



LOTUS & Clubman Notes



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

FEATURES

- Beats the Office!
- EMR Narre Warren North to Toolangi via Reefton
- The Defeat of the Elite Elise Fleet
- Slippin' and Slidin' down at The Island
- Ekka EMR

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VOLUME 19 • ISSUE 08

FEATURES →

- 05 Beats the Office!
- 06 EMR Narre Warren North to Toolangi via Reefton
- 07 Club Night
- 07 Open letter to The Editor
- 08 USA 2013
- 10 The Defeat of the Elite Elise Fleet
- 12 Slippin' and Slidin' down at The Island
- 14 Ekka EMR
- 16 The LCQ weekend away to Binna Burra Lodge
- 18 Tales of Two Team Managers

REGULARS →

- 02 LCV President's Pleasantries
- 03 LCQ President's Prologue
- 04 Combined Calendar of events
- 19 Classifieds



COVER IMAGE:

There's an Elise somewhere under all the mud. Rhett Parker's Elise getting seriously dirty at Phillip Island (Photo K. Cook)



LOTUS & Clubman Notes

This past month has been one of highs and lows in this part of the world. The 'lows' being a depressingly boring election campaign offering nothing other than the hope that it will all be over by the time you get to read this, an equally depressing broken rib for the editor to make him even more of 'a grumpy old man' and the depths of winter weather making for difficult driving conditions for those of us wanting some quick motoring thrills.

Fortunately these conditions have been offset by some 'highs' including some more encouraging events such as some well-attended club events, the much anticipated and challenging Phillip Island 6 Hour Relay and, for me, a new car in the garage.

The Phillip Island 6 Hour Relay is one of the largest events open to those drivers with basic Level 2 CAMS licences and is very popular with in the order of 300 cars entered for the weekend. This year's event attracted quite a few LCV members as well as some like-minded enthusiasts from over the boarders to our north and west. The antics of 2 teams are detailed on the pages within. A number of those who braved the winter weather at 'The Island' are now planning for the next 6 hour relay organized by our friends at AROC to be held at Winton later in the year. Let's hope the rain stays away for this event.

New car purchasers are for most of us an event that only takes place every few years and for any petrol head the decision is usually a long and enjoyable one, discussed with as many other car nuts as can be cornered over the coffee machine, meal table or club night. It is also one that is accompanied by lots of day dreaming, surfing the car sales web sites, reading reviews, watching YouTube videos, compromises as to the amount of fun the car will bring offset by the amount of genuine use the car will get, decisions on how practical will it be in daily traffic, what will it be worth when you come to sell it one day, will it enhance or degrade your all important image as a car enthusiast, what will your wife/mum/brother/kids think of it, is new better than second hand, is it worth the money and of course how many shekels do you want to part with? It is also an event that totally baffles others in our community who's interest in a car extends no further than its colour! So after several months of focusing in on such important issues and listening to everyone's opinion I finally managed to ignore all sensible advice, find what I was looking for and spend some more of the kid's inheritance a new 'daily drive' that I hope will not offer a repeat of other Italian job's I have managed to park in the driveway.

Enjoy this months issue of Lotus Notes

CKJ 111

President's pleasantries

By CRAIG CHALMERS, President, LCV

Well the formula one circus may be taking a mid-season break but it certainly hasn't slowed down events and the enthusiasm of the Lotus crew in Victoria.

We've had a team of LCV members as well as a number of others joined up in various assorted crews for the Phillip Island 6 hour. I dropped in for a little while on Sunday to check out the activities and although the weather was ordinary, there was still plenty of enthusiasm on the Lotus pit wall. Unfortunately the organiser and team captain (as well as magazine editor) Cris Johansen had not only broken his car as reported in the last magazine, but had broken himself also by falling off his pushie during the week and cracking ribs. It was nice to meet a new club member in Ben Styles along with Josh Robins stepping up and helping out the team on the pit wall. Well done gents!

Cris with breaking cars and yourself, you're not having a great run, soon you may be required to habitate in a bubble for safety. Maybe your new Fiat 500 Arbath may cheer you up. Seriously though, get well soon.

The local dealer Zagame also held another driver training and track day at Sandown which was a ball.

You can read the full report further inside the magazine but I recommend you take the opportunity if the offer comes around again.

The club night at Andre' shed had a large turnout of 52 squeezing into the shed to view his exotics and listen to various tales from guest speakers. Again the report is contained inside but I must take this opportunity to thank Andre very much for your kind hospitality and a very enjoyable night. It was also good to meet some new members and see some cars reappear on the scene that haven't been sighted for a while.

The weather being a bit hit and miss also had wild winds blowing tree branches and rubbish over one of our best bits of road in the Reefton Spur. Generally the run was great but the lack of consideration or plain stupidity of some drivers refusing to move over and ignoring the slow

vehicle turnouts for miles on end with a queue of cars behind them is incredible. We almost need a name and shame website and although they are not members, yes I am talking about you in the Cruze on the Reefton Spur and the new D-Max Ute on the Black spur. Again a more detailed write-up is inside.

For those preferring things a little faster, the motorsport crew headed to Winton with MSCA for their speed fix. It sounds like a good day was had by all with some new PB's set on the sprint format.

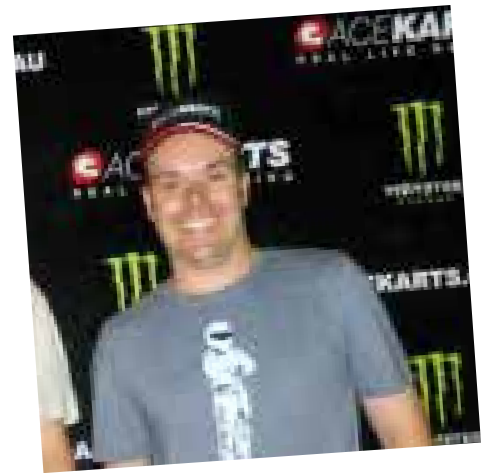
Of course the LCV championship resumes with Round 4 and the Rob Roy Hillclimb coming up fast on the 1st September and the final round at Winton on November 3rd. A reminder you must attend the Rob Roy event if you did not attend the Deca event in order to be eligible for the LCV championship.

As well as further MSCA events there is also the AROCA 6 hour event at Winton in October with LCV teams competing so if you would like to get involved or simply have a look, all assistance and support is always greatly appreciated.

Australian manufacturing and engineering has been a bit of a political football for our 'representatives' in Canberra over the last few months (does this election ever end?) but for the chance to see examples of Aussie ingenuity at work, our September club night with Paul Halstead and his car collection of engineering marvels should be high on your list.

WELCOME NEW LCV MEMBERS:

Kate McLoughlin
Stephen Lawrence [1974 Europa]
Tom Cooper [2004 Elise]
Glennyce Kelly



Don't forget there are also EMR's, the Gippsland Gallivant (entry form in last month's magazine), Tony Wheeler as our special guest speaker on Wednesday 23rd October, Christmas Party and Concours at Ferny Creek and an AGM to come in the coming months. Whew – I'm tired just thinking about it.

