and other shed finds in New Zealand
- Maleny Day Run
- Lakeside Historics and All British Day
- Team Lotus F1 Drivers
- Sunshine, Soft Tops and a Sizzling Brunch on the September EMR

2013

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October 2013

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COVER IMAGE:

David Buntin's Elise CR reflecting on a wet track at Phillip Island.

(Photo: A Bossong)



LOTUS & Clubman Notes

Well for the past month my ability to focus on cars and motorsport has been severely curtailed for a variety of reasons and I'm starting to get withdrawal symptoms from not having enough petrol fumes (or some other stimulant that's required at my age).

I can however relax now that I can consume the various forms of media in this country without having to cringe at the bizarre election campaign. What a relief to have it behind us for another three years. I just wish I was confident that Tony will not make a mess of things, his start in not having a Science Minister for the first time since 1931, for example, doesn't fill me with confidence though.

But back to more pleasant things, like motoring and motor sport. This month just gone saw the next round of the LCV championship at Rob Roy and it was an eventful day enjoyed by most, sorry to hear that Steve Miller will remember the day for all the wrong reasons though. Do read the article by Keith Marriner for a well-written wrap of the days events.

Thanks also to Peter Hill for his excellent article on Ayrton Senna, for those or you fortunate to have seen him race, this article will bring back memories of one of F1's true greats. Also a great tribute on the Seven network recently.

Another article well worth the time to read is Mike Richards's views on the MSCA, and as usual for Mike, it is full of ideas opinions and suggestions. His article reminded me of the pleasures of amateur motorsport.

If there are any members who have not yet tasted the pleasure of being able to drive their Lotus, Clubman or whatever in the manner in which they were designed to be driven (legally that is) then I can highly recommend a day at the track. There is no safer place to enjoy a good thrash of your lightweight toys than at the track. The benefits are that it is actually not as expensive as you may imagine and, as detailed in Mike's article, a good day's fun can be had for only a few hundred dollars. It is also not just a matter of being the fastest that brings a smile to your face but the ability to simply have fun with other like-minded motor enthusiasts

As with most sports there is no limit to the amount of funds you can sink into participating (the America's Cup for just one bizarre example) but the level of fun is not necessarily correlated to the costs involved. The MSCA events are a good example of a group of enthusiasts having a good time on a modest budget (that is unless you destroy your engine routinely!).

In addition to the pleasure of legally being able to take your car to the limit, track days are also a great way to improve your driving skills. (Yes I know that simply being a member of a Lotus Club near you makes you an exceptional driver, but practice helps to improve your near perfection!).

Finally, let me highly recommend to everyone the movie RED 2. You don't need to be a motoring enthusiast to enjoy the sheer nonsense and high drama of a great piece of entertainment, do get along to see it.

Enjoy the spring weather and this month's magazine.

CKJ 111

President's pleasantries

By CRAIG CHALMERS, President, LCV

Does the fun and frivolity at Lotus Club Victoria ever end? Thankfully at least the election finally has and we can get on with more important things – enjoying our cars.

The Tigers finals campaign was unfortunately short-lived, so then it was turn the attention to the WAGS at the Brownlow and the upcoming Grand Final as I write this. The usual parties and BBQ's will bring the state to a halt, apart from those football widows who wonder why it is so quiet at the shops. Congratulations to Hawthorn for going all the way.

With our editor Cris missing the Phillip Island 6-hour with busted ribs, unfortunately his replacement for that event Steven Miller decided to follow his lead and do the same thing at the recent Rob Roy event, after clouting the wall. Thankfully he is recovering and will soon be back in action, with the clubbie also receiving only minor damage. Thanks to all who assisted Steve and his car on the day, and to those who also followed up enquiring about his health. Good to see the Lotus community helping out when required. Is anyone game to take Steve's spot in an upcoming event to see if it really does happen in 3's?

This year at Rob Roy we had a smaller turnout for the LCV championship round with a few keen competitors battling for the top gong in a couple of classes heading into the final round at Winton. Thankfully, apart from Steve's off-track indiscretion, all others had a safe and enjoyable day which Keith Marriner has summarised in his report on the following pages. The championship table is also included in this magazine and is available on the website for those keen to work out the permutations and what they need to do.

Paul Halstead kindly hosted LCV in September for our club night and displayed his car collection of engineering marvels including the Giocotollo and his special 'project' with two 7.0 litre LS7 V8's already bolted together to start his own W16 supercar. It will be interesting to see how this project progresses. Along with his other toys, which were surprisingly quiet when started up and, he explained, easy to drive, it was an enjoyable night.

With Steve's unfortunate incident at Rob Roy we were forced to quickly change the EMR run for September. Our apologies for the late change, but thanks to Peter McConnell for stepping up and organising a great run. We haven't been up to Ruffy for a number of years so it was good that the sun shone on us on a beautiful spring day, and the twisty and quiet roads were in perfect condition.

Upcoming events, as the end of the year rapidly approaches, include MSCA at Sandown on October 13th, the Gippsland Gallivant tour (as kindly endorsed by Clive Wade) on the weekend of 19–20th October, and on the same weekend, our 6-hour warriors are suiting up again for the AROCA-run Winton event.

Our club night for October is on Wednesday October 23rd at the Jag/Healey rooms with 'Wheeler's World' and Tony promising a special night. The bar will be available to purchase drinks and LCV are providing finger food, so bring your partners along for a rare opportunity to enjoy a special guest speaker. A reminder: please use the car park provided and do not park on the street.

You will note with this month's magazine that we have included a simple nomination flyer for your magazine preference for 2014.



The magazine online version on the website has been up and running for most of the year providing members the opportunity to 'test and feel'. As the initial survey had the majority of members nominating their preference for an online version of the magazine, this will be the default option. However if you would also like to receive the magazine in a printed format (as well as your online access) simply return the flyer to the LCV post office box.

The LCV Christmas party and concours is also quickly approaching so keep an eye on the date and return the flyer for an rsvp for lunch, and to also nominate your car for the concours. As in prior years there will be classes for the different eras, a track car class and one for our DeLorean crew.

As soon as last month's magazine was published, I received notification that the Challenge Christmas party I mentioned had a change of date. For those considering in helping out, the new date is Saturday November 30th, from 10am to 2pm. Any queries please contact me.

In the meantime, while the weather is perfect, get out there and enjoy it in your preferred method of motoring but as always, travel fast and travel safe,



Craig

LCV Club Night

WEDNESDAY 23 OCTOBER

7.30 pm

A chat with Tony Wheeler

Jaguar/Healey clubrooms

19–23 Rosalie Street, Springvale

Melways 80 A8

Please park off street

Talk about a quality grid!

