



LOTUS & Clubman Notes



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

FEATURES

- Lotus at the 2014 Bathurst 12-Hour
- Tango y el tráfico en Argentina
- Australia Day Breakfast - Ormiston
- 2014 Club Championship Event 1
- Glorious Sunday

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COVER IMAGE:

Jo Vodopic's beautiful example of a seriously quick S2 Elise HPE



LOTUS & Clubman Notes

Well in the past month there has simply been too much speeding in Lotus and their kin around the place! Too close to home I managed to catch the attention of a well hidden speed camera at 7.30 on a Sunday morning, while recklessly driving down Toorak Road heading to join the EMR out Sunbury way, and as a result spent \$180 too much for the pleasure of driving at the seriously crazy speed of 68kph and putting my life and others at serious risk. At least that is what I'm reminded of rudely when opening the mail the other night!

At the other end of the spectrum however is the Lotus-based Hennessey Venom GT that has set an unofficial record for the fastest road car with a very impressive (how's that for an understatement!) 435.31 kph in the US a few weeks back. I'm sure that it cost the driver of that beast a bit more than I spend speeding, but I can guarantee that he had a lot more fun doing so, and if you want to see a bit of video of the event I suggest you log on to <http://biertijd.com/mediaplayer/?itemid=46326> and enjoy. This car is a spectacular example of high tech engineering with statistics that leave you gasping compared to everything we drive. How about 914 kW in a car that weighs in at 1,244kg and 1–100kph in less than 2.7 seconds. This all goes into a machine that has a claimed top speed of 447 kph!

While on the topic of special cars, one astute and well informed reader of Lotus Notes, Mike Bennett, has cleared up the matter of the car on the cover of our last magazine and tells me it is the late Graham Howard built Sabakat. It's an exact copy of Lotus 12 Chassis No 351 which came to Australia in maybe 1959. Lotus 12 #351 was the first single seater Lotus to turn a wheel. Had it survived it would today be one of the most significant Lotus cars globally.



However it burnt to the ground at Lowood Queensland in 1960, by which time it had a Lycoming aircraft engine fitted. When Graham Howard failed to buy the only other Lotus 12 to come to Australia (chassis #353) he set about building a replica of Sabakat #351 which is the car in the photograph. Now owned, I believe, by Peter Statton of Geelong. Many thanks Mike. You will find another photo of the car in action elsewhere in the magazine.

Mike is also the global registrar for the Lotus 12 model for the Historic Lotus Register UK and maintains detailed records on the 12 cars that Lotus built in 1957/58. For those interested in the register please go to <http://www.historiclotusregister.co.uk/>

In this month's magazine can I recommend the excellent article about the birth of LCV by Mike Byne and until next month, when we will be going national with our magazine in combination with CLA, no speeding!!!

CKJ 111

President's Shed

By Mike Richards, LCV President

This month I was ever so tempted to join in the hysteria over the demise of local car manufacturing, however, it seemed that whatever is my slightly informed view of it, rather than a regurgitation of media hype, would provoke an argument. Rather than rake over the wreckage searching for clues I was led to speculate that, in contrast to the local situation, that strange little manufacturer of plastic cars in Norfolk enjoys a charmed existence seemingly immune to the slings and arrows of outrageous misfortune. When you think of the enormous funds lavished on Lotus by numerous owners it seems the good folk in Norfolk always find a dotty old aunt somewhere who is ever ready to loan them more funds no matter the circumstances. Ever since Colin Chapman avoided goal over the DeLorean scandal by popping his clogs and Fred Bushell doing the time, there has been a succession of seemingly willing benefactors prepared to advance credit apparently without limit. As Lotus owners, how fortunate we are.

A comment at the February club night at Richard Mann's shed by a guest made me think that we are indeed fortunate and somewhat special. Later in the evening he commented that our club members were so friendly to each other and the conversation was mostly about the cars. He was comparing us with his car club. The Jaguar Club people at last year's club night at the Jaguar/Healey rooms also commented that we seemed a very sociable lot and they would be quite happy to have us revisit any time. I think it is true that we keep each other nice and avoid the political tensions found in other clubs.