Thankfully the Tigers have secured at least one week of finals action so now I get to enjoy the typically Victorian September crisis called the crush for football finals tickets.

I try not to push personal barrows more than my usual dribble, but I will indulge this once. For those not on the Aussie Elises forum, on Saturday December 7th, Challenge is holding their Christmas Party. For those not familiar with the organisation this is a not for profit group helping children (and their families) battling cancer. As part of the party there are some passenger rides around a small closed road in the Sandown carpark. For those who may be able to spare even just an hour or two on this date and have a car that may interest the children (or their parents) please shoot me an email for further details. From last years' experience it is very much appreciated and assists in putting a few smiles on faces.

It was nice to meet some new members out and about as well as our usual culprits, but for now it's time to sign off,

In the meantime, travel fast and travel safe,



Craig

LCV Club Night

TUESDAY 10 SEPTEMBER – 7.30 pm

Paul Halstead Car Collection

Factory 4/4 Norwest Ave,

Laverton North 7:30pm

Contact Craig Chalmers 0412 983 818

*At the helm, so to speak.
(No I'm not that big, it's
called foreshortening.)*



President's prologue

By **DICK REYNOLDS, President, LCO**

"Flat stick" I'm told, refers to a piece of wood that is flat, or, a putter used in golf – 'cos it's flat!, or Kiwi slang for going fast or flat out! Please tell me the Kiwi's haven't stolen a march on us in great sayings!

I had an email from a chap a week or so ago, asking if he could join the Lotus Club. He doesn't own a Lotus, but a PRB Clubman. I sent a reply suggesting we will discuss this at our next meeting and get back to him.

My car is a Caterham, which isn't a Lotus. I did however own a Lotus previously, so feel that my heart is in the right place. A few people in the club joined before owning their Lotus, Daryl Wilson for one.

Another comment I heard was that we don't want to just become a hybrid club, of all sorts, and lose our identity – or words to that effect. The MG Car Club here in Queensland could fall into this category, except for the fact that it is still essentially, and fanatically, MG based. For example, they have specific MG classes in their events, Fastest MG of the day etc.

I did wonder if a member without a Lotus, is more relevant to the Club—if they turn up to meetings, events and all— than a Lotus owner who seldom shows up!

We've had the meeting, and all the members agree we should welcome all-comers, as long as they appreciate Lotus and what it stands for – or words to that effect. So we don't have to change anything! In the end, if our cars are as good as we think, all members will eventually buckle and get one. So come along and we'll get you involved.

Hit Mt Glorious again last Sunday, with 4 Sevens (that's 28), an Exige S, and a couple of mates on motorbikes. Interesting given the above discussion! One of the Sevens is a PRB which cleaned us all up at the DTC before last! and 2 motorbikes—they might be Lotus like, but sadly miss a couple of wheels! We had a ball, but not as big a ball as the lot that spent the weekend at Binna Burra.

Morgan Park is on 3rd and 4th August. Hopefully we can cadge another article from Clive, in his inimitable style. I'd dearly like to hear how Mike Goodfellow's Caterham is performing. I'm told the thing is a bit of a bullet!

Jon Young and Jason McGarry contested the Mt Cotton Hill Climb again a week or two ago. Sadly, there was a bit of rain about, so the times weren't great, but they had a ball despite the weather. Again, I think they are members of the MG Car Club, so will be interested in their take on the discussion.

On the subject of events, our DTC organiser is considering retiring. I am sure we can arrange a replacement— hopefully as adept as the current incumbent (now there's a sentence). However, it would make the whole thing easier if we could streamline the bureaucracy somewhat. I would be interested in any ideas on this one.

Personally, I can't see why quoting our Club Membership number on an application email doesn't define us, and showing our CTP extension and appropriate license on the day doesn't ensure our qualification for entry. I believe a thorough Scrutineering is more important than piles of paper. Sadly, it is usually the opposite. We are currently reviewing the Licensing and Insurance situation, and will report back.

One of the most exciting games I play is YouTube racing. Open two windows on YouTube, one in-car video of yourself, and one of another competitor on the same track. Start one video and then stop it exactly at the time they leave the mark, or cross the start line. Then, start the other video. As soon as the running video hits the start, hit the play button on the stopped video – clear as mud? From then, the race is on! I find this far more informative for analysing a run than track data, and I get to be beaten or beat by any number of exotic cars. Had a great scrap at Mt Cotton with an STI Subaru recently. I discovered that MUG was just as quick up the hills, but the Subaru much quicker round the corners. This is completely the opposite of what I expected!

Likewise, he was much tighter on the apexes, which means I have some clear issues to sort!

A few more Lotus videos on our YouTube site would be great. Sign into YouTube using this email: lotuscq@gmail.com and password: colinchapman. Posting a video is dead easy. Making it, not so easy!

Got to get this in for the mag by the 16th I'm told. But, before I go, we had a great drive to Mt Glorious yesterday, organised by Clive Wade. About forty people showed up, with two up in most cars. Pleasant drive, amongst all the push bikes, great breakfast and chat, then home for lunch. Gotta love this "club" life!

That's all.



Dick

PS. Before any of the rule followers get upset, the "at the helm" shot was taken at a motorkhana, where neck to knee's aren't required, just skill, dammit!

PPS. How come Clive gets forty to an EMR and I get six or seven? Don't answer that!

LCO Monthly Meeting

TUESDAY 3 SEPTEMBER – 7.30 pm

"My Banyan Tree" at 4/9 Doggett St,
Fortitude Valley Contact:

Dick Reynolds 0419 791 326



2013

LOTUS 2013 CALENDER OF EVENTS

SEPTEMBER	VICTORIA	QUEENSLAND
Sunday 1st	MGCC/LCV Rob Roy Hill Climb LCV Championship Round 4 see website for entry form	
Tuesday 3rd		LCQ Monthly Meeting - 7:30 pm "My Banyan Tree" at 4/9 Doggett Street, Fortitude Valley Contact: Dick Reynolds 0419 791 326
Sunday 8th		Lakeside Driver Training Centre – Timed laps Lakeside Raceway Contact Daryl Wilson 0419 791 326
Tuesday 10th	LCV Club Night – Paul Halstead Car Collection Factory 4, 4 Norwest Ave, Laverton North 7:30pm Contact Craig Chalmers 0412 983 818	
Saturday 14th & Sunday 15th		Mt. Cotton Hill Climb – Round 3 1753 to 1799 Mt Cotton Road, Mt Cotton
Sunday 15th	LCV EMR – Kinglake to Tooradin Assemble at McDonalds on cnr. Blackburn & Doncaster Rds. Doncaster East 8.30am for 9am departure. Contact Steve Miller 0404 090 136	EMR – Start at McDonald's The Gap at 7.30am Contact Dick Reynolds 0419 791 326
Thursday 19th		Gear Day Queensland Raceway
Saturday 21st & Sunday 22nd		Round 4 Old Super Sprint B Series Morgan Park, Warwick
Sunday 22nd		All British Day Tennyson
Sunday 29th		Rathdowney Run Lyons Road
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
Sunday 6th	MSCA Sandown refer www.msca.net.au for details	
Saturday 12th		SEQ British Vehicle Rally Flanagan Reserve Scenic Rim
Sunday 13th		Social Run
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
Wednesday 23rd	LCV Club Night – Wheeler's World A chat with Tony Wheeler. Jaguar/Healey clubrooms, 19–23 Rosalie St. Springvale, Melways 80 A8 from 7.30pm	
Thursday 24th		Gear Day Lakeside Raceway
Sunday 27th		Fish & Chips Run Shorncliffe



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au



by Craig Chalmers



BEATS THE OFFICE!

