



LOTUS & Clubman Notes



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

FEATURES

- LCQ December Meeting and Awards Night
- LCV Annual General Meeting Report
- LCQ Christmas Party
- LCV's January Restaurant Night
- Team Lotus F1 Drivers - Jochen Rindt
- A somewhat different biography of Colin Chapman

2014

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VOLUME 20 • ISSUE 1

FEATURES →

- 05 Lotus Club Victoria supports Challenge at Christmas Party
- 06 LCQ December Meeting and Awards Night
- 08 LCV Annual General Meeting Report
- 10 LCQ Christmas Party
- 12 LCV's January Restaurant Night
- 13 Team Lotus F1 Drivers – Jochen Rindt
- 16 Donut Drive Couplings
- 19 Lotus Mini's
- 20 A somewhat different biography of Colin Chapman
- 21 Lotus 23B

REGULARS →

- 02 LCV President's shed
- 03 LVQ President's prologue
- 04 Combined Calendar of events
- 22 Classifieds



COVER IMAGE:

A photo by Vyvian Black at last years AGP. But what is it? Perhaps a Lotus 18 variant? Some say that it's not actually a Lotus at all. If anyone can shed light on it please do so.



LOTUS & Clubman Notes

Happy New Year to all. The summer break is now over for most of us with school back and holidays a thing to look back on with, hopefully, fond memories. Whilst there seems to be no end in sight for the hot weather down in this part of the world, 40 degrees again today!, the summer sporting highlights are now all behind us (how good was The Ashes!) and a new year of Lotus Club action awaits.

On the Lotus Notes front it looks like this edition will be the last LCQ/LCV-only edition as our colleagues from CLA have expressed a desire to combine their skills, news and interesting activities with us so I for one look forward to a boarder spread of news and contributors for future magazines.

On the Lotus Cars front for the year we have the release of the Exige S soft top to look forward to for those who like the wind in their faces while driving. (I wonder what I would get as a trade in on the Elise?) Also the Elise S Cup R takes its place in the stable alongside big brothers and lets hope it makes its way down under for those who enjoy track driving. On a somewhat less promising front is the financial status of the marque with recent rumour files reporting: Once again, the future of Group Lotus seems unsecure after the company made a £167.800.000 net loss in 2013 and breached its banking covenants. Proton is planning to re-finance Lotus' debt to smooth the road ahead but its deputy chief executive, Lukman bin Ibrahim, said that until this has been competed, "there is a material uncertainty which may cast significant doubt over the group and the company's ability to continue to operate as a going concern".

Whilst this news seems a bit like the eternal newspaper headlines it cannot be a sustainable position for our favourite carmaker so for all Lotus followers we hope the year brings brighter news on this front.

Also awaiting us this year is a new set of rules in F1 that, along with Daniel Ricciardo taking over from Mark Weber, will make for an interesting and unpredictable outcome for the first few events on the calendar. Lets also hope that the Lotus name makes its presents felt with Romain being able to stay up near the front of the field this year.

In this edition there are a number of articles that wrap up last year's activities as well as a most interesting one about Jochen Rindt, a Lotus driver from an earlier era, thanks to Peter Hill.

Enjoy the magazine and happy motoring, restoring, socialising or simply tinkering with your toys in 2014.

CKJ 111

President's Shed

By Mike Richards, LCV President

Well, here we are again, another year and I wish you all a happy & prosperous 2014.

It may surprise some that I've returned as President. You aren't as surprised as I was. I intended staying on the Committee as an ordinary member, when to my utter surprise and dismay the election paper was rigged to appear as if I was standing for the President's job. Now the President's job is the one nobody wants so with reluctance, but you know me, anything to please, I'm back for a year. It is of some concern that in a club with hundreds of members nobody considers it worthwhile to make a contribution by chairing the Committee.

Shed, what's this? Everyone has a shed. It's a place remote from the outside world where one keeps special stuff and it can be anything from a virtual shed in your brain to a monument to one's ego in stone, full of toys. We keep all sorts of special things in these sheds and I aim to share these with you in this page called Shed. Walk along with me through this shed and share whatever we find here.

This year we are trying to organise Club events well ahead so we avoid the disappointment of those who organise them when the events are poorly attended.

Tardy organisation and lack of publicity has been an annoying feature of Club events which can be blamed on the Committee, since I see from our website statistics that members are regularly logging on to look for upcoming events, but not finding them. There has also been a problem with lack of general interest in Club Nights at unsuitable venues.

A review of Club Night venues since 1996 shows that we are repeatedly drifting back to a few well-worn favourites, a practice which may be fine for those creatures of habit, but we do run the risk of outwearing our welcome and disenfranchising those who want something of novel interest and relevance, otherwise it's not worth the drive across town on a Tuesday night. There are only nine people on the Committee and some of them don't have knowledge of a range of suitable venues so it's unreasonable

to expect them to dream up an interesting, exciting Club Night each month. However, amongst the membership there must be a pool of knowledge from which we'd like to receive a trickle of information on suitable Club Night venues. Please give us the contacts, we'll eagerly follow up on anything you can send to any of the Committee.

Meanwhile I've contacted those members of a certain age who are retired from gainful employment as a group called the Chesterfields regarding midweek visits to places of mutual interest. These are easier to organise than Tuesday nights and Sundays so I am thinking of Albins gear works in Ballarat and Toyota Manufacturing in Altona for starters. A certain restoration business in Blackburn also comes to mind.

I had thought of visiting the Ford Museum in Geelong and the chap in Moriac who supplies the cars, however, the Museum closed two years ago. It seems Ford decided to shut the shop five years ago and GM to stop manufacturing in Oz, instead, basing car building in new American plants

Those of you competing in Motorsport will have noted the recent decline in entries at most events. More specifically MSCAV events were perceived to be under financial stress last year due to lack of entries. From my observations the reasons were natural attrition of competitors and a common perception that the economic climate was getting more stressful for those with limited disposable income to spend on an indulgence such as motorsport. Nothing can be done about attrition; it's a fact of life in any sport. The perception of the economy was entirely false. This year should see events fully subscribed as competitors realise what is on offer at MSCAV and other events is good value for the entry fee. Your Committee has organised the events in our Club Championship 2014, refer to the Motorsport page on the website.

So far we've organised January and February events, however March hasn't yet been finalised. Our April Club Night is unusual, a bit like the chap who originated the idea, and I mean that in the nicest possible way.



You should be reading this on our website as Lotus Notes goes electronic after at least seven years of discussion. Up until now the message from the membership was almost complete acceptance of this mode of delivery. As the 2014 renewals roll in it seems that a significant number have taken the option of receiving Lotus Notes in hard copy for rather quaint reasons like "I like the feel of paper", "It looks good lying on the table", "I can browse the odd article whenever I choose", "I collect them". There's nowt strange as folk!

We have recently received an enquiry from CLA to publish Lotus Notes for members in all three eastern states. I think this is a compliment to all the hard work by editors, printers and contributors over the years to produce a magazine good enough to persuade CLA to think about ditching their own magazine in favour of ours. The three states Lotus Notes could be delivered electronically for little extra cost. I think this is a very welcome development which should draw the three clubs closer and I hope CLA Committee endorse the initiative.

That's about the end of this month's dawdle through the shed, so just go ahead and do it, be nice to each other.

Mike



WELCOME NEW LCV MEMBERS:

Harrie Van Oirsouw [1999 Lotus Elise]
Jemma Donnellan
Leon Roxburgh [Esprit Turbo HC]
Marika Cook
Peter Astbury

LCV Club night

TUESDAY 11 FEBRUARY – 7.30pm

Richard Mann's Shed
Unit 135, 15 Hall St. Port Melbourne

Start with an axle.