President's prologue

By **DICK REYNOLDS, President, LCQ**

I just read the September instalment of this venerable mag. What a delight!

Colin McKay's article on the Wednesday EMR to Mt Glorious was a treat. I am curious to see what eventuated with the police person writing down the rego numbers! And yes Colin, one does require a degree of protection when driving the "billy cart".

I must say I was also intrigued to read the treatise on the weather in southern Victoria. Seems we do live in a sunshine state! The whole idea of team events for Lotus enthusiasts seems a great idea. I do remember we ran some in the 80s against the Porsche Club and others. Must raise it at the next meeting methinks, and here's hoping for better weather next time down there in Mexico.

The MUG and I had a go at the Holden Sporting Car Club Khanacross the other weekend. It's a bit like a motorkhana on steroids. Tony Galletly and his son also attended. This event is very like our DTC and well worth the effort to go. There are a few trees about, as the video on our YouTube channel shows, but there were no incidents, and a lot of fun had by all. Have a go at one if you can – we had a ball.

Derek Dean and Matt Plowman organised a restaurant date for our last meeting. No "meeting" occurred as such, but a great time was had by all. I think we won't do a joint meeting version again, but you can look forward to more restaurant nights.

Last Sunday we had the third instalment of the 2013 DTC series. What a delight to see so many of our cars competing in such a friendly, 'non-competitive' event. No one ever suggests that a time may be erroneous, or tries harder because another car is near their time, or disputes which way they went around a chicane or – yeah!, bullshite, bullshite, bullshite! So my time of 45.92 holds guys. Yes my tyres were hot, but what the hell – they don't count for much anyway – do they?

Now that we have the process in place, and have sorted all the legalities, we are looking forward to this event being a lot of fun well into the future.

Thank you Daryl for all your efforts, and the rest of you, for all the help setting up and pulling down the event.

I was told by two ring-ins from the north coast, who do a lot of motor racing, that this event is the best value – anywhere!

There's an article in the wings.

On the subject of the DTC, I would like to comment on the Exige/Elise battle for top honours on the day. Course 1, Matt Ploughman victorious, Course 2, Gary Pitt. Now that's fine, but how the hell can we ever hope to catch these guys. If ever Lotus needed evidence of the outstanding driveability and performance of their cars, this was it. To see it so close up was just "icing on the cake" for thrill seekers and motor racing enthusiasts alike.



I think there will be a great article on the run to Mike and Angela Moore's home at Maleny. I missed this one due to a Khanacross, but I've heard a great day was had by all. Thanks must go to members who put themselves out for these great events.

I spent half of this afternoon discussing back axle design and fabrication with John Barram at his home here in Brisbane. Once again, a member has come to the rescue with wise, researched and fully realised solutions to the inevitable problems encountered in cars pushed to their limits.

Such is Club life. (Ned Kelly I believe – last words.)

That's all.



Dick

PS. I worked it out! At the next DTC we will be having backing around witches hats, reverses through garages, a Le Mans start, and no straights longer than 50 metres. That should slow the buggers up a bit!

LCQ Monthly Meeting

TUESDAY 1 OCTOBER – 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

OCTOBER	VICTORIA	QUEENSLAND
Tuesday 1st		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 5th		Fish & Chip Run Start TBA Contact Wade Greensill
Saturday 12th		SEQ British Vehicle Rally Flanagan Reserve Scenic Rim
Sunday 13th	MSCA Sandown refer www.msca.net.au for details	
Saturday 19th & Sunday 20th	Gippsland Gallivant – The weekend replacement of the previous Goldfields tour. See flyer for details.	
As above	AROCA 6Hr Relay – Winton Refer www.alfaclubvic.org.au	
Sunday 20th		Lakeside Driver Training Centre – Timed Laps Lakeside Raceway. Start Time: 7.30 for 8.00am Contact: Daryl Wilson 07 3894 2220
Wednesday 23rd	LCV Club Night – Wheeler's World A chat with Tony Wheeler. From 7.30pm. Jaguar/Healey clubrooms, 19–23 Rosalie Street, Springvale. Melways 80 A8. Please park off-street.	
Thursday 24th		Gear Day Lakeside Raceway
Friday 25th – Sunday 27th	RACV Motorclassica Royal Exhibition Buildings Refer www.motorclassica.com.au/ for details	
Sunday 27th		Rathdowney /Lyons Rd. Picnic Run Start: Beaudesert, Start time TBA. Contact: Ken Philp.
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 – Starts at 8:30am from Coventry oval car park, Hurstbridge Rd, Diamond Creek.	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 Docklands – 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



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au



SUBMARINE LOTUS ESPRIT SOLD

A submarine car used in the James Bond film *The Spy Who Loved Me* has been sold for £550,000.

The Lotus Esprit sold for less than the guide price despite a bidding war between a woman in the auction room and a telephone bidder who took the prized collector's piece.

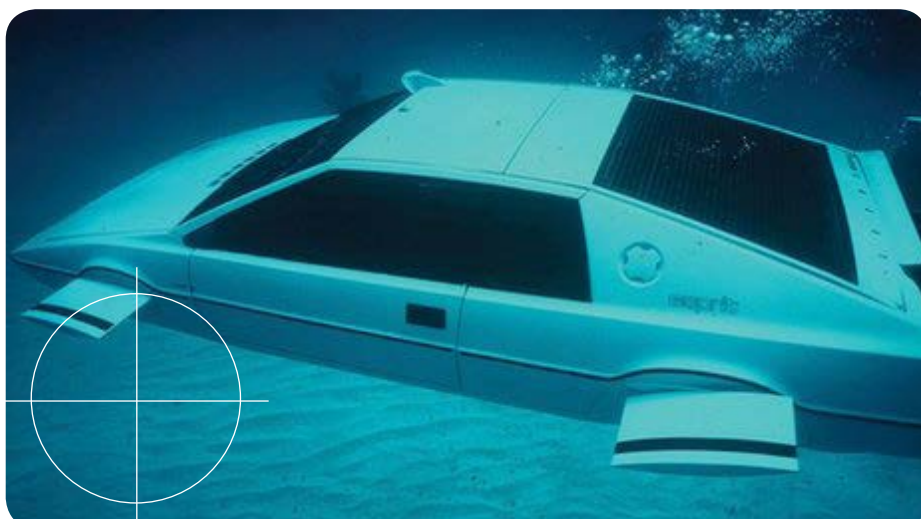
The car, said to be fully operational, was used in the underwater scene of the 1977 film starring Roger Moore as 007.

After filming, it toured various car shows before being stored in New York.

It was sold at RM Auctions in Battersea, south-west London, for less than the estimated price of between £650,000 and £950,000.

It had previously been auctioned as a blind lot in 1989.