Zagame Lotus Owners Track Day

For the second year running the local Lotus dealer Zagame, in combination with Lotus Australia, conducted a driver training and track day at Sandown. With an ordinary forecast and a few late cancellations, numbers were slightly down this year with approximately 15 enthusiasts making the final cut. Those who did make the venture out were rewarded with a mainly fine day apart from being windy with a brief sprinkle of rain, which quickly dried out. Around the rest of the city, those who went to work or stayed home were penalised with various reports of hail and power outages. Perhaps there is a lesson learned there?

Alastair Manihera the marketing manager of Lotus Australia gave those assembled a brief introduction and hints towards a new model announcement in the coming months (we wait with baited breath). This was followed by a brief outline of the Lotus cars present for driving and evaluation (Evora, Elise S, Exige S) and a welcome from Zagame's General Manager Augusto Favrin. With the pleasantries out of the way the MotoKinetic driving instructors, including a number of experienced race drivers, were introduced, including some good-natured ribbing on who had the most Youtube hits (look up – George Mediecke Targa Tasmania 2012, Ford Capri off mountain).

The attendees were then separated into 3 groups to warm up and switch on with the instructors with some slalom work to also evaluate driver standard and ensure only some witches hats were wounded. Following the warm up exercises the groups were reassembled in pit lane for full track laps with instructors. A cold wind was blowing but apart from a brief shower the track stayed dry.

During this brief shower however, our resident magazine man Steve Blackie ensured the instructors had a nervous time by showing how the Esprit can still perform circles between turns 2 and 3. It certainly had my instructor nervous as we were closing in with the Lotus Australia Elise S as Steve displayed his artistic pirouette in front of us. All however passed without incident until an unfortunate Evora shed some oily tears and a following trail of evidence at the end of the back straight. While the concrete dust was spread and the car recovered, an early lunch was called.

If the wonderful spread of food was presented at all track days, visitors would end up saving on their restaurant dinner bills. Alas however I can't see the orange coloured staple of the trackside cafeteria changing any time soon. During the lunch break most of the attendees had a crack at the simulator set up in the garage. It was certainly a lot of fun with full actuators for the seat and for a cool \$93 thousand (yes that's right) you can have one set up in your lounge room too.

The afternoon on the track included the highlights as the Elise S was a lot of fun, but the opportunity to push the Exige S in a track environment was something else. Firing it up with a turn of the key and a lovely blat of the exhaust had the adrenalin running and the nerves tingling. A cautious exit from the pits ensuring not to stall it in front of the onlookers before entering the track and heading down to turn one. Although not heading in at full track

speed, a cautious application of the brakes just about had me going through the windscreen. Wow this thing has some great stoppers. From that realisation it was pootle around turns two and three, then through turn four and onto the back straight to open up the taps to experience some incredible acceleration. 345 old school horsepowers in around 1100 kilograms ensures the car launches at the horizon. Wow. Although after only a brief encounter and a few hot laps, at the end of my experience the Exige S had certainly impressed me. Now just to sell off some excess body organs that I don't need and I'll be down to sign up.

Of course in between all these shenanigans were a lot of laps in your own car, and I must thank Karl Reindler for continually hopping back in the car with me to fine tune the little points and find the tenths in lap times that I was looking for. Of course no timing occurred (nudge nudge, wink wink). After almost emptying two tanks of fuel, the final chequered flag came out and a glorious day came to a close. So if the opportunity does present itself again, I highly recommend you also join like-minded Lotus owners, and leave the office and head to the track for a great day of driver training and experience the latest offerings from Lotus, where the cars can be pushed in a controlled environment.

Again, thanks go to Zagame, Lotus Australia and the trainers from MotoKinetic for ensuring a great and safe day was had by all.



ZAGAME'S PHOTO GALLERY AND VIDEO OF THE DAY

<http://www.zag.com.au/zagame-lotus-owners-track-experience-2013/#more-4016>

<http://www.zag.com.au/zag-tv/#lotus>



EMR Narre Warren North to Toolangi via Reefton

The morning of 18 August started early for most, as the meeting point was at Narre Warren North, so most of the 30 or so who turned up had done 50 or so km before the 'real driving' got started. We had a coffee in the warmth of the bakery before heading north through some stunning verdant countryside that is starting to come to life with wattle in bloom and all the farms looking stunning in the morning sunlight that managed to sneak through the clouds occasionally. We had a great turn out of cars with the most everything from Ian's gorgeous new yellow Exige S to Eddie Perkins resurrected Westfield clubman out for its' first run in quite a while. Along with 5 Elise, 2 modern Europa's, a couple of M100 Elans, one '74 Europa of new member Stephen Lawrence and an Esprit the marque was well represented with a total of 13 Lotus out for the morning. To fill out the field we were joined by a Maserati, my recently acquired Abarth 500, the Mollison's Honda S2000 and Bill and Joan in their Audi TT.

To find roads and scenery that would better those of the drive to Warburton via Pakenham Upper and Gembrook would be a tall order and it reminded us all of how privileged we are to live in a city with such stunning roads and scenery within an easy day's drive. Morning tea was at the Three Sugars Café and as usual there was not enough time to catch up with the going's on of the members with recent European holidays, newly arrived grandchildren, new cars, tales of old ones undergoing repair, meeting new members and hearing of their joys of Lotus ownership, partners recuperations, to squeeze in to a half hour or so stop. Craig rounded us up and ensured we were all well aware of the speed camera locations on the way to Marysville with the 80kph limit being enforced on a Sunday morning in the middle of the bush. I trust that no one contributed to the government coffers.

The Reefton Spur road provided a somewhat constrained drive as it was covered in massive amounts of leaf litter, fallen bark, limbs and recently



removed trees that were the result of the very strong winds we have had over the past couple of days. The wind was still very blustery and we all needed to proceed with caution as you were never sure what you would discover around the next corner. This combined with a mostly wet road meant that there we no 'personal best' times set over the mountain.