President's prologue

By **DICK REYNOLDS, President, LCQ**

Welcome all to 2014.

I trust you have all had a chance to recharge the batteries and prepare for what the New Year offers.

Last year I posted a photo of a little French car we saw during our break. The GFC put paid to any French adventures this year, so we went to Cambodia instead.

Now there are plenty of Lotus things in Cambodia, but they all relate to the flower, not the car.

The ingenuity of their engineering is amazing, and I'm sure Colin Chapman would have been mighty impressed with the Tuk Tuk manufacturing facility we found. See photo above.

We finished off last year with a lovely BBQ at our usual meeting place. Shannons (Insurance) graciously allow us to run our meetings at their offices in West End. At the suggestion of someone, we asked if we could do a sausage sizzle at the premises. Of course they said, and provided us with the BBQ to boot. A lovely night of chat, food and drinks, followed by our annual presentation of trophies and a short meeting.

The LCQ "Person of the Year" award went to Gloria Wade, for her inspirational photography over the previous years. Her enthusiasm had to be recognised eventually, and we have, I hope, thanked her in the best way possible.

The Competition award went to Jon Young, for what could only be described as a remarkable effort for the year. Over many months Jon courageously, and with considerable skill, honed his driving to the point where he placed

third at the Noosa Hill Climb, racing against a gaggle of serious racers. He will no doubt lead us a merry chase this year!

The award for "Best Renovation of a Lotus" went to Tim Moore, for having to rebuild his beautiful Europa after an unfortunate prang. One day we must find the trophy that goes with this award and give it to him. Thank you Tim for being so understanding and accepting of what really amounted to thin air on the night.

The Club also had the annual Christmas dinner at New Farm Deli, which I am reliably told was once again a roaring success. Thank you to all who organised and participated.

As of writing this article, there have been two EMR's up Mt Glorious, both of which proved to be a lot of fun, safe, and a great way to catch up with a few Lotus people. We look forward to enjoying more of these gatherings this year.

I just spoke to Daryl Wilson, on the electric telephone, and he tells me we have three days booked for DTC events this year. This is great news, as it was looking like we may not get three days. The idea of dropping the event was mooted, but met with such an uproar, Daryl put more pressure on and succeeded in getting three days. We hope all the members can consider having a go this year. I personally, wouldn't miss it for the world – way too much fun.

Whilst in Cambodia, sitting on the back of a 125cc bike on the way to yet another temple, I asked our guide whether they ever raced each other to the temple. He looked at me completely dumbfounded. It would appear racing is the last thing on one's mind, when

every waking moment is used just to keep food on the table. I thought to myself, myself, you are so lucky living in a country where simple pleasures – racing – are able to be pursued.

Then I looked on Youtube to see what the Thai lads did for fun, and low and behold, they race those funny outboard boats, with the propeller at the end of a long stick, at outrageous speeds up the rivers. It would appear Thailand has reached the point where simple pleasures are more readily available!

I suspect I will enjoy the Seven even more, knowing how lucky I am!

The next meeting is this Tuesday, and it will be great to catch up with everyone. The following meeting is the AGM, and I would ask all our members to consider whether they want to get involved in the day-to-day running of the Club. It really is very rewarding, and not at all a trial – I promise!

We will also get to check out Daryl's Caterham's new paint job. Cherry Bomb Red I believe – or something like that. Very "spesh" I'm told.

That's all for now. Hopefully I will catch up with a swag of you over 2014.

Dick



LCQ Monthly Meeting

TUESDAY 4 FEBRUARY – 7.30 pm

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



2014

LOTUS 2014 CALENDER OF EVENTS

FEBRUARY		VICTORIA	QUEENSLAND
Tuesday 4th			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
Thursday 6th			Gear Day , Queensland Raceway
Sunday 9th		MSCA Sprint & Round 1 of LCV Championship Venue: Sandown, Start time: 7.30am Contact: MSCA website www.msca.net.au	
Tuesday 11th		LCV Club night Venue: Richard Mann's Shed, Unit 135, 15 Hall St. Port Melbourne. Start time: 7.30pm Contact: Mike Richards 9397 1638	
Sunday 16th		EMR to Myrniong & the Plough Hotel Starting location: TBA., Start time: 8.30am Contact: John King 9819 9819	HSCCQ Motorkhana Come Try, Tune and Test day Queensland Raceway
Saturday 22nd & Sunday 23rd			Mt Cotton Hill Climb Round 1 1753 to 1799 Mt Cotton Road, Mt Cotton
Sunday 23rd			LCQ BBQ – Royal Queensland Yacht Squadron
MARCH		VICTORIA	QUEENSLAND
Tuesday 4th			LCQ Monthly Meeting & AGM – 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			Round 1 Qld Super Sprint B Series , Morgan Park, Warwick
Tuesday 11th		LCV Club night Venue: The Healy Factory, 646 Whitehorse Rd. Mitcham Start time: 7.30pm, Contact: Mike Richards 9397 1638	
Thursday 13th – Sunday 16th		Australian F1 GP and Club Display at Albert Park Contact: Simon Henbest simon.7@me.com	Gatton Street Sprints , Gatton, Queensland
Sunday 16th		EMR to Morris Minor Garage, Harcourt Starting location: BP/McDonalds road house on Calder Fwy 500 metres past Calder Park Raceway Start time: 8.30am for 9am start Contact: Mike Richards 9397 1638	
Sunday 16th		MSCA Sprint Venue: Winton. Start time: 7.30am Contact: MSCA website www.msca.net.au	
Saturday 22nd & Sunday 23rd			Mt Cotton Hill Climb – Round 2 1753 to 1799 Mt Cotton Road, Mt Cotton
Saturday 22nd			Rathdowney Day Run Meeting point is at Peak Crossing on the Ipswich to Boonah Rd. Be there by 9.30am so we can leave by about 9.45am



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au



Lotus Club Victoria supports Challenge at Christmas Party

by Craig Chalmers

After a quick call out for volunteers, a good turnout of 4 Elises, 2 DeLoreans an Evora and my Europa S rolled into the Sandown carpark to help out the Challenge Christmas Party. For those of you unfamiliar with the organisation, they are dedicated to helping kids and their families battling cancer. The role of the LCV volunteers and the other drivers and bikers who volunteered

their time was to provide some passenger rides around the carpark and bring smiles to some young faces and also their family members. Despite some complaints from residents who move next to a race track then whinge about the noise (go figure), the passengers all had a ball. One young enthusiast even told me that he had always wanted one and was saving for a Lotus,

so we have also recruited at least one future club member from the day. Special thanks go to Min, Chris, Kris, David, James, Derek and John for donating some of their time on a Saturday and helping make a special day for those going through a tough time. Your kind assistance is greatly appreciated by myself and the Challenge organisation.





by Clive Wade

LCQ December Meeting and Awards Night

Photos by Gloria Wade



Did I ever make comment about our glorious weather in SE Queensland? Beautiful one day, perfect the next ... yep, it's done it again. Perfect for our LCQ Christmas Meeting, the time of year for alfresco dining ... sausage sizzle. Fine wines ... light stubbies or soft drinks from the esky. And black tie attire ... tee shirts, shorts and thongs (foot, not derriere).