Peter Haynes, from the auction house, said: "Bearing in mind it is not a car that can be driven on the road, the price just goes to prove the draw that all Bond-related memorabilia has."



007





by Guy Stevens

LOTUS 91 AND OTHER



The Lotus 91 was a full ground effects car used by the English team Lotus in the 1982 Formula One season, designed by Colin Chapman, Martin Ogilvie and Tony Rudd. After several uncompetitive seasons with experimental or mediocre cars, Colin Chapman went back to basics and designed the graceful Lotus 91, based in part on the Williams FW07 and Lotus' own 88 design. Powered by the Ford Cosworth DFV, and using a standard Hewland gearbox, the 91 was uncomplicated and easy to maintain. Following Brabham's lead, the new car was the first Lotus chassis to use carbon brakes, improving braking performance considerably.

After a design study by Chapman into new composite materials, the decision was taken to build the car in carbon fibre, making it, after the McLaren MP4/1, the second F1 car to race to be built from the material – the Lotus 86/88 not having raced.

Under the direction of Peter Warr, the team worked hard to make the car as competitive as possible. The lightweight chassis gave the 91 a fighting chance against the far more powerful turbo-engined cars, and Cosworth worked on a short stroke version of the DFV purely for Lotus' use. The suspension was revolutionary. Using an on-board system to control the ride height and behavior of the suspension, the Lotus 91 was the first car to be fitted with active suspension. The system was partially controlled by computers, but at this early stage was mostly operated by hydro-pneumatic valves. Elio de Angelis used the car well, but found the 91 was mostly competitive on ultra fast tracks like Hockenheim, Monza and the Österreichring. The latter track provided a thrilling final lap win for De Angelis against Keke Rosberg in the Williams. That, as well as several other podium places, helped the team to fifth in the final standings in 1982, before ground effects were banned for the 1983 Formula One season, and the 91 was replaced by the first Lotus turbo car. The 91 was the last Lotus F1 car to win a race under Colin Chapman's rule before he died of a heart attack in December 1982.





SHED FINDS IN NEW ZEALAND

Drivers for the 1982 season were Nigel Mansell and Elio de Angelis. Mansell's best result, 3rd in the Brazilian Grand Prix, and deAngelis a 1st in the Austrian Grand Prix.

Nigel Mansell results: 3rd; 7th; Ret; 4th; Ret; Ret; Ret; 9th; Ret; 8th; 7th; Ret

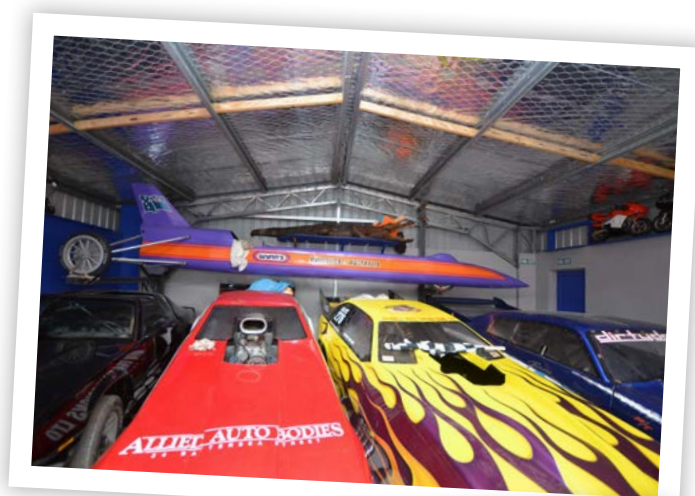
Elio de Angelis results: Ret; 5th; 4th; 5th; Ret; 4th; Ret; 4th; Ret; Ret; 1st; 6th; Ret; Ret

There were 5 chassis built numbered 91/6 to 10. Chassis 91/10 an 8 start Mansell car is owned and raced by Dan Collins, the chairman of the FIA Historic formula One championship. Chassis 91/7, a 2 start Mansell car minus engine, is in a shed in New Zealand. I took the opportunity to jump into the car to test it out for size. I am not a big bloke, but getting in was in no way easy. Mansell and deAngelis must have been tiny and skinny at the time. I expect any normal person buying these cars for historic racing would have to get the cockpit widened. And how about adjusting the suspension, drivetrain and aero from the cockpit. No buttons on the steering wheel, no flappy paddle gearbox, a tach and a peak rev peak light – simple. Add engine and I reckon I could drive it.

Also displayed in the rear wall of the shed was a piece of Australian motorsport history that few would be aware of – Courage of Australia, a hydrogen peroxide rocket dragster built by Bill Fredrick.

On November 11, 1971 the Courage of Australia driven by Vic Wilson, recorded a 5.107 second 311 mph pass during private testing at Orange County International Raceway, California. In doing so, it became the first car of any kind to run 300 mph in a quarter mile

The "Courage of Australia" was a 27-foot, 6-inch long, needle-shaped, monocoque-bodied dragster with a rear-mounted, hydrogen peroxide-fueled, silver screen catalyst, thrust rocket engine machine that developed an estimated 6,100-pounds of thrust and 12,000 horsepower.





Not much to better this scene on any given Sunday, I wager...

MALENY DAY RUN

Keen as mustard to get the day underway, Suzanne (a work friend who volunteered to keep me company for the day) and I arrived a tad early to John Scott Park in the lovely Samson Village. This presented a perfect opportunity to sneak around the corner for an early morning pastry and coffee at Brumby's. Once finally at the meeting point, a lone red Elise greeted us on this beautiful sunny morning. It wasn't long until the rest of the enthused started to arrive in droves.

After a few rounds of introductions, and the odd face distorted in mental anguish in a futile attempt to remember names, Clive herded the cats with his usual persuasiveness. It was around this time the newbie's (me) ignorance to the usual proceedings was taken full advantage of and I was unanimously 'volunteered' to write this article. Struck with panic at the thought of having to remember the day's events for the public record, (truth be told, I do so with equal doses of fear and fervour) I joined the procession as we all headed out toward our first stop in downtown Woodford.

Morning tea at CJ's presented a fine selection of cakes, muffins and assorted pastries to be had. However, I have it on good authority that said pastries were in fact not Danish. A quick chat with some of the Mini club members, who were heading in the opposite direction, and we were back on our way.



Morning tea at CJ's



Waiting for the others.



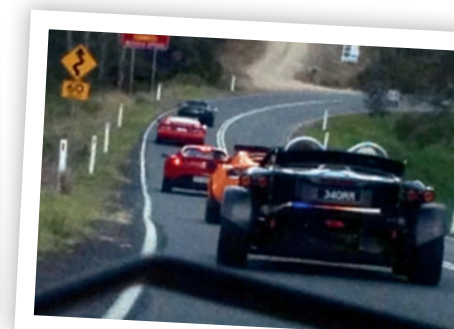
A rose between two or three thorns perhaps?