In retrospect it seems the country went to sleep for the summer holidays and awoke on Australia Day. There is just so much going on out there that it's overwhelming.

Even in our own little back yard it seems club activity has shifted into overdrive. A good turnout of members at the January resto night thoroughly enjoyed the endless supply of pizzas served by oh so Italian waiters. Thanks to Peter and Margaret McConnell for organising another food fiesta.

Our first Club Championship event at Sandown attracted fifteen competitors on a hot and

windy February day. Once again we fielded the most competitors and took the lion's share of the honours with fastest time of day and four MSCAV Class wins. Joe Vodopic scored the FTD and a Class win in his Elise HPE on his first drive at Sandown. Alec Spyrou, Bruce Main and Michael Bouts also scored Class wins.

In contrast the February EMR started on a lovely English spring day with light drizzle, breeze and fog over Mt. Macedon. Once over the hump on the northern side of the mountain it was a lovely summer day topped off by a lunch at the Plough in Myrning, now a popular venue for touring car clubs. I noticed that our cars parked in Woodend for the coffee break attracted considerable interest from the locals and a chap gave us his contact details as he has a shed full of "old Lotus bits" that his wife says must go somewhere, anywhere and soon.

The March EMR is looking like a trip over the Goldfields Rendezvous roads to the Morris Minor Garage in Harcourt where numerous variants are displayed in a period garage. These include a Minor produced in limited numbers to commemorate the production of the millionth car and the car used in the Mother and Son TV series. In retrospect the Minor was one of Morris' finest achievements, to build a simple, rugged, light car around a small engine which was reliable, economical and just kept going and going. The A series engine went on to become the heart of many race and sports cars thanks to the ease of tuning and modification. Although some original engine parts are now found in the drawer labelled "hen's teeth" many thousands are still used in historic race cars while the Healey Sprites and MG Midgets are still popular as classic cars. After I sold my MG Midget the new owner came around with two bottles of wine as thanks for the excellent maintenance of what he described as the best little sports car ever made. I didn't totally agree with his assessment, however the Sprite/Midget was a remarkably capable sports car in exploiting its modest power to best effect. My Midget was made from a CKD kit at the BMC factory in Zetland near Sydney. By modern standards the quality of assembly

was appalling and it got worse towards the end of production with the rubber bumper versions. My car had been smacked with a large hammer to fit the windscreen and correct the gaps around the doors, and this was a car specially selected for its good build by Peter Manton as a demonstrator. Peter had fitted a reworked Mini head with rich needles in the SU carbs to impress the customers and sported chrome wire wheels, chrome locking filler cap, all at extra cost. By the time I sold the car, after thirty years ownership, I never wanted to even look at another chrome wire wheel, those things demanded to be cleaned every five minutes and there is no easy way of doing it.

And there was that strange period of Australian history where a local car manufacturing industry grew from very modest beginnings and blossomed into a quaint cottage industry before finally shrivelling up through lack of interest. Exciting times and fun for a while but how could it last when I see that the Volkswagen Group sold three million vehicles in China alone last year. That's three times the total Australian market. Even that scale of production isn't good enough since the German government has equity in all their local manufacturers to ensure viability. Oh dear I promised not to mention this in case I provoked an argument. That's cleaned out the shed so goodbye and may your Gods go with you.

Mike



WELCOME NEW LCV MEMBERS:

Gavin Taylor [1969 Europa & 1984 Excel]
Jennifer Collings
Norbert Stampfer [1988 Esprit Turbo]
Tim Davies
Rod Nash [1985 Esprit]
Karen Cairns
Nigel Robertson [1984 Excel & 2 Elans]

LCV Club night

TUESDAY 11 MARCH – 7.30pm

The Healy Factory, 646 Whitehorse Road,
Mitcham, Start time: 7.30pm



Lets call it the Sears Seven!



President's prologue

By **DICK REYNOLDS, President, LCQ**

Well, we are well into the new year, with events both sport and social on the go already.

This very morning a swag of Lotisphiles headed up Mt Glorious for a family breakfast / BBQ. Now personally I thought this was a great idea, to include members of the Club and their families – often left out due to our 2 seat malady. Apparently thirty or so rolled up to a great BBQ courtesy of Mal Kelson, and a good drive to boot. I'm told a report is in the works.