Our December meeting is the rare occasion when the better halves lower their standards; they come to our club meeting, something, apparently, to be evaded, as all "*they*" ever talk about is either cars or cricket. But our end of year meeting is always something special. It's the meeting when we ensure our treasured possession is accompanied with pride, washed, polished, and ready to mix with the best of them. Yes, she's polished and preened, got the makeup on, and dressed de rigueur. Yes, our Lotus' are tenderly prepared for the annual special outing. And with that in mind, our dearly beloveds cannot resist such an auspicious occasion.

Of course the meeting is not to show off our cars, merely to show we have them, so it is usually our largest gathering of Lotus' during the year, and true to tradition, there were many Lotus' to be seen.

The car park was filled with 7's, Elans, Europas and an Elite. We even had the odd Elise and Exige, including a new V6 Exige.

It was also our trophy night. Each year we recognise three members who have excelled in some fine and upstanding manner.

This year awards went to:

- **Jon Young** for most improved, his times at the DTCs & Hill Climbs plummeted as the year went by.
- **Gloria Wade** for effort put into the club, her efforts with the camera fill the LCQ parts of the magazine & web site.
- **Tim Moore** for the loving work put into his Lotus, the car is a credit to his efforts.

All three recipients looked surprised on the announcement of their names, but the members weren't surprised at all, everybody clapped and nodded in agreement with the committee's decisions.

Well done and congratulations to the three of you!

This is the first year in many years, that Derek and Anita haven't hosted the event, and it would be remiss of me not to mention the wonderful and outstanding effort they have put into the club over the years, not only at Christmas, but also at various other times throughout the year where they have contributed. A big THANK YOU to you both.



LCV Annual General Meeting

On December 11th of last year the Lotus Club of Victoria held its AGM at the Water Rat Hotel in South Melbourne. There was a handful of club members who came along early to sample the pub fare in their lounge and by about 7.45 we all adjourned upstairs to share the upper level with a local girls high school end-of-year break-up, so you can image the problems we had hearing each other. It actually brought back some of those deeply suppressed memories of having high school girls at our place for years and made me shudder at what I had managed to live through!

Craig Chalmers wrapped up his time as LCV President with a comprehensive summary of the year that included a welcome to the 52 new members that joined our ranks over the past 12 months, as well as a summary of the various motorsport events that enjoyed the support of our club members, including the 'Historics', the State Supersprint series, both the Phillip Island and Winton 6-Hour Relays, and of course the MSCA events and the LCV Championship. He offered the Club's congratulations to Alec Spyrou, Bruce Main and Bruce Astbury for their MSCA class titles, and also to Bruce Ashbury and Petrina Ng on their marriage.

Craig provided a thorough overview of the other club activities including the Early Morning Runs, Club Nights and the Gippsland Gallivant Tour that was shortly followed by the untimely passing of one of the long-term club stalwarts, Kyran Meldrum. Craig closed out his Presidents report with a list of thankyou's to the many folk who help to keep the club a going concern and are so fundamental to its success.

Craig's Presidents Report was followed by the presentation of the various annual awards and what follows is a copy of all the citations that accompanied each one.

RICCI CUP to Chris O'Connor

The award of the Ricci Cup is made to a member who has distinguished himself by outstanding motorsport achievements. LCV eventually gets around to acknowledging those who have made long-term contributions to the club and the nominee for this award is one of those. He is one of the original members and began his motorsport career with a Lotus 18 in the 80's campaigning it at 8 race meetings. After some time owning an Elan he recently acquired a series 1 Elise which he has gradually developed into a quick car in MSCAV and Supersprint competition. We have been impressed with his perseverance and determination to make this car go, culminating in the development of the aerodynamic windscreen wiper.

Chris O'Connor has lived the tradition of the best in amateur motorsport, developing both his skills and the potential of the car to reach the pointy end of his competition class, well done Chris and congratulations on winning the Ricci Cup.

NOTABLE NOTES to Peter Hill

Notable Notes award is to the club member contributing the most to the magazine at the editor's choice.

Peter Hill has been a name that has regularly popped up in Lotus Notes in the past, but until I took over as Editor I had not actually managed to put a face to the name. Even before actually making my acquaintances, Peter had been a willing contributor of articles when we were in need of material and throughout the year has been a willing and consistent contributor. It seems that on most months he has quietly provided at least one quality article that has been both well written and of interest to most of the membership. He routinely enhanced the quality of Lotus Notes and certainly lightened the load of the Editor. The magazine would have been of a lower calibre without his consistent contributions. Thank you Peter.

CLUBMAN STEERING WHEEL AWARD to Peter McConnell

The clubman steering wheel is awarded to the club member who has made a major contribution to the club and its members in any shape or form deemed appropriate by the committee, this year in particular and other years in the past.

For his outstanding service to the club the clubman steering wheel is awarded to Peter McConnell. During 2013 Peter was one of the main men in organising not only the Deca track day, 2 restaurant nights, the Gippsland Gallivant and topping it off with the Christmas party and concours. 2013 is not the only year Peter has stepped up as over prior years he has been a regular driver of all of these events. That's certainly a busy schedule and he still finds time to do it all with a smile. On behalf of the Lotus Club we congratulate Peter as a worthy winner of our Clubman award.

IVAN BUTTERWORTH (formerly Presidents) PISTON to Nick Ng

As determined by the President, the Ivan Butterworth Piston for 2013 is awarded to Nick NG. Over many years Nick has been one of the faces of MSCA and the motorsport arena. He is almost always there volunteering his time scrutineering cars for others and giving some tips on areas to avoid potential issues in the future. In between scrutineering he runs his clubbie and also provides a pit crew service to the expanding family team of Petrina and now Bruce. He is also quick to help out others including our editor when he ran into trouble at the Winton 6 hour event to get them back in action. For many years of hard work I am proud to present the Ivan Butterworth Piston to Nick Ng.

ENCOURAGEMENT AWARD to Alec Spyrou

This was first awarded in 2003 with the idea of encouraging members to become further involved in Club activities and has had a number of worthy recipients.

This year is no exception with this member stepping up in a big way to put his time and effort where his mouth is. With MSCA numbers dwindling throughout the year and questions over entry numbers and what the members wanted, Alec Spyrou stepped up and organised an online survey of the MSCA membership. After collating the results and feeding them back to the MSCA committee, he has also initiated promotion of the events through the Herald Sun Cars guide as well as an online facebook page. The turnout of the events after these initiatives has been positive and we look forward to more of the ideas coming to light in 2014. I am pleased to present the 2013 encouragement award to Alec Spyrou.

RESTORATION AWARD to Neil Roberts

The restoration award has not been presented since 2010. I am pleased to announce that this year we have a worthy winner for putting a genuine 'shed car' back on the road. Neil Roberts acquired an Elan + 2 as a non-runner that had been sitting in pieces in a shed as a project for over 30 years. After putting all the parts back together including a new chassis and a full restoration over a period of 4 years, Neil had the car running just in time to make Lotus 2013 in Canberra. Nothing like a deadline to inspire a project after 34 years! Congratulations Neil on receiving the LCV restoration award.

LCV 2013 CAN DO AWARD to Cris Johansen

The LCV "Can Do Award" is for members who have 'put in' for the club and its members over this year. In 2013 the Can Do Award is presented to Cris Johansen.

Cris tentatively stepped forward at the last AGM advising he might be able to assist with the magazine in 2013. Before he had a chance to change his mind Cris was full swing into the editor position and organising the publication. Obviously thinking this was too easy, Cris then took on the task of organising and managing a team for the Phillip Island 6 hour event. Unfortunately broken ribs precluded him from driving but he was still there supporting and organising the team until forced to accept the pain and head for home at Sunday lunchtime. Congratulations Cris as a worthy winner of the Can Do Award.