All present and accounted for.



Those Minis parked in back make the Esprit look... well a tad on the chubby side.



Off to Mike's.



On arrival we were greeted with a spectacular scene.



Lunch is served.

Since I was tasked with presenting a true account of the day's proceedings I felt it my duty to sample each of the delicious desserts prepared by Angela. Not wanting to leave any doubt, I made doubly sure of my findings, by sampling double helpings (tough gig, but I took one for the team). It is conclusive – dessert was indeed fantastic!

A little tour of Mike's 'farm toys', followed by a lovely walk around the grounds, topped off a brilliant day.



From another angle, the view from Mike's place wasn't bad either.

Once all and sundry were made to feel at home by the wonderful hosts, Mike and Angela, the conversation and laughter flowed as readily as the food and beverages.



Someone has to bring up the rear, Clive. Late afternoon arrived before finding the hordes retiring in dribs and drabs to make their way home in all directions.

Thanks Clive for organising a great day for all, Gloria for the photos and not least, Mike and Angela for making the day possible with such generous hospitality.





TEAM LOTUS F1 DRIVERS



by Peter R Hill

While enjoying a pleasant evening with a few other Lotus owners, Euan Brown commented on how he had enjoyed reading about Jim Clark, someone he didn't know a lot about (he *is* younger than some of us). This set the grey matter working and I thought it might be entertaining to write a series of articles about some of the more interesting drivers who have driven for Lotus in F1 over the years. The question was, who to write about first? I recently finished reading Peter Warr's book *Team Lotus*, and as Warr compares Ayton Senna to Jim Clark several times in his book I decided to start with the revered Brazilian.

Ayton Senna and Lotus

"We also quickly discovered the inspirational and thoroughly motivating side to his [Senna's] character that helped make him, in my opinion, the most complete racing driver since Jim Clark."

Peter Warr penned these thoughts after he had finally secured a young Ayton Senna to drive for Lotus and the team was getting their first glimpse of the man at testing in Brazil. This was late in 1984. Senna came from Toleman to join Elio DeAngelis. He was offered Number 1 status but turned it down believing that he would learn more from DeAngelis if they shared equal status.

Actually, Senna had been close to signing for Lotus in late 1983 when Warr invited him to Norfolk to have a look at the facilities, meet some of the team and spend time with chief engineer, Decarouge. Having watched Senna's performance in the minor categories, Warr was keen for him to replace the difficult Nigel Mansell. At that time Senna was offered the Number 2 spot with DeAngelis for 1984. A fee of US\$50,000 was agreed plus bonuses based on points. Warr only had to get his major sponsors' approval, but to his dismay, when he put the deal to John Player at the European GP at Brands Hatch they rejected it. When asked why, they produced the Sunday papers and pointed to the headlines "Nigel Mansell third!" DeAngelis was on pole but that inconvenient fact was ignored. John Player & Sons sold its products in the UK—the publicity

was very important to them. So Lotus had to give Senna the bad news and he signed for minnow team Toleman where he immediately impressed, almost grabbing his first victory in that infamous, shortened, Monaco race in appalling conditions.

The second time around was more expensive for Lotus when one year later, in late 1984, Senna signed for US\$585,000 to drive the Lotus 97T with its twin Garrett turbo Renault engine. Senna had turned up at the factory in a new Mercedes Benz 190E that he had won in a race at the Nurburgring, beating Prost, Lauda and seven other former world champions. The winner got to keep his car. When Senna revved the Mercedes and dropped the clutch to make an impressive wheel spinning exit from the factory he went nowhere, the mechanics had put the rear of the car up on blocks. Senna stored this away and it wasn't long before he got his revenge. The man had a good sense of humour and was a willing participant in practical jokes.

In his home country, the Brazilian put the Lotus in third spot on the grid for his first race. Unfortunately he retired with ignition problems. He took pole and won his second race in the rain in Portugal by over a minute from Alboreto, having lapped everyone else. The YouTube footage of this race reveals his mastery of the wet. But in the film *A Star Named Ayton Senna* his sister, Vivienne said that he wasn't a natural in the wet. When he was racing Karts he was so upset at once being beaten in the rain, from then on he practised and practised in the wet, developing his uncanny feel for the limit of adhesion.

In 1985 he won again in Spa (DeAngelis won in Italy), he took pole seven times, was on the front row ten times and set the fastest lap three times. But too many retirements saw him finish fourth in the championship with two wins, two seconds and two third places.

In 1986 fuel restrictions were a problem—195 litre maximum. Despite Renault introducing the EF15 engine it was not as fuel efficient as some of its competitors, which meant that Senna could not race as he wanted.



He took eight pole positions, two wins, four second places, two thirds and a fourth, again finishing fourth in the championship. Tellingly there were no fastest laps as he was forced to drive conservatively with one eye on the fuel readout.

In his book Warr tells an interesting story that demonstrates Senna's absolute commitment to his craft. The 1986 Spanish GP was at the new circuit of Jerez. No one had even tested there. On Friday Senna qualified with a 1.21.605. The next best time was in the 1.23 bracket. On the very hot Saturday Piquet got down to 1.22.431. Senna's own Saturday time was in the mid-22s as the track was slower. Warr suggested that no one would better the Friday time so Senna could get out of the car. But Senna stayed put and the team thought he was having a snooze. With ten minutes of practice remaining he said he wanted to go out again. Warr didn't think there was any point but Senna said:

"I have just been going around the lap in my head, and I know I can do a 21.9. I have worked out what I did last time and where I can save a few tenths."

The team decided to let him go out. He recorded a 1.21.924 to demoralise the competition.

The team made use of both the Renault EF15 and EF15B type engines during the year, qualifying with a water injected setup and no turbo wastegate then switching to the "standard" engine for the race.

Senna was frustrated by the Renault's lack of competitiveness and he made it clear that for 1987 he wanted Honda power. Warr managed to pull off this deal without destroying the Renault relationship, but of course they were very disappointed. So Senna stayed with Lotus.

Senna was very sharp and not one to miss a chance to squeeze out more money for himself whenever the opportunity arose. In negotiations he always took a second bite at the cherry, each time asking for something extra right at the death knell. But the negotiations for 87/88 really demonstrated how hard he could be. In the Holiday Inn in Waldorf near Hockenheim, Warr and Senna sat down and agreed on a deal for the next two years. They agreed to put the Heads of Agreement on a single sheet of paper, sign it and let the lawyers sort out the detail later. There was a heading: "The Team confirms that:" and one of the lines read: "It has a sponsor, JPS, for 1987." Other items included the engine deal with Honda and Decarouge's employment. The financial arrangement was for US\$2.6 million and there was a get-out option for Senna for 1988.