Ken Philp, the newest Caterham owner in the club, and a long serving member as well, is planning a very interesting "Pub Run" or two for the year. Last years was a hoot, and the next lot will be likewise.

The MG Car Club Hill Climbs start next weekend, and Morgan Park Sprints kick off on 29th March.

Last week-end a couple of us entered the Holden Sporting Car Club Motorkhana "Come and Try", and there is a similar Khanacross on 9th March.

The DTC's are on again this year, thanks to Daryl Wilson, and no doubt these will prove very popular.

Goodness, I could go on for a while detailing all the planned activities, but I won't, cos' it's all in the Club calendar. And as you all know, the Club Calendar appears on our website, which is readily accessible to all on www.lotus.org.au.

While I'm at it, we also have a Facebook presence in the form of a Lotus Club Queensland Group. You can email me and get into the Facebook swing of things. There are

currently 18 active members in the group. All you need is to be on Facebook, and email me to accept you into the group.

And of course, we also have the Lotus Club Youtube channel, [sevensrule](https://www.youtube.com/sevensrule), email being lotuscq@gmail.com and password being "colinchapman". Now on this one, it does look a bit like only Jon Young and I participate – which is probably true, but we live in hope! While I'm on it, we should chase up the other Lotus Clubs for their media outlets – if any!

Now having said all of the above, I wish to say this:

The club is for the members to enjoy its activities in whichever way they choose. There is no implied "obligation" for anyone to participate in any activities. Obviously, to enjoy the Lotus experience fully, the more people involved, the merrier. So if you think an event looks like fun, follow it up, get some advice on what goes on, and give it a go. The point here is that, if not enough people show an interest in a particular event, it will disappear, and be replaced by something else. The Club Committee will endeavour to advertise the events as best we can, and then it's up to us all to decide where it goes.

Jon Young beat me in a trial at the Motorkhana last week-end. As I am not talking to him anymore, and essentially non-competitive, could someone please ask him how he went so quick!

Fact is we both punched so far above our weight, I believe it truly is "if you are going to a fight, take the right weapon". Damn fine cars these Lotus type things!

Whilst on motorsport, I was interested to read Mike Richards comments in the last magazine on affordability. Circuit racing is definitely getting to be a rich man's past time, what with HANS, tyres, engine re-builds, panel damage, motel accommodation etc. Yes, the economy improving may swell the fields again, but it is still expensive. In the interests of keeping younger, less well healed members of the clubs entertained, we do need to promote some of the less expensive events. To this end, events such as the MG Car Club Ironman weekend, night navigation runs, Hill Climbs and the HSCCQ Motorkhana / Khanacross will be promoted this year. I would also welcome any other ideas for less expensive events. This is not to say the Racing and Sprint events will go unnoticed. They are the pinnacle, and must be there for the punters to aspire to!

We did get to check out Daryl's new colour scheme at the last meeting, and what a job he's done. Looks great Daryl. Also, Peter Sears turned up in his Series1 Seven, Climax engine and all – what a great car – speaking from a totally unbiased viewpoint of course. There was also a gaggle of the usual exotics – Exiges, Elises and Evora(s). Could have sworn I saw an Elan or two and Sevens also.

Damned healthy club really!

That's all for now.

Dick



LCQ Monthly Meeting

TUESDAY 4 MARCH – 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

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	LCQ Social Run Details TBA
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
Saturday 29th and Sunday 30th		Round 1 Qld Super Sprint B Series Morgan Park, Warwick
APRIL	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 Sprint & Round 2 of LCV Championship Venue: Phillip Island. Start Time: 7.30am Contact: MSCA website www.msca.net.au	Qld Historic Racing Car Club – Autumn Classics Morgan Park, Warwick
Tuesday 8th	LCV Club night Venue: Robert McDermott's Shed 97 Moreland St. Footscray. Start Time: 7.30pm Contact: Mike Richards 9397 1638	
Thursday 10th		Gear Day Queensland Raceway
Sunday 13th	EMR to Malmsbury Starting Location: TBA. Start Time: 8.30am Contact: Iain Palmer 9326 2282	