As a final note – this year will be the final presentation of the Can Do Award, as from 2014 the award is being renamed the Kyran Meldrum award, in honour of his outstanding work for the club and his can-do attitude to LCV over many years. A new trophy is being prepared and will be awarded to a worthy winner for 2014.



The AGM then confirmed the incoming committee membership and Craig handed the reigns over to Mike Richards for 2014. We were all glad to be able to escape the increasing decibels from the next room as the high school girls were just starting to get warmed up for the night, and headed home from the final event of 2013 as far as the LCV was concerned!



LCQ Christmas Party



Lotus Club of Queensland had such a great time the previous year that we were happy to return to the New Farm Deli for our Christmas Dinner at the end of November. Luckily for us that was the weekend "we" were giving the English a lesson in cricket at the Gabba and this had brought former Queensland Lotus owners Graham and Anne Vaughan up from Tasmania, where they now reside, so they were able to join us.

Norma and Peter Upham, who have some sort of a special relationship with this deli, again organised the event. Come to think of it, with food like that, I think I would be well known at the Deli if I lived within walking distance. Our thanks to Peter and Norma.

This being the New Farm deli, and New Farm being Italian central for Brisbane, we were treated to a glorious Italian feast by our hosts Vince and Maria Anello. The food was fabulous and it just kept coming. Plenty of "I would not have eaten so much of that if I knew this was coming!" at our table.

The evening was interrupted by one of those storms which threatened hail, so people who had conveniently parked out in the courtyard had to get their cars under cover.

A most enjoyable evening.





LCV's January Restaurant Night



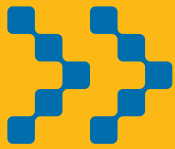
It seems like we have only just finished eating Christmas Dinner (or should that read 'over eating'?) by the time our social calendar kicked off for the LCV in 2014 with a great meal at a very popular spot in Carlton, D.O.C. Gastronomica, chosen and organised by the ever-reliable Peter and Marg McConnell. Yet again they uncovered for most of us a treasure that will be added to the list of great restaurants to return to. We had to be escorted past the long line of patrons waiting to be seated on the ground floor level and shown to the upper room where we were served what seemed like a non-stop array of lovely Italian dishes that included a range of pizzas to suit everyone's taste, a wide variety of salads, and ended with dessert that left us all feeling very well satisfied. And all this for a very reasonable \$35 per head, partly due to the generosity of the LCV committee who sponsored the dinner to reduce the capital expenditure at this time of the year.

In addition to the great wine and food we shared all the news and gossip of our time since the LCV Christmas Party and caught up on an array of family Christmas stories and motoring tales.

While some of the group could have talked well into the night, most of us who had a job to go to the next day were ready to retire not long after 10pm.

On behalf of everyone who enjoyed the evening I would like to give a big 'thankyou' to Peter and Marg! Well done.

CKJ 111



Team Lotus F1 Drivers

Jochen Rindt



by Peter R Hill

It must have been just after New Year in 1969 when I first saw Jochen Rindt. It was at Pukekohe, near Auckland in New Zealand. Rindt and Graham Hill were contesting the Tasman series in Lotus 49Ts. During practice I was mesmerised by his car control, although at the time he was quoted as saying:

"I always had absolute control over the Brabham, but in the Lotus it is impossible to make it do precisely what one wants; I feel like a passenger in it."

From where I was watching he didn't look like a passenger in the car and he went on to take second place behind Chris Amon's Ferrari Dino (2.4 V6). At that stage his proposed Lotus contract was still unsigned.

Rindt was driving for Brabham prior to 1969 and was very happy in every way except one—he didn't believe that he could win the world championship in a Brabham. He reluctantly looked towards Lotus. Up to the end of 1968 Lotus had won more GP races than any other marque, except Ferrari. Clark and Hill had won three world titles and only missed another two by a point. Bernie Ecclestone was advising Rindt, he felt that the money being offered and the chance to be more competitive made Lotus an obvious choice. But still Rindt hesitated. Ecclestone said:

"...had a deal with Brabham materialised after all, he would probably have signed with him."

But a Brabham deal did not materialise, not because Brabham didn't want to keep Rindt, but because there was no way they could match the Lotus offer or even get close to it. Leo Mehl of Goodyear explained their situation:

"We couldn't give him more than the equivalent of his earnings in F2. And Chapman has considerable cash reserves including his own." Even when Brabham tried to get additional support and Rindt tried to get his own sponsors they couldn't come up with even half of what Chapman was offering.





For his part Chapman was looking for someone to replace his friend Jim Clark who had been killed in April 1968. Journalist Elizabeth Hayward was speaking with Chapman about this at Spa in '68.

"Look over there and you will see the most intelligent driver of today—and probably the best."

She was pointing towards Rindt. At that stage Chapman wanted Mario Andretti but Andretti turned Chapman down due to his USAC commitments. Chapman asked Lotus Competitions Manager Andrew Ferguson to approach Rindt telling him that a constructive discussion was all that was required to get the deal done. Ferguson tells what happened when he approached Rindt at a tyre test.

"When he noticed my approach he greeted me with an aggressively loud, "Do you want to kill me then?" When I asked him to explain, he continued, "You don't really expect me to get in a Lotus do you? I don't want to die, so if you've come to see me you've wasted your journey!" "

As he could make no progress with Rindt Ferguson returned to Hethel and told Chapman who then suggested he negotiate with Jackie Ickx. While Ferguson spoke with Ickx unbeknown to him Chapman approached Rindt at Brands Hatch in July. Ferguson was shocked and surprised when Chapman told him that they were about to announce that Rindt was the new Team Lotus driver.

Chapman described his approach as follows: 'The driver tells me his conditions; I approach

my sponsors, Gold Leaf, Firestone and Shell, and tell them: "We could get this man; he thinks he's worth that much." They say yes or no; in Jochen's case they all agreed.'

Rindt still hesitated. 'Jack, Ron (Tauranac) and Leo Mehl really are the nicest trio in the whole business. If I do leave them, it will be with the greatest reluctance,' he said. But he did make the move to Lotus.

Ferguson describes the team feeling: 'The news of Jochen joining us sent a guarded ripple of anticipation through our crew members; they knew full well his capabilities, but also his inability to suffer fools gladly.'

The race after Pukekohe was Levin. Rindt had brake problems and slammed into an earth bank backwards and rolled. He was ok, but it was not good for his confidence in the team. At Teretonga in the South Island a driveshaft broke but he won the Lady Wigram trophy in Christchurch. In Australia he had an engine problem at Lakeside in Queensland but he won again at Warwick Farm near Sydney and came second at Sandown in Melbourne so he was the series runner up behind Amon and ahead of his teammate Hill who had even more mechanical troubles.

When Rindt turned up at Kyalami for the South African GP he was perplexed to discover that there were three Lotus drivers. Chapman had a 49B for Andretti as well as for him and Hill. He retired on lap 45 with no fuel pressure.

It wasn't until May in Barcelona that Rindt finally signed for Lotus, becoming the first non-

British Team Lotus driver. He let Ecclestone do the deal with Chapman on his behalf. A couple of days later he must have been wondering what he had done while he was being attended to in a clinic in Barcelona. He had suffered concussion, a broken nose and a broken jaw after the experimental high wings on the Lotus 49s collapsed throwing both his and Hill's car into the guard rails. It was Hill, who had crashed a couple of laps earlier, who pulled Rindt from the crushed cockpit that was rapidly filling with fuel.