About two thirds of us stayed on for lunch at the Toolangi Tavern for lunch and the others made their way home after morning tea. The Tavern was somewhat chaotic and half of us had to wait for close to an hour for the food, by which time the others had all eaten and said their farewells. So by the time most of us made it home in the afternoon we had done well over 200km on some of the twistiest roads on offer to the north east of Melbourne. Whilst there were some passengers who would have enjoyed a few less corners the roads were ideal for the Lotus fleet and by the time everyone was safely home we all had the task of giving our toys a good clean after a good days driving. Thanks Craig for the effort in organising the day.

Club Night

Andre Cezanne's Garage

On a cold winters evening, 52 members ventured out early to commence the evening with Pizza's and refreshments.

Initially we viewed a range of fine vehicles, the fully restored Esprit GT300, which won the 1994 GTP Championship, and also the concourse winner Esprit S4. Another interesting vehicle was the Lamborghini VT Roadster V12 with removable roof. There are 4 in Australia out of a total production run of 100. The car recently was shipped to Italy to participate in the 50th Anniversary of the marquee, with 350 vehicles from 27 countries touring from Rome to Milan, and Bologna on their way to the factory.

Paul McCreery, a long time Lotus mechanic, welcomed us on behalf of Andre, and introduced the speakers:

Rex Collier has a history of racing a Lotus Type 47. He has a long association with Lotus, and has much expertise with the Lotus twin cam engines of the 1970/80's. He currently advertises in our magazine a large inventory of Lotus spares.

Glen Davis spoke of the attempt on the Wheel Drive Land Speed Record. The Woomera 1, powered by 2 turbo charged V12 engines, and reached a speed of 223 mph in second gear. No further runs were possible due to flooding of the lake, and the car eventually was retired to the USA.

The third speaker, Peter Washington spoke of the experience of the 2013 Peking to Paris rally in a 1974 Citroen DS23. There were around



100 competitors with vehicles ranging from a 1926 Bentley tourer to a 1948 FX Holden. It is the toughest and most spectacular of the classic rallies, with the Citroen for the last 6 days, making it to the finish on 3 wheels.

Our thanks again to Andre and Paul for an interesting evening.

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Subject Open letter to The Editor

From Clive Wade

I have just read the Vic President's Pleasantries for August.

As inferred by Craig, Gloria & I had a ball last year at the Goldfields Weekend. We were made more than welcome by everyone on the drive. Kyran and his team of "assistants" certainly organised a really pleasant combination of morning teas, lunches, dinners and breakfasts interspersed with drives which certainly entertained.

We couldn't recommend more to anyone who might be thinking about popping down from interstate, or, if a Victorian, attending one of your own events, than to do so for a weekend away with Kyran & Co.

I would happily admit when I organised the Binna Burra Weekend, it was done with the Goldfields in mind.

So on my recommendation, go do the Gippsland Gallivant in October.

Kind regards,
Clive Wade

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USA 2013

Lotus People, Route 66 and other places (Part 2)

Following on from last month's article where we travelled from Brisbane to New York, Niagara Falls, Philadelphia, Washington, Boston and Chicago – and met some great Lotus people along the way... the story continues.

Our next stop was Decatur Indiana where we picked up a brand new ex-factory Fleetwood Motorhome for delivery to Los Angeles. We selected the smaller 25 foot, 6 berth Motorhome which was more than big enough for Moira and I. After stocking up with food and fuel we headed south for our first stop at Indianapolis Speedway.

While I am not a great fan of USA oval racing it just seemed a crime not to stop and look at such an iconic motorsport venue. We were lucky to be there on a day when they were doing track tours as well as the museum tours. Not quite a speedy tour as they take you around the track in a bus at a cool 25 – 30 mph! After the track tour, including kissing the finish line, visiting the media centre and race control we headed in to check out the museum. Pleasing to see Jim Clark's 1964 Lotus 34 Indianapolis car on display in pride of place in front of the museum. After an enjoyable couple of hours at Indianapolis Speedway we headed on to Louisville for the night. Next stop tomorrow was Nashville. We could hardly pass Nashville and miss the chance of seeing Keith and Nicole Urban.

Due to a stuff up with bookings we missed out on getting into The Grand Ole Opry, so we headed downtown to the Ryman Theatre the original home of the Grand Ole Opry, which is still going strong today. Then it was a stroll along the main drag Broadway and a stop at Tootsies Orchid Lounge for a drink and to listen to the music. Broadway is lined with bars, all with live music and great artists. It's an easy way to spend a few hours having a few quiet drinks and listening for free to great artists and music... just tip them at the end of the set. Excellent!



Next morning we checked out Nashville Studio B where many great artists have recorded such as Elvis Presley, Roy Orbison, Johnny Cash, Jim Reeves, Dolly Parton and anyone who is anyone. It was sort of surreal standing on the spot where all these famous people recorded such great music. A final stop to visit the Nashville Hall of Fame which is a must see if you are interested in Country or Rock 'n Roll music. It was then time to get rolling again, so we hit the road down to Memphis and booked into an RV park right next door to Graceland, settling in with a drink to plan our next day.

First up we did the Elvis Graceland mansion tour. It is not a huge house, but still very interesting particularly the huge gold/platinum record collection in the annexe. Then back over the road to other Graceland exhibits: Elvis's car collection, aeroplanes, Las Vegas and Hawaii concert and movie clothes collections. All in all an interesting morning tinged with a little sadness as to Elvis's early demise. Memphis Sun Studio was our next stop, a must-see according to our son Sean who is heavily into music. A fascinating place again where hundreds of famous artists have recorded over the last 75+ years (and still going), including Jerry Lee Lewis, Carl Perkins, Johnny Cash, Elvis Presley, Roy Orbison. An entertaining tour, our guide was probably a wannabe singer. Next, into Beale Street to check out the local music joints and lunch at a divvie place that proved to



be excellent and cheap, a good combination! We felt Memphis was a more interesting place than Nashville and finished the day listening to some good music in an Irish bar in Beale St, followed by a walk around the downtown area and watching a minor league baseball game at the local stadium, good day.

Next day it was back on the road again heading to Oklahoma City. This was a fairly long drive only broken by a side trip to Abraham Lincoln's birthplace at Hodgenville, Kentucky. As we were now heading southwest the country was flattening out and we started to experience windy conditions which made driving the motorhome a little difficult.

Oklahoma City proved to be a bit of a disappointment and had little to offer. We checked out the local gallery/museum, watched an ice hockey game then had dinner at Pearls Crabtown restaurant before heading back to our motorhome for the night.

Back on the road heading towards Amarillo we were finally into Route 66 territory. We made several detours on to the original Route 66 road and stopped at several old landmarks along the way. Route 66 is no longer an official road and it runs beside the I40 for a large part and, apart from some old nostalgic sites, there is not a lot to see. We left the I40 and headed north to Washita Battlefields where General Custer massacred an Indian tribe. Then back onto the I40 and it was a battle with high winds which we had been advised were common for that time of the year! By the time we arrived at Amarillo the winds were gale force and we were pleased to be off the road. The winds got even stronger the next day, so we stayed over in Amarillo and tried to do some sightseeing. To say there is not much to see in Amarillo is an understatement; it is in the middle of a flat plain (or prairie area) and does not have much going for it!