During '86 Imperial Tobacco got taken over by the Hanson Group who cancelled their support of Team Lotus. The Team moved quickly. They managed to sign Camel to replace JPS within a month. But Ayton and his lawyer said that the loss of JPS invalidated the Hockenheim agreement and a new deal should be negotiated. When the deal was signed (again) the driver's fee had risen to US\$5 million.

When the team appeared in Camel colours there were two cars for Senna to try: a new 99T—a development of the previous family of cars but now



with a Honda engine, and a 99T with fully active computer controlled suspension. The team considered the active car something of a work in progress, but Senna had other ideas, at the Rio test he declared that he wouldn't drive the passive car again. The '87 car had the Honda V6 turbo RA166-E and later 167-G engines, with a new six speed Hewland box. After the first four rounds Senna was leading the championship. But the Williams was a simpler and lighter car that could beat the Lotus particularly on high speed circuits.

Senna got on very well with the Honda people and built up a strong relationship. He was tiring of the Lotus and worked towards getting Honda to supply McLaren for 1988. By the end of July Lotus knew that they would lose Senna to McLaren. After taking second at Imola, then winning Monaco and Detroit, Senna spent the rest of the season driving to harvest points, and perhaps the championship, taking second places in Hungary, Italy, Japan and Australia plus third places in the UK and Germany. He didn't achieve the championship and lost his runner-up position when the car was disqualified from the Adelaide results for a technical infringement.

And so at the end of the '87 season the team sadly said goodbye to the driver that most of them would walk over hot coals to please. Perhaps his nickname at Lotus says it all: "Magic!"

Reading Checklist

Team Lotus—My View from the Pit Wall By Peter Warr. Haynes Publishing.

Theme Lotus 1956–1986 By Doug Nye. MRP Publishing.

The Lotus Book S2 By William Taylor. Coterie Press Limited.

Automobile Year—books 33, 34 & 35 Edipresse



» Sunshine, soft tops and a sizzling brunch on the September EMR



*Neil and Liz Roberts
Elan +2*

*Marg McConnell,
John Hagger,
Lou and Roberta,
Joan and Bill*



Sunday September 15 was a day made in heaven for a Lotus Early Morning Run, particularly for those who enjoy open top motoring. There had been a late reshuffle of arrangements after Steve Miller had damaged himself at the Rob Roy Hillclimb. Peter McConnell took over, changing the run to start in Yarra Glen and end in Ruffy at the general store for a brunch.

I started my day with the hood of the M100 stowed away, but the heater on and a large jacket and beanie to keep the crisp air at bay. After a easy run East I arrived early at the Grand Hotel in Yarra Glen. But the very smart Birkin of Thromp and Kobie was already parked outside, so after introductions and a chat about the cars we wandered across the road to the bakery for coffee and more talk.

Half an hour later the Hotel had a fine line up of Lotus in front with more adding to the adjacent parking areas. The Bakery was a busy place as everyone fuelled up on caffeine. The eye catcher of the group was the lovely, very early, Elan +2 in original French Blue. Neil and Liz Roberts were enjoying one of their first club outings in the car after a four and a half year restoration. Neil told me that the car had spent thirty years in the shed of the previous owner. The last registration sticker has been retained on the passenger side quarter-light

window—1977 if I recall correctly. Now the car has been completely “Siderized” as Neil describes it. Spider chassis and ZETec engine being the main components. The original twin cam is “under the bench” and might find a new home in a Clubman.

Three M100 Elans turned up with Mike and Wendy Richards and Ian and Sonya joining my car. Ian has his M100 up for sale to cover the cost of a Reliant Scimitar that he has lusted after for quite some time. Peter and Marg were organising from their modern Europa, joined by Craig Chambers similar model. Elises, early and late, were well represented, yellow and red being the dominant colours. Tom Cooper’s yellow 2004, Rover powered Elise looked stunning, but then I am biased when it comes to yellow. An MG, BMW and Audi joined the fun. Bill and Joan did their usual commute from Geelong—and I thought I had to get up early! A red Esprit arrived just as we headed off up the Melba Highway.

We headed off just after nine and we were soon enjoying perfect Lotus roads in glorious sunshine. The countryside looked a picture with Spring green fields and lots of sheep. Once we were into the bush the Cockies creaked from high in the gums and the parrots scattered as we roared past.

I think it was the Healesville-Kinglake/Chum Creek road that provided the twisty climb up the mountain. The D’Oliveiras’ Elise and my M100 found ourselves in a traffic free break, we enjoyed an exuberant drive which was the highlight of the day for me. Ian said that Helen grabbed his leg at one stage, but I gather it wasn’t an amorous gesture. I don’t know if the fingernails drew blood. Most of the group were back together at the halfway point. The next excitement came when the motorbike crazies came screaming through, making us look like a group of plodding geriatrics.

After our 130Km romp we arrived at the Ruffy Produce Store around 10.45. Helen, the proprietor got us all seated outside, which saw a number of us shedding our early morning warm clothes to bask in the spring sunshine. Eggs and bacon in various guises seemed to be the popular order of the day. We were soon happily replete, sitting back sipping coffee. When the time came to leave, Helen and her well-organised team removed any possibility of pain by allowing us to pay separately. By 2.30 I was back in Canterbury washing the bugs from front of the yellow peril.

Thanks (again) to Peter and Marg McConnell for organising a fun time, Helen and her cohorts at the Ruffy General Store and all those who turned up and enjoyed themselves.

Rob Roy Hill climb

The Rob Roy Hill climb event of the 1st September was run on a beautiful Victorian Spring day in the Yarra Ranges. For myself, as a first time hill climber, the scenery made a refreshing change from the bitumen and concrete pits of a typical sprint day. This was both round 4 of the LCV Championship and the final round of the Rob Roy interclub challenge with a field of 50 cars of all shapes, sizes and vintages, from a breathtaking Daytona Cobra, array of 911’s, MG’s, clubbies and even a hot Mini Moke attacking the hill.

LCV were strongly represented by the Elise’s of Rhett Parker, Chris O’Connor and David Buntin and the Clubman’s of Steve Miller, Stuart King and Keith Marriner.

A run up the 800-metre hill is over in less than 30 seconds and requires nerve, precision, consistency and, of course, a well-balanced performance vehicle to set a good time.

A run starts with a tyre-cleaning burnout to scrub off some dirt and attempt to put heat in the tyres, then settle down... wait... green light and you’re off. Limit the wheel spin, stay wide into a tightening right turn, accelerate across the narrow causeway and bang! you hit “the wall”, the steepest part of the climb that tends to send a clubman’s sump crashing into the bitumen. Crest the hill, sweeping left the car goes light as your suspension decompresses, keep your foot flat down through the left hand sweeper, cross the line and jump on the brakes before running into the proprietie’s fence! ...Relax the run’s over...replay the run in your mind, where can I go faster?