Rindt started a campaign to get wings banned. One of my favourite motoring writers, Denis Jenkinson wasn't impressed and wrote:

'I would have accepted the opinion of Hill or of Brabham. But Rindt hasn't even won a Grand Prix, and I'll bet my beard he never will.'

I wrote to Motor Sport magazine expressing my view that Rindt would not only win a GP but would one day be world champion. They were kind enough to publish my letter and later Jenks did have to shave off his famous beard. Sadly there was no joy in being proven correct when Rindt did win the title—it was posthumously. But we are getting way ahead of the story.

Jochen recovered from his injuries and at the Dutch GP Chapman unveiled the four wheel drive Lotus 63. Jochen declined to drive it, as it was untested. He took pole position in a Lotus 49 and was running away with the race when the rear suspension failed. He had pole again at Silverstone. He and Stewart went hammer



and tongs both breaking the lap record multiple times. Bruce McLaren made a very interesting comment after the race:

'Most people believe that Jochen is on the ragged edge while Jackie drives coolly and calmly. Yet when they lapped me, the reverse applied.'

They kept up their battle for 61 laps then Rindt noticed that the endplate on the rear wing was broken and was cutting into the tyre. He pitted and got back into the race still in second place but then ran short of fuel and had to pit again, despite all that he still managed to finish fourth. Lotus had entered four cars for the race; this had stretched the team's resources and mistakes were inevitable.

The relationship between owner and driver had soured but when they got to the Nurburgring they had a long talk. Chapman offered Rindt sole number one status for the following year if he stayed with the team. He suffered engine failure during the race.

An unhappy Rindt was looking elsewhere for his 1970 drive—March, McLaren, Matra, Ferrari and Brabham were all involved in discussions with him. But in the end the relationship with Chapman improved and Lotus offered him his own F2 team as part of the deal; something he really wanted. Rindt used Ecclestone's negotiating skills again. The door was left open for Brabham if they could get close to the Lotus deal, but in the end he re-signed with Lotus. In an ironic twist he then followed the two Brabhams home for third place in Canada. At Watkins Glen he again secured pole position. There was an early battle with Stewart but Rindt was in control and after Stewart dropped out he cruised to his first GP win and a cheque of US\$50,000. Sadly it wasn't all smiles and celebration as this was the race in which Hill was badly injured.

Formula One wasn't Rindt's first priority, as much as he wanted to be world champion the Austrian racing car show that he had established, and his F2 team were higher on his list than his GP racing.

For 1970 Chapman arranged for Graham Hill to move to Rob Walker's team and provided Walker with a Lotus 49C. Rindt was the undisputed No. 1 at Lotus with John Miles as his No. 2.

At Monaco Rindt used a 49C to beat his friend Jack Brabham after the Australian made an uncharacteristic mistake on the last corner while in the lead. Rindt was past and heading for the chequered flag before Brabham could back out of the hay bales.

In the new Maurice Phillippe designed Lotus 72 Rindt retired with ignition problems during the International Trophy race at Silverstone

(a mixed F1 and F5000 race that year). He retired again at Spa after a front row start and leading briefly, this time the engine failed. Then his luck changed and he won the next four races in a row, the French, Dutch, British and German GPs. In Austria he was on pole but suffered engine failure. Then came Monza.

Author Heinz Pruller, who was working on a book with Rindt and who was with him at Monza, reported that he was very happy with the car and confident that he would post a good time in final practice. Denny Hulme was following Rindt at the time of his crash:

'Jochen's car weaved slightly and then swerved sharp left into the crash barrier.'

A joint in the crash barrier parted, the suspension dug in under the barrier, and the car hit a stanchion head on. The front end of the car was destroyed. Rindt was in the habit of using only four points on the five point safety harness then available and did not wear the crotch straps, as he wanted to be able to get out of the car quickly in the event of fire. As a result, upon impact he slid under the belts and suffered fatal throat injuries. An Italian court later found that the accident was initiated by a failure of the car's right front (inboard) brake shaft, but that Rindt's death was caused by poorly installed crash barriers.

Chapman was devastated. He and Rindt were starting to enjoy a good relationship having got through the difficult times. Coming only two years after the death of Jim Clark it was reported that he even considered giving up racing. Of course that didn't happen but the sport and Team Lotus had lost one of its most talented drivers.



Reading Checklist

The Story of World Champion Jochen Rindt

By Heinz Pruller. Kimber Publishing

Team Lotus – The Indianapolis Years

By Andrew Ferguson. PSL Publications

Thirty Years of Grand Prix Racing

Edited by Donn Anderson.

NZ International GP Publication

Bernie's Game

By Terry Lovell. Penguin Viking

Automobile Year No. 17

Edita Lausanne

***Motor Sport Magazines* 1969/70**



Donut Drive Couplings

by John Mihalich, Jr.



History

The Metalastic donut drive couplings used on the Lotus formula cars have always been a weak link in the driveline. Anecdotal tales of terror regarding the disintegration of the donuts and the subsequent destruction of cars circulate through the beer-thirty paddock lore ... and everyone knows someone, who knew someone, who has/had a friend in England, that blew up a donut during one of those standing starts that the Brits are famous for and all the damage that was done to that car.

In the early 2000s it seemed that there were an excessive number of donut failures happening across the USA. My first failure was in 2001 and the second in 2007. Coincidentally, both failures occurred at the Hallett Motor Racing Circuit, both times in a right hand turn named "The Bitch", both times on the left hand side and both times with the so called reinforced donut (Metalastic part # 21/967/1). The first failure was a non event; just a clunk and no power to the ground. I coasted into track exit and stopped. While walking back to my pit space, a gentleman walked up and handed me a driveshaft and said, "You might want this."

I looked at the drive shaft and thought to myself, looks like a Lotus driveshaft. Wait, I'm the only Lotus out there.

The gentleman goes on to say, "It was really cool, man. It came out the back car, still spinning, got up to about 20 feet in the air and doing a slow tumble at the same time."

I thanked him profusely and though it was a miracle no one got hit with the drive shaft or ran over it.

The car was repaired. New Metalastic couplings were installed, this time with fabricated steel donut centering devices ("donut savers" as they are commonly called here in the USA). Precautionary replacement of the donuts was increased to about every other season about twelve races.

My second failure was a wild ride with the driveshaft slicing the lower control arm, the brake lines and a frame rail. Sliding off towards the tire

wall with little control and no brakes I was hoping that everything would come to a stop before we reached the wall. We did stop before the wall but the damage was already extensive, drive shaft, frame rails, gearbox mounts, yokes, control arm, oil tank, ... etc. A very expensive proposition.

The frightening part of this failure is that donut failed on the fourth weekend from new! ... And as can be seen in lead photo, the "donut savers" saved nothing!

Searching for answers, my friend & race mate Jim Steinmetz and I began looking closely at the donuts for possible reasons for these failures. While looking over reinforced donuts that I had in the garage, we noted that the two piece leaves that make up the bolt holes in the donut did not make a "level" or "flat" surface to match up to the drive shaft weld star or Hewland stub axles. (Photo 1)

Steiny also had two brand new donuts, sourced from Taylor Race Engineering, at his shop. He pulled these out and with a Dremel Mototool and fine wire wheel, proceeded to remove the rubber off of the match surfaces of the leaf plates.

Next he measured the height, at six locations around the bolt hole using his Bridgeport milling machine. What Steiny discovered is that these two piece leaves typically DO NOT provide a flat surface for matching up to the stub axle or drive shaft. One of the donuts measured had .036" variance high to low one of the bolt holes. Other holes were closer to flat. E-mail if you want a copy of his entire survey.