When we woke the next morning the wind was still fairly strong, but after checking the weather reports and discussing it with other people at the RV Park we decided to head off to Tucumcari, and if conditions were acceptable, continue on to Albuquerque.

When we planned this motorhome trip we deliberately left our route open after Memphis, so we could detour off the I40 at any time to see things of interest. We had certainly reached that point when we got to Albuquerque as it had been flat and boring country since we left Oklahoma City and we were not seeing much of interest. That night we studied the maps and decided to check out the Indian Pueblos at Acoma and Zuni before stopping at Gallup for the night. The Acoma Pueblo was on the top of a large mesa and is still inhabited by the local Indians and had great views of the surrounding country side. The Zuni Pueblo was more a small town with an Indian information centre and numerous shops selling all manner of turquoise jewellery. The Zuni Pueblo is traditionally run to this day.

After Gallup we headed north through Shiprock and Cortez to the Mesa Verde National Park for the night. The next morning we did the Mesa Verde National Park ranger-guided tour of the old Indian rock dwellings carved into the canyon rock walls. The dwellings are around 1200 years old and a real highlight, magic. We then headed back to Cortez for lunch and on to Monument Valley for the night and tour next day.



Monument Valley is probably most famous for all the westerns (remember John Wayne?) and other movies that have been shot there. The rock formations have been eroded over thousands of years and are quite amazing. After lunch we headed off to drive to the Grand Canyon for the night. The winds were still blowing as we left Monument Valley, but got significantly worse as we got out on the open prairie after Tuba City. The motorhome was being buffeted by wind gusts between 40–60 mph and one huge gust ripped the awning clean off the side of the motorhome, a real scary moment. We affected some emergency roadside repairs and limped on to Cameron and checked in at the Ranger station.

The rangers advised the wind conditions would ease about 10–15 miles down the I64 to the Grand Canyon as the road is a bit more



sheltered by the surrounding hills. So we took their advice and drove the remaining 85+ miles on into the Grand Canyon National Park without further incident. After setting up we checked the weather forecasts and it was not good, high winds to 70 mph+ to continue for at least the next 24 hours or more, so we decided to stay over the next day at the Grand Canyon.

It was still blowing strongly the next morning, so after the local road service guy sorted out the damaged annexe we spent the day sightseeing at the Grand Canyon. We caught the shuttle bus part way around the Canyon then got off and walked for about 3–4km so we could really experience the wonder of this massive canyon. Our decision to stay over at the Grand Canyon proved to be a good one as the I40 (where we would have headed) was closed all day to all traffic due to the high winds that upturned semi trailers!

By this stage we had seen just about everything we wanted to see, so we headed to Los Angeles after an overnight in Bastow, and boy did we feel we were in the old Wild West. When we returned the motorhome the Apollo people were really great and well aware of the problems with the winds, as many other people had experienced the same problem. Finally a visit to Disneyland was a must before we flew home to Bris Vegas a couple of days later.



All in all it was a great experience and driving USA is not all that difficult. We possibly could have been more adventurous when it came to driving the motorhome around some of the cities ie: Memphis as there are often car parks that cater for RV's.

For the technically minded, we covered 3124.9 miles in 17 days in the motorhome from Decatur Indiana to Los Angeles California. We used 397.86 US gallons of petrol, costing a total of US\$1680.23, at an average cost of US\$3.588 per gallon, at an average of 7.87 miles per gallon.

Happy travelling everyone and we suggest you consider contacting the local Lotus Club when next you travel. From our experience you will be warmly welcomed and find them very helpful and hospitable.

Useful tips

- >> Get a road atlas and a good GPS with lane guidance to help navigate the city-interstate connections. Thanks to Giles Cooper for lending us his Tom Tom with USA maps – it only missed the mark once, no biggie, we resorted to asking a local!
- >> If you plan to drive across the USA do not drive Route 66 or the I40 during March through June due to the high winds and possible tornadoes at that time of the year!
- >> Technology makes travelling so much easier. A mini iPad meant no more books, Moira now reads books on the iPad courtesy of eBooks and Kindle free book downloads. Moira's camera also packed up, so the iPad became the default camera with excellent results. I have a little Netbook computer, and the tour bus, Amtrak train, accommodation and RV parks all had free wifi.



If you are interested in doing a **USA MOTORHOME TRIP** check out www.apollorv.com. Apollo has had factory relocation deals for the last 2 years from March through June and I believe the same deals will be available in 2014.



The Defeat of the Elite Elise Fleet

or doing the Phillip Island 6-Hour Relay the hard way!



On Saturday morning May 11th entries opened for this years Phillip Island 6-Hour Relay and so as not to avoid disappointment at missing out on an entry again I was all prepared to ensure our entry was posted before the weekend was over. This required a full day of driving from one end of Melbourne to the other to collect signatures and entry fees from the 6 Elise drivers that were keen to get involved. In addition a bank cheque for the entry had to be sourced from the nearest bank branch that was open and the task of coming up with a name for the team.

The team started off with Alec Spyrou, Stewart Richards, Kristian Cook, Rhett Parker, David Buntin and myself and the task of coming up with a name was given to some of the women at home at the time. The Elite Elise Fleet was selected from a range of even worse options and before we could give it more though the entry was completed.

All of the necessary tasks were achieved with a variety of levels of success and so the entry was posted at the Braeside mail centre to do our utmost to 'be on pole' when the post was delivered to the organizers.

Some 2 weeks later we were pleased to find out that the effort had been rewarded and we had managed to sneak in to a field that was oversubscribed to by something like 100 per cent. This now meant that we needed to engage the services of a 'real' team manager as the one who signed the entry form had done so under duress (and threats of bodily harm to me if I did not replace her!) so after a few phone calls the club grape vine produced a willing volunteer with Steve Miller being prepared to put his weekend aside and try and 'heard the cats' on the first weekend in August.

By way of preparation we all agreed that the July MSCA event would present an opportunity to hone our skills so we all entered for a day of

hard driving and despite a wet start on the day thoroughly enjoyed the resurfaced track and all posted our personal best times at 'The Island'. Rhett managed to make a spectacular exit on his warmup lap that ended up producing a great photo opportunity for the cover of this month magazine. The day however did not end as planned for one of the team with my Elise expiring in a cloud of steam on the last run of the day. After a drive home in the RACV pick up vehicle and a quick inspection of the damage it was apparent that the team membership was in need of an overhaul (not to mention the engine!) Again Steve Miller came to the party so it was looking like 5 Elise's and 1 Clubman to make up the day.

Between the 7 of us we kept the internet warm with what seemed like daily emails sorting out the finer details of where to stay, how to be able to see our cars on the track amid a field of 50 other cars, the best tactics for the day, clarification of the interpretation of rules, when and where to meet up with the CLA team down for the event from Sydney, etc. And as the weekend approached all was shaping up to be an enjoyable event with only the vagaries of winter weather on the Island to contend with. That was until the Thursday night before the event when I managed to fall off my bike onto some Armc0 railing when riding home from the office and breaking a rib! The result was both painful and somewhat debilitating with sleep suddenly being relegated to those rare moments when sheer exhaustion and strong analgesics overwhelmed the constant discomfort. Not a good start to base a successful weekend on!