With 5 runs up the hill the LCV competitors generally improved their times on each run, with the LCV class leaders Rhett and Steve

posting quick times early on and then working on different setups in an attempt to find a tenth here and there. Unfortunately Steve Miller pushed the envelope a tad too far, resulting in an “off” on his 5th run, after adjusting front ride height and shock rate to combat the clubbie sump issue, Steve’s tail stepped out entering the causeway, leaving little room for correction between the armco. Sideway contact was the result and Steve suffered upper body injuries as side impact on the clubbies leaves a driver quite exposed. Steve’s recovering and the good news is his car is in better shape than he is and he was the fastest of the LCV members. Get well soon Steve!

On the day the LCV competitors finished as follows:

Class C (Sports & Sedans 1600-2000):
1st Rhett Parker, 3rd Chris O’Connor,
5th David Buntin

Class F (Clubman):
2nd Steve Miller, 3rd Stuart King,
5th Keith Marriner

Interclub Series results:
Round 1 LCV 5th
Round 2 LCV 2nd

Overall LCV finished 3rd behind VHRR and Renault Car Club in the series

As a first time attendee, I found the day very professionally run and warmly hosted by the MGCC, with plentiful spectators, a friendly atmosphere and excellent running commentary enriching the day. If you have not been before, put it on the list for next year.

Keith on start line



Courtesy of John Clemow



Kyran Meldrum at Goodwood 2013

Goodwood was great even though we had a light shower during the day. Lots of people looking the part in period costume, plenty of locals from Melbourne and of course lots of interesting cars...but most of all a Spitfire, a Mustang, a Kittyhawk and a Warhawk all flying in very low tight formation...shivers up the back of the neck and boyhood dreams fulfilled!



▲ The sensational Spitfire



◀ Jim Clark's Elan being admired by Iain Palmer

▼ Trimmings



▲ Composite wheel review



Lakeside Historics and All British Day

On the 21st and 22nd of September Vaughan Stibbard (Sydney) and Jeff Rowse attended the Lakeside Historics.

Jeff's early S1 Elan was the first Elan raced by the famous disc jockey Bill Gates. Bill raced the Elan from '64-'66, before purchasing the 26R now owned by Vaughan. The 26R competed in the famous Surfers Paradise 12 hour races in 1967 and 1968. Bill Gates and his mechanic from the old days, Jim Bertram, were both there at Lakeside to cheer them on.

A couple of nice cars at the All British Day held recently.

About 10 Lotuses attended, including Andrew Wilson in his new ex-Jason BDR Caterham.



Pictures courtesy Tony Galletty.

by Guy Stevens



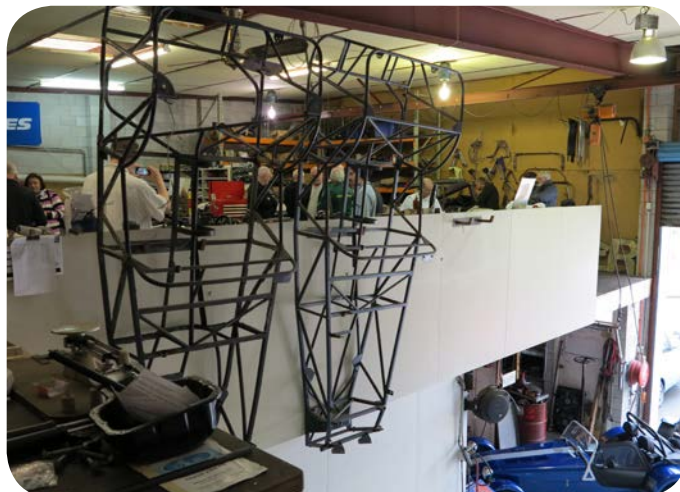
Quite a few LCV members have cars handbuilt by Fraser Cars of NZ. These may be purchased as kits, or as turnkey complete vehicles. There are now 330 Fraser clubmans on the road throughout the world, and no two are alike. Fraser have been building clubbies for over 25 years now, from a small factory in suburban Auckland. The local Lotus club paid a visit, and for me it felt like stepping back in time compared to what the Lotus factory must have been like when building Lotus sevens.

Foot operated metal presses for shaping panels, hydraulic pipe benders, mudguards hanging off a hook from the roof, a half built chassis on a jig with welding torch nearby.

One new innovation: in an old office was a carbon fibre bodied clubbie that the Fraser team were experimenting with. They did acknowledge that to get the body out of the room will involve knocking down a wall – I suspect not the first time that had happened.

There were cars in for repair, service, and one built by a school that needed a few bugs worked out. The banker in me couldn't help wondering how they could possibly make a profit from the operation, but perhaps that is not the point.





Vale Adrien Schagen – founding member of Club Lotus Australia



Adrien (centre) with his friend Dennis Ortenburger (left) and Hugh King at the Lotus Elite 50th Anniversary celebrations at Wakefield Park in 2007.

ADRIEN SCHAGEN died late September after a battle with cancer. Adrien was one of the founding members of Club Lotus Australia (CLA) and his association with Lotus goes back to the 1950s and his friendship with Derek Jolly, the Lotus importer in Adelaide.

Adrien bought a Lotus Elite, chassis number 1413 when it arrived in Australia in 1961, and the car is still in the Schagen family, now owned by his son Marc.

Adrien owned and restored three Lotus Elevens, the first being built up from a wreck as a Climax-engined Lotus Seven, and subsequently two Series Two Elevens.

Those of you who have bought Marc Schagen's book "Lotus – The Historic Sports and Racing Cars of Australia" will know that Adrien had assembled and maintained a vast quantity of printed matter on Lotus and was the Club Registrar for CLA for many years. This material formed the basis for the research culminating in Marc's book.

His knowledge and assistance to Dennis Ortenburger for Dennis' books on Elites has also been publicly acknowledged by Dennis.

Adrien was a jeweller and sculptor and crafted many pieces for the government's visiting dignitaries – miniatures of Australian fauna in their natural settings.

His presence and knowledge will be missed by the wider Lotus fraternity in Australia.



» The future of MSCA (Marque

by Mike Richards LCV Ordinary (very) Committee member, delegate to MSCAV

This association of ten clubs has been promoting amateur motorsport for many years, however, recent events are being poorly patronised leading to a discussion on it's future. Alec Spyrou (LCV) and Mark Rae (Fiat) recently conducted an online survey of competitors to gather data on the state of the MSCAV competition.