Looking at an original Rotoflex coupling (Photo 2), you'll see that the original donuts had a large machined surface that matched to the Hewland stub axle or drive shaft. In this style donut with the machined bolt surface and with a properly torqued bolt, the bolt would be operating in almost pure shear at the donut/Hewland stub axle (or driveshaft) match surface.

Depending on the exact leaf plate dimensions, two possible modes of failure were hypothesized due to dimensional inconsistencies:

1) The plates of the two leaves are in “shear” across the spot welds that hold the two plates together. With enough bolt force and/or cyclic loading the spot welds could fail. This could explain the failure in the plates shown (Photo 3). Unless, of course, the spot welds were just inadequate to begin with.

2a) Induced Bending Moment – In certain dimensional configurations, it may be possible to induce a bending moment, into the coupling bolt, as the bolt is tightened to spec. Then in the course of normal use the forces applied to the bolt through driveline may exceed the bolts strength, either outright or through long term fatigue.

2b) Non-contact area – In certain dimensional configurations, it may be possible to have parts of the leaves not contacting portions of the stub axle or drive shaft finger, at all. This would allow the bolt to bend in that direction and set up for a fatigue failure.

During the post mortem examination of the drive system components from the 2007 failure a close and careful inspection of the contact points of the donut leaf faces was done. Photo 4 shows where an AN (hardened) washer was against the donut leaves with a lock nut over the washer. The photo clearly shows the contact patch of the leaves on the AN washer and the donut. As you can see, it is not a “full contact” patch.

Photo 5 shows the contact patch of a second washer and donut leaves.

The third bolt of the drive shaft side was missing. However, there was a stub of the bolt still in the third finger of the drive shaft and looking at it closely, in the bright sunlight, evidence of a fatigue failure can be seen. (Photo 6) On the bolt, note the polished surfaces to the left and right, the grayish rough surface (just inboard) and finally the dark color in the center. The dark colored material, through the center, was the last to let go. You can also clearly see the non uniform contact patch of the donut leaves on the weld star ear and how the leaves, with their sharp point dig into the ear.

What to do now?

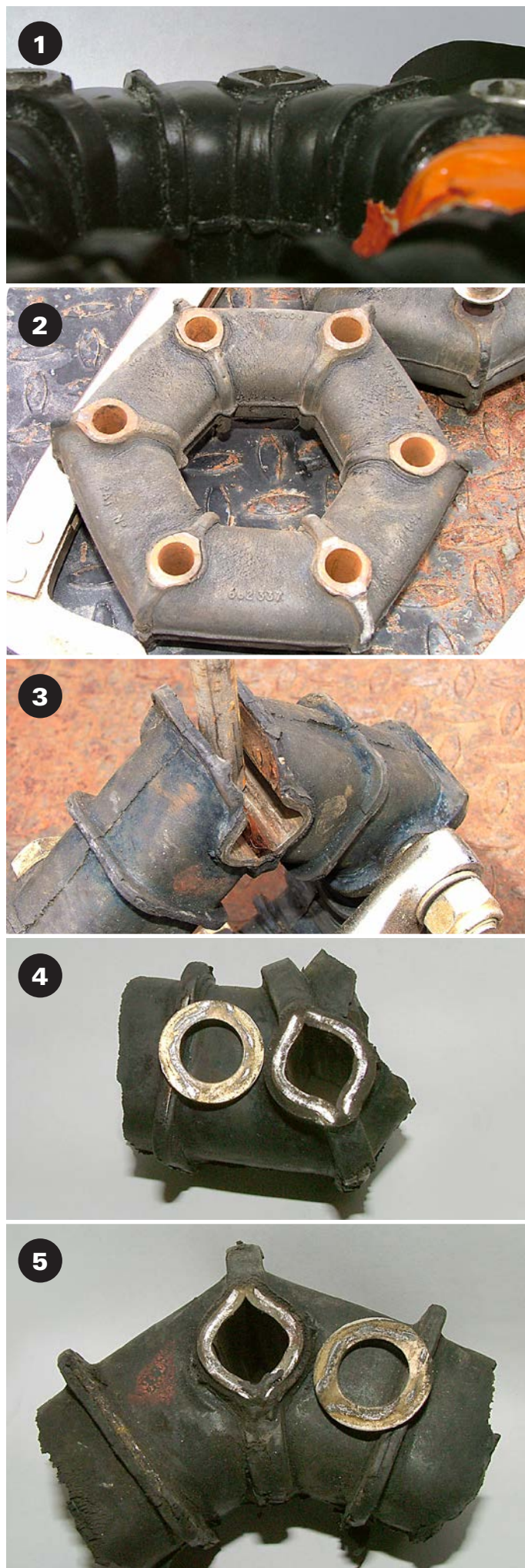
Steiny immediately began facing the leaves in a milling machine to achieve a “flat” matching surface. Getting the two sides of the donut leaves parallel did present a challenge. But, failure to get both sides parallel would induce a bending moment and could result in premature failure. As Steinmetz points out, though, the spot weld quality would still be in question. However, Steiny has not experienced any donut issues with his faced donuts.

In 2003 we were racing with a Lotus 61 owner by the name of Bob Cope, who was also a Volvo mechanic, by trade. Bob noticed one day that the drive disks on a 740 turbo Volvo were the same size as a Metalastic coupling used on the Lotus 61. He needed a new set of drive donuts and after pricing Metalastic drive donuts at \$160 each and Volvo drive discs at \$33 each, he decided to try the Volvo drive discs. Additionally, the Volvo discs are for a 245 HP driveline. The Formula Ford engines produce 110HP max driven through two donuts instead of one. Bob figured that these discs should be more than adequate. (Photo 7)

These flex discs were common to both Volvo and BMW cars; BMW part #26 11 7 511 454, Volvo part # 1220843 and Febi-Bilstein part # 04435. Bob recommended staying with the Febi-Bilstein part over any off brand Far East suppliers.

The Volvo disc BCD (bolt center diameter) was 3.78”, same as the Metalastic donut, but was much thinner, 1 3/16” (30mm) versus 1 11/16” (46mm). (Photo8) Spacers were needed to make up the distance between drive shaft and output stub axle. Additionally, the bolt holes are 12mm instead of 7/16”, so bushings are recommended to center the bolts in the discs. Some people are running without the bushings, but most feel the bushings are good practice.

I installed my first set of Volvo discs in 2008. Rather than cutting “custom” spacers or using a stack of washers, I was able to source standard shaft collars; 7/16” ID by 7/16” thick. (Photo 9) These are available from multiple



industrial sources (Fastenal <http://www.fastenal.com/web/products/details/33373?searchMode=productSearch&zipcode=&filterByStore=&filterByVendingMachine=>) at very reasonable prices, about \$1 each.

The bushes were cut to length using standard brass hobbyist tubing (<http://www.acehardware.com/product/index.jsp?productId=13213318>), 7/16" ID by 15/32" OD. (Photo10)

Photo 11 shows the Volvo flex disc installed on my Lotus 61.

The flex discs have three thick sections and three thin sections between the bolt holes unlike the Metalastic couplings which have a uniform cross-section. Power is to be transmitted through the "thick" sections and in compression. Follow the instructions included the flex discs packaging.



by John Mihalich, Jr. Lotus 61/FF/28 lffr@hotmail.com

Results

Since installing the first set of discs in 2008, I have experienced no catastrophic failures. One disc did go "out of round" and produced a vibration in the rear end that prompted an inspection that identified the out of round disc prior to failure. I am aware of one other disc going out of round, but no reported failures. I believe that the chances of a catastrophic failure are diminished because the discs have Kevlar cord through them, which should help prevent them from coming completely apart. Vicious rumor has it that the original donuts on Bob Cope's car are still in service, down in Texas.