Given the lateness of the hour I decided to go down to for the weekend and endeavour to struggle through as team manager, so we headed off from Melbourne on the Friday evening and despite next to no sleep turned up to greet the team at the track bright and early on Saturday morning. After the managers briefing, and then the drivers briefing, the action got underway with close to 300 cars all trying to get out on the track to see what time they should set for the next day. Fortunately the rain held off and time on a dry track was only interrupted by a few overly eager drivers managing to disrupt the day. The most spectacular being the coming together of a Corvette and a Hyundai at the top of the main straight that brought about a premature end to proceedings and a hail of criticism from the organizers at the lack of driver skill and care on the track.

The last task for the day was to nominate times for the event so with lots of discussion over all possible outcomes all drivers nominated their times and we headed our own ways for the evening.

It rained most of the night and the forecast was for more rain on the Sunday so it was agreed that half the team would adjust their times down to account for the conditions.

The event got underway at 10 following several rituals including bagpipes, prayer and pit lane ceremonies and it was not long until the safety car joined the ranks of eager drivers on the wet track.

By the time the first driver was due to come in I was beyond useless so left the guys to themselves and retired to the 'sick bay' for the balance of the event. Fortunately for the team there were others there who had sacrificed part of their Sunday to offer assistance and the team was supported at various times by Josh, Ben, Jo, Natasha and Anthony who kindly helped out. Thanks folks!

From what appears on the results sheet the day continued to deteriorated from there on and it seems that the highlight was actually not coming home in last place! This feat was only narrowly avoided thanks to the stellar efforts of our neighbouring clubbie's team. Whilst everyone managed to complete the event in one piece there is certainly a lot of room for improvement for future events.

*Photos by Anthony Bossong
CKJ 111*





by Norme de Plume

Slippin' and Slidin' down at The Island

"Well, I have to unfortunately say that that was the worst display of driving I have witnessed in the 8 years we have run this event...!"

Harsh words indeed, particularly coming from a quietly spoken fellow that is highly respected for his constructive and always positive attitude.

"I was going to halt the meeting and haul all of you in here yesterday at lunch time, but I thought things would change...well, they did,...it just got bloody worse."

With those terse, but well founded words from David Bellenger, Chairman of the Organising Committee for the Phillip Island 6 Hour Relay still ringing in our ears, we trudged back to the pits after Sunday mornings Drivers Briefing, his message bouncing around our heads like a Pin Ball.... "It's not a race boys and girls...so just be nice out there...ok."

And so began, on a typical Phillip Island wet and cold morning, the 2013 Victorian 6 Hour Relay.

Practice on Saturday was unusually dry, which may have added to the unusually high concentration of testosterone that was eerily present. But what a sight, 50 teams with anything up to 6 cars per team milling around behind the pits, marquee's set up with the smell of breakfast on the go, and, an infectious feeling of excitement which always proceeds what many call "The Poor Mans Bathurst"

Lotus Club Victoria were represented by 2 Teams:

"The Lotus Elite Fleet" of Steven Miller, Alex Spyrou, David Buntin, Kristian Cook, Rhett Parker and Stewart Richards.

"Team TAHMA Racing". Their monica being constructed from 'T'om (Bartley), 'A'lan (Strunin), 'H'arry (Hertzburg), 'M'ichael (Pratt), and 'A'lan (Pettitt).

TAHMA's United Nations like stable consisted of an Italian Maserati, Jap WRX, French Meganne, South African Birkin S3 and the obligatory Pom Lotus Elise S.

Surprise #1 for the meeting came at Scrutineering when it was found that in the Sub Regs (which everybody reads of course) there hid a little clause stating that a full harness was required....bloody pooooo!...our two Alan's' vehicles were fitted with original lap sash...bloody hell,...Pettitt went charging off to a fellow that was selling harness's at the track, while Strunin contemplated suicide given that he would also need a special harness bar. His day job as an anaesthetist would only help in one area here.

Good sense finally prevailed with Michael offering to share the Maserati and the newly belted Pettitt offering the same with his WRX.

We decided we would all look at setting a "dry" time irrespective of what the Weather Gods' had in store for us on Sunday, but a "dry" time that we would not go quicker than (thereby incurring large penalty's)

Practice day passed without incident for us, but a few stories of chaps in large American Horse cars and Japanese things displaying wings that only Batman's mother would appreciate began to do the rounds.

Team Manager Lys Strunin arranged a meeting that night at the aptly named "Cirrhosis by



the Sea Lodge" where strategy's would be discussed prior to the eagerly awaited Domino's Championship, Milo Tasting and Pit Bi*ches Cup Cake Fight.

Sunday..Surprise #2... It was raining....

Undaunted, 50 vehicles of all makes and models lined up on the grid for the National Anthem, the official Race Prayer and, that bizarre tradition of a lone Scottish Piper walking the grid playing Amazing Grace.

It's said a lot of funny stuff goes on inside a drivers helmet when all this occurs...but never having the guts to be first out I can't reliably comment, and never will, unless they allow the entry of a small armoured personnel carrier fitted with a 12 point harness of course.

"Pratty" was volunteered first out (his blood and claw marks still visible on the wall of the pit garage) We all agreed that this was quite heroic stuff from him given that (a) he is a devout self confessed coward (b) it was his first PI 6 Hour (c) it was raining and (d) the Twin Turbo Maserati bit like a Sabre Tooth Tiger when both hair drier's kicked in.

A time of faster than 1:55:00 would incur a 10 lap penalty for a first offence,

with disqualification for a 3rd. Only 3 cars were nailed in practice for this with a most unfortunate pilot of a Elfin MS8 doing a 1:54:99...it just shows how you go from hero to zero in this type of event.

"Pratty" and 49 others proceeded to give the rest of us a dry line as the morning progressed consequently by the obligatory driver/car change at 15 (or so !) laps, there was a definite dry/wet line, but hell, you get on to the latter and things could change to a major "cottage pie" and Safety Car moment before you knew it.

Mid morning saw the Team strategically placed at 2nd last...yes,... they had all fallen for the old "It's gonna rain, I can do a 2:00:00 in the dry, lets post a 2:15:00 Wet Regularity Time...."

Our Milo fuelled Strategy Night had payed off, a widow of opportunity had began to open with the weather and the track beginning to rapidly dry.

Laps by "Dirty Harry" Hertzburg, Michael "The Pratt" Pratt and the Redheads Bloke began to get into the Bonus Lap Times. This, coupled with the 2 Alan's failing to incur any penalties was seeing TEAM TAHMA RACING's position rise rapidly North.

Meanwhile, some of the other Teams were finding it difficult to stay above their "wet" regularity times in the increasingly dry conditions.