LCV has been the major source of competitors in MSCAV and remains so, with over 50 of our members active, so this discussion is of some importance to our club. We contribute 17% of competitors, closely followed by 16% from Nissan-Datsun, while the other eight clubs collectively make up 39%. Competitors from clubs other than those in MSCAV contribute 28%, so the future relies on action by LCV, Nissan-Datsun and various non-associated clubs. Little help can be anticipated from Bolwell, Fiat, Sports Owners Club, AROCA, Austin Healey Owners Club and Triumph Sports Owners Association, none of whom each contribute more than 5%. With the exception of AROCA these clubs are based on defunct Marques which can only decline in activity in the future.

The age demographic of LCV competitors, as far as we can tell, since many members are rather coy about their age, is between 39 and 70 years of age. The MSCAV survey returned similar data, 43% over 55 years old and 66% over 45 years old. The number of competitors under 25 is not significant.

The MSCAV survey showed that 75% of the competition consists of cars older than 10 years

and 85% are dedicated track vehicles. Less than 10% of cars are less than 5 years old.

I think we can conclude that the competition is composed of old track cars driven by mature people.

A survey of 2013 MSCAV competition shows that competitor numbers are declining to the point where the Association is losing significant money on almost every event. The expenses in running an event are not tied to the competitor numbers since, for example, ambulance, recovery vehicles, flag marshals, timing etc. must be provided regardless of the numbers of competitors. The expenses are significant, for example, Phillip Island costs about \$22,000 per event, and Sandown, \$15,000. Since the entry fee is \$200, a relatively small decline in entrant numbers below the break-even point leads to significant loss. MSCAV calculate that the average decline during this year per event is 19 competitors, representing a loss of \$3,900 per event. My calculation is an accumulated loss, to the date of writing, of over \$9,000 from an expenditure of \$103,000, say a 10% loss. While this decline in competition is significant, it is not life-threatening and MSCAV have sufficient cash reserves to continue.

I think it is abundantly clear that the community currently prefers to save their money rather than spend their discretionary funds on something so self-indulgent as amateur motorsport. My opinion is that people are far more cautious with their spending to the point that non-essentials are being pruned from the budget. This has become obvious in motorsport

over the last three years, with most events struggling to find sufficient competitors to fill minimum grids in many classes. So where is the money coming from? From the older demographic who still have the resources and inclination to compete. I think we can immediately dismiss any thoughts that the young people will come to rescue motorsport, since they may have the inclination but don't have the resources. My observation is that young people competing in daily driver cars flock to low budget, informal track days such as Tampered Motorsport at Winton and midweek open events at Wakefield Park. The cost burden of a track car, trailer and all the other necessities for CAMS regulated competition is either beyond what youngsters can, or are willing, to spend.

Although LCV may have over 50 members competing, there are only 17 regularly entered in MSCAV events, supplemented by another nine occasionals. MSCAV data shows that the largest LCV group is the clubman, most of whom are regular and long-standing competitors. The Elise/Exige group are a recent, interesting group which formed after Greg Alcock began competing with the ex-Mackie series 1 Exige. Once Greg had shown the way, this group formed from members contributing to the Aussieelises private forum. Their group enthusiasm was phenomenal and a very welcome new aspect at MSCAV events. Now, time, expenses and natural attrition has reduced the group to two regular competitors.



Sports Car Association Victoria)

My survey of LCV competitors shows that natural attrition is the only significant cause for the decline in numbers in MSCAV. The principal reasons for leaving MSCAV are, "moved on to other sports", or "ceased competition"(due to ill health; gone racing; sold/crashed car; moved interstate/country/overseas). I'm fairly certain that apart from one reason, those leaving MSCAV competition had no adverse opinions on how the events are conducted. That one reason was the recent, extremely poorly handled regulation of noise which, anecdotally, has persuaded many competitors to leave.

So, what's in the future ?

I think the following brief points need to be considered.

MSCAV is not hemorrhaging money, but the slow bleed needs to be fixed.

We cannot rely on defunct Marque clubs. Further, the word Marque must be removed from the name since it is a relic of the past when MSCA was populated by Sprites, Austin Healeys, etc. The list of Marque cars eligible for MSCAV competition is a positive deterrent to new competitors. A two-tiered Marque competition and Non-Marque competition within MSCAV is archaic, administratively time-consuming and no longer relevant. Maybe Marque should be replaced by Modern?

Those with the resources need to be persuaded to either enter or return to amateur motorsport. Alec Spyrou proposed that a buddy system at events would go a long way to encouraging novices to compete, which, I believe is an

excellent suggestion. The compliance with Supplementary Regulations is often a confusing and difficult process for many novices when overlaid with the activity at the start of an event such as driver's briefing, scrutiny etc. An experienced competitor can be of great assistance throughout the event. A buddy system is cost neutral and merely needs volunteers to immediately implement.

Competitors from clubs not associated in MSCAV need to be encouraged. One such is the recently formed Toyota 86/Subaru BRZ club whose members appear to be enthusiastically competing in amateur motorsport. As an aside, the MX5 club are keeping AROCA competition viable by supplying about 40 competitors at each event. Such an invasion of foreigners at an MSCAV event would lift the numbers in excess of the permissible track density and, for this reason, is not an option.

A long standing source of trouble at MSCAV events is the cumbersome scrutiny procedures conducted at a central location to which most cars need to be pushed. A change to in-garage and paddock scrutiny is essential, and is the norm at most other events.

Although the issue of noise has receded from panic attack to a constant nagging irritation, the reaction to the failure of the MSCAV Committee to appreciate the essentially political nature of this problem between the venue, the local council and the contiguous residents has persuaded competitors to hang up their driving gloves or avoid competition, at venues such as Sandown for example. I believe this issue

has convinced competitors who were hovering on the margins of ceasing competition to finally give it away. We will not be able to reclaim them.

A survey of entry fees at other amateur events shows that MSCAV is underfunded at the current \$200 and a \$210 late fee. A more appropriate fee would be \$250 with a late fee of \$275. Not all venues need such a fee, for example, Bryant Park is much cheaper to hire and a fee of \$110 would suffice.

Smaller clubs such as Impreza WRX, Ford Four Club have experienced a disastrous decline in entrants at their events, so they have amalgamated with other clubs, for example, WRX with Porsche, Ferrari with the Lambos, HSV with anyone friendly.

This article has been composed for the information of members and as a catalyst for discussion among those in amateur motorsport with a view to possibly eliciting valuable suggestions for a turnaround in the fortune of MSCAV. All contributions are welcome, as we say.

It is normal on most Committees that delegates are mostly unaware of the precise attitudes of their membership on topics of discussion and therefore resort to pushing their personal attitudes, MSCAV is no exception. My motivation in composing this article is stimulation of feedback from members so I can promote the LCV view at MSCAV, so please go for it, raise the level of furious discussion.