Others have had similar positive results with the conversion. We have about 20 cars running with them now, at least that we know about. Truly the best part about the Volvo discs is the price; at \$35 each, it is very cost effective to just replace them every year.



Lotus Mini's

Mark Ibbott from England sent these photos of a couple of Lotus Mini's seen recently in the UK to Gary Sanderson from the LCQ. Certainly an interesting concept and a different twist on the Mini theme. Both cars are apparently very quick



Book Review

A somewhat different biography of Colin Chapman

by Jeff Wolfson

Many, many years ago, when I was a schoolboy, writes Jeff Wolfson, our teachers used to be very rude about comics. "Junk!" they would say. "Fodder for the simple minded!" Which, of course, gave comics an instant appeal for me and many another young lad.

All this came back to me when I read one of the latest Colin Chapman biographies. Now as you all know, Chapman has been the subject of many books but none quite like this. Firstly, it was translated from French and secondly, because it is sub-titled "The comic-strip biography". Comic strip? Yup – and most interesting it is too.

Once you have got your head around the unusual medium, the book is fascinating. The authors decided to start with Chapman's time consulting to Vanwall rather than right at the beginning with the Mark I, II etc which I think is where I would have begun (although they do make use of flashbacks where appropriate). Jim Clark is introduced early, on page 3.

A character who runs virtually throughout is Gérard (Jabby) Crombac understandable perhaps given the title's French origins. He is portrayed as Chapman's confidant and the person who is there to help him through the worst of the many crises he faced such as when his drivers got killed in his cars. The book explores the close bond between the boss and Jim Clark and the other Team Lotus drivers all feature – Graham Hill perhaps presented less sympathetically. While not photo-accurate, the main characters are recognisable in the comic-book illustrations.

Each Lotus model is drawn in great detail with a brief spec when relevant and each driver is described and his role analysed. Despite what my old teachers might have said, this comic-book truly is analytical yet sympathetic and the writers and illustrators make full use of the novel medium to present the subject. I thoroughly enjoyed the read and can recommend it to those who are interested in the history of our precious marque, told using this rather unusual format.

The final panel in the book shows Colin's famous black cap lying on the ground where it had landed following one of his exuberant post-win celebrations.

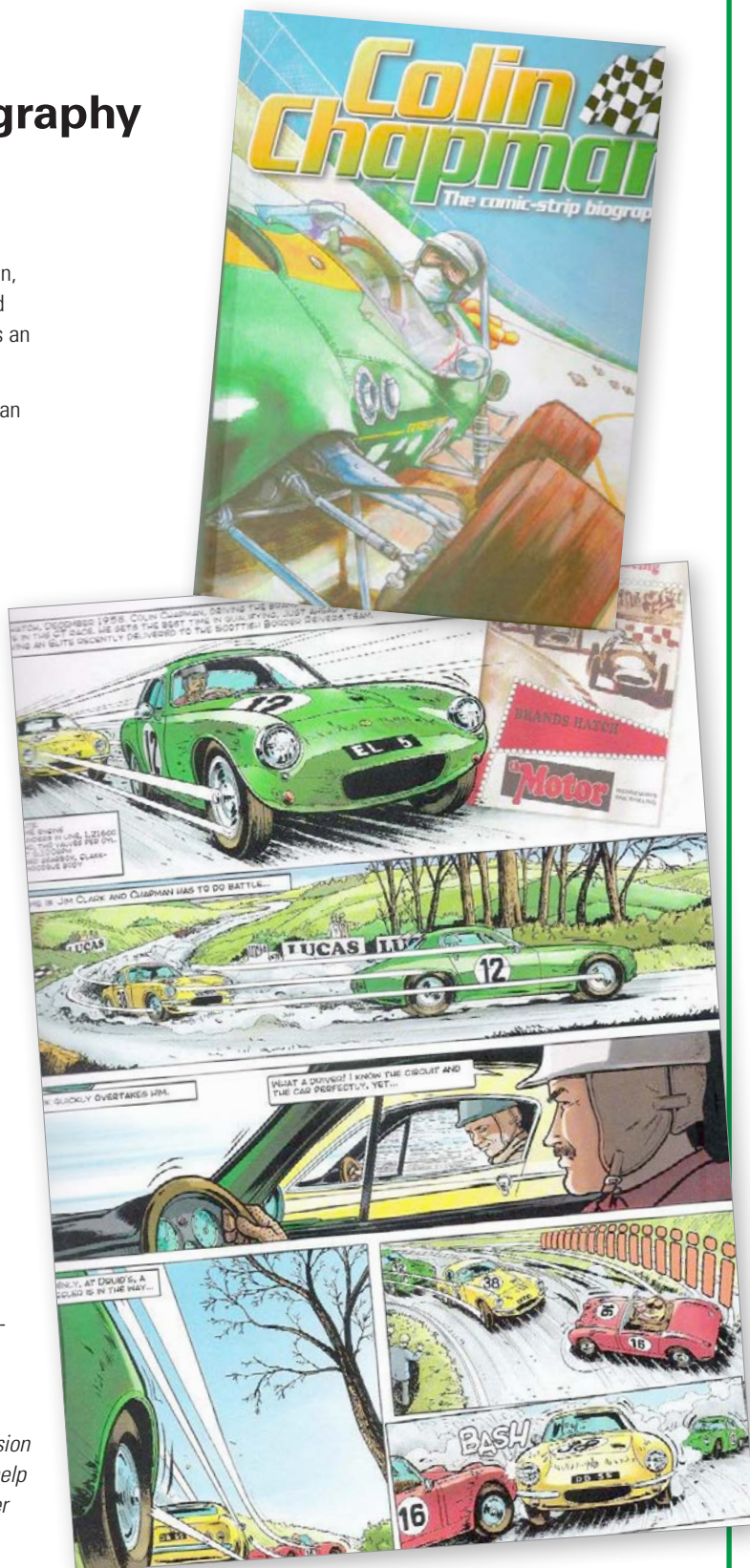
The text reads:

"Starting from nothing, Colin Chapman, through his intelligence, passion and boundless energy, demonstrated his ability to inspire people to help him realise his dreams and engineer his masterpieces. He will forever remain the innovative genius of the golden age of Formula 1."

For which all car enthusiasts including members of the Lotus Clubs of this part of the world, can be eternally grateful.

In this sample from the Chapman comic biography, Colin Chapman is shown driving the green Elite and being passed by the hitherto unknown Jim Clark in the yellow, similar car. The red Sprite, which spins in front of Clark, delays him but his skill at being able to pass the boss on a track he knew well – in one of his own cars! – made a deep impression... And the rest (as they say)...