Les Bone from LCV who scored a spot with the SA Clubbies Team, was finding it particularly

hard given that he is capable of a 1:50:00 and had set a "Wet" time of 2:05:00...with his typical Irish logic, he was at great pains to explain how difficult it was to drive fast slowly...yes Les, of course we understand.

Mid afternoon saw the Team up in 21st place from the field of 50...break out the bloody Lamingtons...this is unheard of...but just when you think you have it right, Mother Nature plays her cards.

In typical Phillip Island fashion, the sky began develop large holes, out of which

stuff that fish frolic in, began to tumble over all and sundry, providing a very cautious finale to an absolutely brilliant day.

"Dirty Harry" in the Frog Meganne seemed most appropriate to leave out in the inclement conditions until the chequered flag welcomed us to a very creditable 24th place and, bringing to an end the most successful day LCV have seen at the 6 Hour in a number of years.

When revisiting the 'IF' my Aunty had testicles she'd be my Uncle" dept...

'IF' the Pit B*tches, Mad Dog Moore and Haydo Seals had not consumed a small Irish County's supply of Jamison during the Domino Championship Saturday night, they may have been able to accurately count each drivers laps and not have us incur 6 Penalty Laps for 3 of us completing 15 plus laps per session...

'IF' Dirty Harry had not have decided he would get drenched in Red Mist and make mince meat out of a Porsche GT3 thereby blowing his regularity time by 3 second and incurring another 10 Penalty Laps...

...and 'IF' that fool of a Redheads Bloke had have taken more notice of a RED FLAG during practice than he does his RED Helmet, incurring yet another Penalty lap, than the result would probably have been not much different.

Finally, the "Spot the Mistake Awards"...an SA Clubbies Team Member bringing a Hyundai instead of a Clubbie to the 6 Hour this year,... a Corvette owner mistaking a Hyundai for a Clubbie,... and, anyone else who decided that the Phillip Island 6 Hour was too far, too cold, and not enough fun to enter.

In conclusion, a big thanks to Lys and Alan "The Doc" Strunin for their vain attempt at trying to organise us into what could be loosely termed a Team. Also Pit B*tches "Mad Dog and Seals" for a great job of doing anything and everything for the Team... (I'm serious) and Greg Llewellyn (World's best Motor Sport Photographer) from www.narraphotography.com.au for his kind permission to use his shots.

And yep, we'll be back in 2014.





A funny thing happened on the way to the last, EMR breakfast. But, more on that later.

Hmm, an EMR on a Wednesday. Perhaps some retirees (like myself) and a self-employed or two will turn up. Why then is Clive asking what we want for breakfast? Surely that can wait until we get to the café. Then the penny dropped, it is a public holiday for The Ekka (Brisbane Exhibition) and the café was expecting a crowd.

The weather was cloudy and cool, but the drive to the top of Mount Glorious is, well, glorious, even on a not-so-good day. The big surprise was the turnout of cars. Seven Elans, one Seven, three Caterhams, two Esprits, one Europa, five Elises, an MX5 and an immaculate MGA.

The run commenced at The Gap shopping centre whose ingress and egress is controlled by traffic lights. This made it very difficult to get

all of the cars together as one large group for the run up the mountain. However, I found myself in the midst of a large group of club cars and, unlike most other times I have driven or ridden up the mountain, we had a clear run with just the usual large, selection of pushbikes to negotiate. Surprisingly, there didn't seem to be the usual contingent of sports bikes thundering past over the, mostly, double yellow lined road. Did pass a couple of Clubman types going in the opposite direction, wind in the hair, grinning madly and waving furiously.

The run up Mt Glorious never ceases to be a pleasure. Whether you are there for the twisties, the fantastic vistas into the Samford Valley or to ogle some of the houses and their superb outlooks, there is something there for drivers and passengers alike.

Mind you, there is one particular corner that catches me out every time. It is one of those corners that just keeps getting tighter the further you get








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into it. You know the type? Thinking your speed is just right, then, perhaps a tad too fast, take your foot off the gas, the tail lifts, still too fast, a desperate stab at the brakes, wrong, the tail lifts a little more and the rear of the car starts to step out of line. Ooops, foot back on the gas, and just manage to save the embarrassment. Or is that just me?

Now for that funny thing that happened on the way to the EMR breakfast. Mt Glorious is a very popular spot for all things motor related. Therefore, one would expect the police to be in attendance, especially on a public holiday. We were not disappointed. Also, being a responsible lot, we obey the speed limits, more so on a public holiday when transiting a 50kmh village. So, what a surprise to round a corner and find a motorcycle cop furiously writing down our registration numbers on his booking pad! Well, at least that's what it seemed like to me. Perhaps he was still writing out speeding tickets for the couple of bikes he had bailed up and just couldn't keep his eyes off the Loti. Or, as someone else ventured, maybe he was going to check who was on restricted registration to see if they were breaking any guidelines. We shall see.

Arrival at the café was all too soon, with the drive just a fading memory as we were ushered onto the front deck. Unfortunately, some low cloud obscured what would have been amazing views, but this was soon forgotten as we tucked into some good food and conversation. Eventually, we were chased out as other patrons started to arrive and our tables were required. The conversations were then moved to the car park where people drifted away in dribs and drabs. I spied Dick (our President) putting on what looked to be four or five layers of clothing. On further investigation I found that this is a necessity when driving a Caterham in anything other than brilliant sunshine. When asked about a heater, he mumbled something about having disconnected it. Truth be told, he probably removed it, in an attempt to save weight in order to gain an advantage when sprinting!

I eventually departed, the Elan's hood up and the heater on for a cosy drive down the Brisbane Valley side of Mt Glorious on my way back to the Gold Coast. I eventually caught up with Martin, one our new Elise members, and we enjoyed a spirited drive to Boonah, for coffee, before going our own way.

When reflecting on the morning's activities, I count myself lucky to be associated with the club and its members and wish to thank Clive Wade for organising the drive and breakfast.

Cheers, Colin





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➤ The LCQ weekend away to Binna Burra Lodge

We enjoyed a leisurely Saturday afternoon drive to Binna Burra Lodge where we partook in an afternoon cheese platter (with maybe the odd wine), dinner and a relaxing sleep. After a hearty breakfast on Sunday morning we drove to Bangalow Markets. After the markets (and lunch at the Bangalow Pub) the drive back to Brisbane was mere 1¼ hours straight up the highway. For the drive to Bangalow there were 2 options. After Murwillumbah the option of either the longer, more picturesque (& Lotusy) drive through Uki, or the more trafficked but shorter drive over the Burringbar Range along the old Pacific Highway beckoned. Check out the photos to see what you missed if you were not there.





Tales of Two Team Managers

Iain Palmer was quick off the mark with his excellent review of the book "Team Lotus – My View from the Pit Wall", Peter Warr's fascinating story of his years at the helm of Team Lotus. Iain and I must have been reading the book at about the same time and by coincidence I had just finished "Jo Ramirez – Memoirs of a Racing Man". Jo was the friendly face of Team McLaren for seventeen years, five years of which overlapped with Warr's time at Lotus. It was interesting to read these two books one after the other and be able to compare what the two men thought of certain people and certain happenings in the sport.