I just love emails: lcyman@iprimus.com.au

2013 LCV Championship after Round 4

DRIVER	VEHICLE	Deca Sprint 07/04	MSCA Phillip Island 21/04	MSCA Sandown 16/06	MGCC Rob Roy 01/09	Total	Qualified
Clubman							
Stuart King	Westfield	9	6	7	4	26	Q
Peter Nowlan	NRC Bullet clubman		10	10		20	
Keith Marriner	Caterham	7	3	6	3	19	Q
Bruce Main	Caterham		9	9		18	
Richard Stevenson	Elfin		8	8		16	
Grant Della	PRB	10				10	
Petrina NG	PRB		5	5		10	
Nick NG	PRB		4	4		8	
Stephen Della	PRB	8				8	
Tromp Hofmeyr	Birkin	6	2			8	
Les Bone	Haynes Clubman		7			7	
Steve Miller	Locost Clubman				5	5	Q*
John Clemow	Caterham	5				5	
Peter Buczak	Locost Clubman		2	3		5	
Tim Donellan	Birkin	3	2			5	
Sam Fisher	Elfin	4				4	
Bernard Boulton	Elfin		2			2	
Ian D'Oliveyra	Leitch 7	2				2	
Robert Lancaster	Westfield SE		2			2	
Tony McConnell	Elfin	2				2	
Early Europa, Elite & Elan							
Kevin Neville	Elan M100	4				4	
Esprit							
Steve Blackie	Esprit Turbo	4				4	
Elise – Normally Aspirated							
Chris O'Connor	Elise	10	6	9	4	29	Q
Rhett Parker	Elise S2	8	4	8	5	25	Q
David Buntin	Elise CR	9	5	7	3	24	Q
Alec Spyrou	Elise		7	10		17	
Phil Gebara	Elise S1	7				7	
Kris Cook	Elise			6		6	
Lou Silluzio	Elise	6				6	
Elise/Exige - Honda & Forced Induction							
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	
Modern Europa & Evora							
Craig Chalmers	Europa S	4	4	4		12	Q
Peter McConnell	Europa S	3				3	
Racing & Other							
Damien Hartin	Exige		10	10		20	
Rodger Allgood	Bolwell Mk4		8	9		17	
Steve Miller	MX5	3		7		10	Q*
Bruce Astbury	Triumph Spitfire		4	6		10	
Mike Richards	Royale FF RP31M		9			9	
Robert Smithers	Celica GT4			8		8	
Michael Bouts	Porsche GT3		7			7	
Robert Swain	Royale FF RP16		6			6	
Ian Rusch	ICV R23		5			5	
Stewart Richards	WRX	4				4	

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

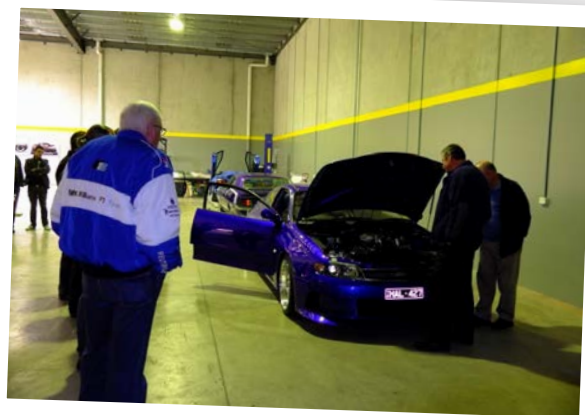
One of those rounds must be either Deca or Rob Roy.

LCV Championship Events outstanding

November 3rd MSCA Sprint – Winton

Any queries, please refer to an LCV committee member

» Paul Halsteads Horse Power garage Lotus Club visit





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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

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.



▲ 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

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

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.

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



▲ 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:
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Ph: 0419 756 896
Email: aconway@bigpond.net.au



▲ LOTUS ELITE SALES BROCHURES

Four page sales flyer for the Lotus Elite. Three available. \$30 each or \$40 for two and \$60 for three. Contact: peter.r.hill@bigpond.com or 0411 111 439.



▲ UNIQUE LCV KEYRINGS

Custom made Lotus Club Victoria, not generic Lotus brand keyrings just arrived. Every self-respecting Lotus needs one: only \$10. Contact John King 9819 9819 or 0419 819 981. Hurry, stocks are limited.

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

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.

STATE CLUB MEETING PLACES

NSW – Club Lotus Australia

2nd Tuesday each month
Contact Ashton Roskill (President)
Ph 0408 202 208
ashton_roskill@hotmail.com
PO Box 220 Strathfield NSW 2135

South Australia – CLA

1st Sunday each month
Contact Mike Bennett
Ph 08 8339 2605
bennett453@ozemail.com.au
16 Woorabinda Drive,
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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

EXPERT PANEL

Eclat/Excel/Elite	Dennis Hogan	03 9796 2339
Elan	Kyran Meldrum	0409 173 815
Elan M100	Mike Richards	03 9397 1638
Elite	Peter Murray	03 9560 0082
Elise S1	David Mottram	03 9534 1426
Exige	David Mottram	03 9534 1426
Esprit	Paul McCreery	0428 168 121
Europa Type 46	Iain Palmer	03 9326 2282
Europa S	Craig Chalmers	0412 983 818
Seven	Simon Henbest	0458 448 870
Clubmans	Les Bone	0418 584 534
DeLorean	Derek Lipka	0408 829 675

LOTUS CLUB QUEENSLAND

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Elan M100	Mike Goodfellow	ccar5032@bigpond.net.au	07 3374 1112
Elise	Rob Stevens	robstevens@bigpond.com	0417 887 831
Elite	Wybe Geertsma	wlgeertsma@cx.com.au	07 3812 3137
Early/Historic Racing			
Esprit – S1,2,3	Russ Carter	carter@overflow.net.au	07 3804 0122
Elite / Eclat / Excel	Henry Hancock	henry.hancock@architectus.com.au	07 3878 2850
Europa	Greg Bray	elanmanseries3@yahoo.com.au	07 3206 1395
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340R , Esprit / V8	Derek Dean	derek@motorman.com.au	0438 688 886
Lotus Cortina & Cortina	Garry Saunderson	saunderson@bigpond.com	07 3281 7005



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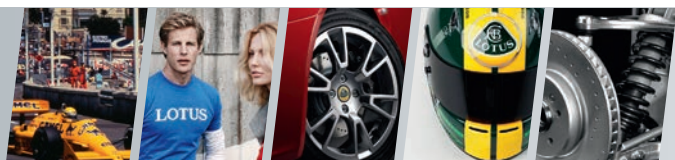
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