*Reproduced with thanks from the most recent edition of
The Lotus Register of South Africa's newsletter*



Reading Checklist

Colin Chapman – the comic-strip biography

Text by Denis Bernard, drawings and colour by Nedzad Kamenica, Christian Papazoglakis, Robert Paquet, Tanja Cinna and translated by Ken Smith. The English language edition published by Haynes

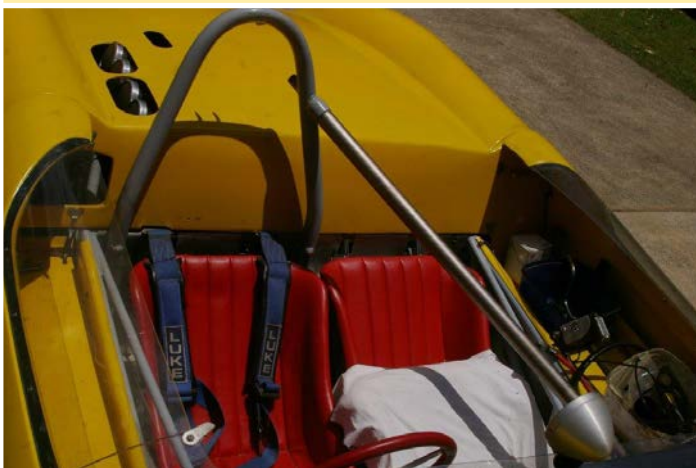
Publishing in September 2013. ISBN 978 0 85733 471 8



Lotus 23B

Ross Ryan in Brisbane is in the process of restoring a beautiful yellow replica Lotus 23B that he brought from a guy in New Zealand where they were made initially in Invercargill some years back. He has a 1600cc motor fitted at the moment while he sorts out the suspension and then intends to fit a fuel injected Lotus motor.

Photos by Gary Sanderson





▲ 1987 LOTUS ESPRIT TURBO HCl – VIC REG PLATE ESPRI-3

Price \$43,000 neg.

Kilometres: 92,000

Reg: till Nov 2014

Colour: Red, full leather interior – beige

Engine: 2.2litre, high compression, fuel injection, turbocharged, premium ULP
5 speed manual transmission

Australian Delivered

One of the best examples of the Esprit Turbo HCl around.

Super-reliable car, always garaged and covered.

Engine professionally reconditioned at 61,000km by Team GP.

Fastidiously serviced and maintained since then. Full history available.

Turbocharger rebuilt at 60,000km.

Cam belt recently replaced.

Service manual and spare parts manual included.

I have owned this car for the last 17 years, never raced or thrashed in my ownership.

Reluctant sale, I need the workshop space for a new project

Contact: Geoff King 0408 406 220



▲ 1992 LOTUS EXCEL SE

One of the last 15 Excel's ever made. Low 94,000km, very well maintained car, new clutch, Bosch alternator, engine runs smoothly, roof lining replaced, new tyres, full Vic registration to Dec 2014, original Lotus wheels. RWC provided if required.

Competitively priced at \$18,500.

Call Simon 0458448870

EXHAUST SYSTEM SUIT TWIN-CAM SEVEN ETC.

4 into 2 into 1 w/Magnaflow muffler side-exit. Good condition.
Phillip Is. (03) 5952 6490 Mob. 0412 999 808

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.

1969 LOTUS ELAN +2 Chassis Plate No. 50/1430

This ground up restoration project is now approximately 70% completed and is reluctantly offered for sale due to recent health problems which have left me unable to complete the work.

Running gear and power train have been completely rebuilt with the engine and gearbox final assembly by Greg Bray and now form a complete rolling chassis. Body has been completely repaired and tissue coated and is fully finished with the exception of final polishing in 22 line Glasurit, colour is deep red and has been clear coated. All accessories, instrumentation etc. has been restored or replaced where possible including all new Lucas switches etc. All brightwork has been stripped and replated Cu, Ni, Cr. Most other items are new replacements. Included are 4 new 14" Spyder "Minilight" centre lock peg drive road wheels c'with new Bridgestone high performance tyres. Many other new components such as radiator, alternator, SU fuel pump, brake booster etc. This has been a no expense spared labour of love.

Price is negotiable and all sensible offers will be considered seriously.

Please contact Greg Gabb on 07 3376 3829. e-mail to greggabb@bigpond.net.au



▲ FOR SALE

Single axle, tilting, light race car trailer.

1400KG axle, Hilux 1 tonne wheels and new light truck tyres.

Electric brakes. Rated to carry to 900KG

Full steel floor, 1800 x 3500. Solid sides and front to give maximum stone chip protection. Six months registration.

\$3,000. Contact: John Barram. Ph. 0458 321 458.



▲ 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.

30 years owner/enthusiast of Lotus sports cars, Total rebuilds undertaken. Fully qualified Leyland Jaguar English mechanic. 35 yrs experience.

Ph: Greg - Ph: 3206 1395



▲ 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.



▲ 1992 S1 LOTUS ELAN SE M100

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

Quick car point to point as some Elise drivers may (or may not) attest to. Engine is strong and the car has a new windscreen, excellent hood and gear change cables upgraded to S2 spec. It will also be fitted with new Michelin tyres prior to sale and will come with RWC. Registered XHE 431

\$18,000

Phone Ian 0421 024 437



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

\$28,450

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

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

Large Inventory of GENUINE LOTUS SPARE PARTS

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

Special prices for club members.

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

FOR SALE MINILITE PATTERN WHEELS (4)

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



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

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

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

Contact: Dennis @ 03 9796 2339



**ALL CORPORATE AND CLUB GEAR, SPECIALIZING IN
HI-TECH WARM VESTS SWEATERS AND JACKETS AT
LOW PRICES, EMBROIDERY AVAILABLE.**

Mel & Phil Mollison. 03 9850 7100

0418 404464 mmolly@megacom.com.au

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▲ CAR TRAILER

I had special race car trailer made to suit Cortina, Escort etc. This trailer was specifically made for weight distribution etc. Trailer is brand new. Never used.

Has all heavy duty components.

Has compliance plates and 12 months rego.

Would also suit towing a small vehicle behind a Winnebago.

Trailer tray measurements 11ft 11ins x 6ft 1inch.

Cost me \$3800.00. Sell **\$3000.00**.

Located in Melbourne.

Call John on 0409 465 837 or shaws60@bigpond.com



▲ VICTORIAN REGISTRATION PLATES

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



▲ 1967 LOTUS ELAN S3 FHC – Yellow/Black Interior

Currently on Qld Club Registration – S 12253

Ready for spirited Sunday drives!

More photos can be sent on request.

Recent work includes:

Engine/Gearbox rebuild;

New Springs & Shock Absorbers;

Doughnut/Universal Joint conversion;

Generator/Alternator conversion;

Full Harness seatbelts.

\$29,500

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

Ph: 0419 756 896

Email: aconway@bigpond.net.au

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.

List of Items

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

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

Classifieds Advertising Regs

Line advertisement:

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

Members: FREE Non-members: \$10.00

Line advertisement with photo:

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



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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
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We have developed a panel of members who can answer queries about particular models for club members and prospective owners.

If you would like to be a "Model Representative" for a type that is not mentioned right, or to replace a committee member on the panel, please advise Iain Palmer on idpalmer@melbpc.org.au

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Eclat/Excel/Elite	Dennis Hogan	03 9796 2339
Elan		
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
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LOTUS CLUB QUEENSLAND

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Elite	Wybe Geertsma	wlgeertsma@cxi.com.au	07 3812 3137
Early/Historic Racing			
Esprit – S1,2,3	Russ Carter	carter@overflow.net.au	07 3804 0122
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340R , Esprit / V8	Derek Dean	derek@motorman.com.au	0438 688 886
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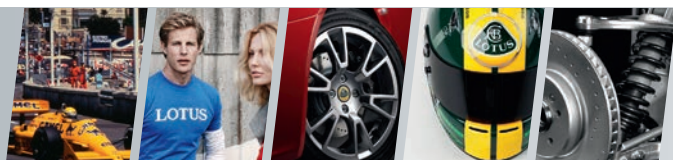
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