I was lucky enough to meet Jo Ramirez many years ago at the Australian GP when he showed us through the McLaren pits. This was akin to having the pope take you on a guided tour of the Vatican. Jo was ever quick to smile and share a joke and seemed a genuinely warm person. I would have loved to spend time with him but he was a busy man and I was simply grateful to be able to follow him round as he explained the workings of one of the biggest teams in the sport. His book is hard to put down.

In his article Iain commented that he was surprised that Warr's book didn't spawn some lawsuits. The same could be said of Ramirez's story. Just as Warr did, Jo tells it the way it is. Their insights into the personality of Nigel Mansell, for example, didn't pull any punches. McLaren in 1995 was the team of 'Four Ms': McLaren, Malboro, Mercedes and Mobil. A fifth was added when they signed Mika (Hakkinen). Then Malboro put pressure on Ron Dennis to add the sixth – Mansell. When Dennis eventually (and reluctantly) signed Mansell, Patrick Head of Williams said to Ramirez: "I can't tell you anything about Nigel because you'd never believe me – you actually have to live the experience." A couple of months later Ramirez told Head that he had never spoken a truer word.

At Lotus, Warr's comments about Mansell included this: "Nigel... throughout his time with the Team made it clear that he felt the whole world was against him. It

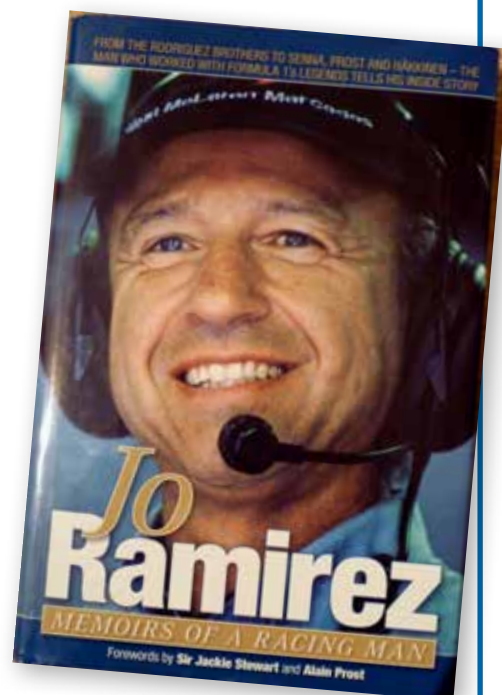
did not help his case that in many instances his demeanour and behaviour did nothing to convince the Team that anything they did would help change his attitude..." Motor racing journalist and author Allan Henry said that Mansell: "was the only race driver he knew who needed a cooling-down lap to think up an excuse for why he had not done well..." The workers in the Lotus fabrication shop had a backboard headed up "The Nigel Mansell Excuse Board". Warr believed that Mansell threw away two championships. It was a sad indictment that even someone as easy going as Ramirez admitted that he opened a bottle of Champagne when Ron Dennis sacked Mansell.

Bob Dance, the Team Lotus chief mechanic was a funny man and Ramirez tells a story from 1977 when he was with Fittipaldi at Interlagos:

"Bob Dance... engineered the demolishing of the Interlagos race track toilets (if you could call them toilets). We'd asked the organisation to improve the standard of the 'bogs' year after year, but we were repeatedly ignored. This particular year Bob decided that enough was enough. After the race... Bob planted a series of mass destruction acetylene bombs... and when we were ready to leave – BANG! The toilets self destructed in less than 45 seconds and the next year we had new ones."

Ramirez also provides an enlightening insight into the character of his boss, Ron Dennis, a complex man with very high standards and an ability to put together lucrative deals for his McLaren team. Although the two men were together for a very long time and seemed to work well together, the impression is that they were never really close. Ramirez obviously respected Dennis and vice versa but Dennis seemed to keep his distance.

The other person that features prominently in both books is Bernie Ecclestone. Both Warr and Ramirez speak highly of Ecclestone, as did both Murray Walker and Professor Sid Watkins in their books. Warr devotes a whole chapter to Ecclestone that is worth reading in its own right. Ramirez recounts how he managed to pull a 'fast one' over Ecclestone when he was with Fittipaldi and was negotiating a freight deal. Bernie later found



out but Ramirez says: "...he never held it against me, but on the contrary has always helped me in my long and lonely road with small teams. A small man with a big brain who has done so much for the sport." Warr has an equally flattering summary: "On his own he has done 100 times more than any other individual to build Formula 1 into what it is today."

Both *My View from the Pit Wall* and *Memoirs of a Racing Man* are engrossing books that provide an inside view of the world of Formula One from two men that worked at the heart of the scene. I bought my copies from David at Motor Book World close to home in Canterbury Road, Canterbury.

Reading Checklist

Jo Ramirez – Memoirs of a Racing Man
By Jo Ramirez. Haynes Publishing.

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

Life at the Limit
By Professor Sid Watkins. Macmillan Publishing.

Unless I'm Very Much Mistaken
By Murray Walker. Collin Willow Publishing.



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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



▲ 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.



▲ 2001 SERIES 1 ELISE

All original and unmolested. 19,400kms only. FSH. Cam-belt changed by Zagame last year. Never tracked. Excellent condition. Victorian registration to late Sept. 2013.

\$35,000.00 ono.

Call David: 0419 434 382.



▲ 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



▲ 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 Old 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;

Generator/Alternator conversion;

Full Harness seatbelts.

\$35,000-0NO

Make me an offer – new car on the way and I need the shed space

Ph: 0419 756 896

Email: aconway@bigpond.net.au

WANTED TO BUY

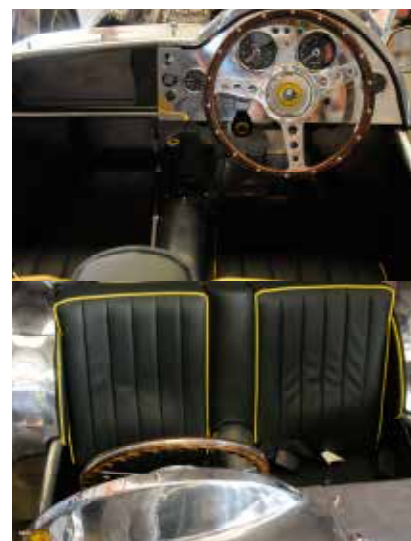
Original untouched 3.9:1 diff assembly suit Elan, Cortina etc.

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.

► 1954 LOTUS 6

Beautifully restored, multiple Concours winner. Serious buyers call Nick Steele 0412 011 100



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
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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 idalpalmer@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	Craig Chalmers	03 9796 9299
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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Elite	Wybe Geertsma	wlgertsma@cxi.com.au	07 3812 3137
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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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