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au



LCV Club Night at Richard Mann's Shed

February 2014

On a beautiful summer evening in Melbourne, at least for those who did not have to concern themselves with bush fires in their vicinity, about 25 club members made their way to Richard Mann's shed in Port Melbourne for an evening of catching up with summer holiday news, car tales and an update on the goings on in Richard's life. We were most fortunate to have a number of Elans turn up, all of them red, a couple of Clubmans, including the lovely example of an early 7 from Dave Mottram's garage, an Elite hatchback, Evora, Europa (a new one as well as an original) and a couple of Elises. Joining the Lotus fleet was a gaggle of other sports cars. After browsing through and looking at a wonderful collection of Lotus bits and pieces, Richard gave us a run down

on his latest project, a twin cam Elan that has been many decades in the restoration. He has recently painted the body work and is now onto building the engine with parts he is gleaning from around the world. Richard's plans are to hone his skills on building the Elan and engine and then move on to his true love, the Lotus 47, that sits under a layer of dust waiting for it's turn at being returned to its former glory.

Richard was most informative and is a great example of a passionate Lotus owner, and all who attended would join me in thanking Richard for both his insight and hospitality.

We look forward to seeing the results of his care and attention when the Elan makes it out onto the road in the coming months.





Lotus at the 2014 Bathurst 12-Hour

I was at the Bathurst 12-Hour race helping with media assignments, mainly for the Erebus Motorsport GT Gullwing Mercedes team, but as luck would have it, I just had to walk past the Lotus garage on my way to and from the Media Centre. Needless to say I couldn't waste that opportunity, so here is the story of the fortunes of two Lotus competing in one of the most challenging races on the Australian calendar.

First up, a bit about the cars. The white Exige sponsored by Compareinsurance.com.au is Mark O'Connor's 2005 four cylinder 1800cc supercharged car. This was its sixth Bathurst 12-Hour, no other car has attempted six of these gruelling events. Its drivers were: Pete Storey, Ben Gower and Gordon Shedden who was British Touring Car Champion in 2012.

The dayglo pink Exige sponsored by Donut King (hence the colour) is a new car. This 3.5 litre supercharged V6 was airfreighted to Australia set up for sprint races rather than endurance, and despite having an FIA approved roll cage CAMS wasn't happy and the team incurred added cost and time to fabricate and install a new cage. This created another little problem as the bars of the new cage obscured the rear view mirror on the passenger side. The rear view from an Exige is dubious at the best of times so the thought of surviving twelve hours



around Bathurst with little chance of seeing the SLS Mercedes, Ferraris, McLaren and Audis bearing down was not a happy thought. Owner Tony Alford got a couple of the crew to go into Bathurst on Friday to purchase a rear view camera that they installed on Saturday morning. He was delighted with the result.

The team was very happy with the car even though they hadn't had much time to develop it. 'Out of the box' they thought the car was very good. Simply Sports Cars* did the preparation, with Mark O'Connor and Simply Sports Cars' owner Lee Knappett engineering the car.

A team of 27 personnel looked after the cars over the weekend and were kept very busy.

The 1800cc car qualified one place ahead of its bigger-engine brother in position thirty-two out of forty-two with a time of 2:20.97. But it also suffered an incident when it smacked the wall at The Elbow during qualifying. At the time it was thought that the only damage was to the brake caliper but other problems revealed themselves during the race.

For grid spot thirty-three the Donut King car had recorded 2:21.66. The Donut team was

little disappointed with the final qualifying time as Mark O'Connor was on a very quick lap which was nullified by one of the many red flag incidents.

Prior to the race Tony Alford commented how amazed he was at the aggression he had seen so early in the meeting and felt that some of the drivers of the faster cars could apply a little more common sense. "Once they come up to a slower car they aren't going to be able to set a super quick time anyway, so it seems more sensible to be a fraction more cautious."

It helps to be an early bird if you want to watch the start of the 12-Hour. We were at the track by five o'clock in the morning. The cars swept by in a rolling start formation at 0615 with the sun just edging its way up from behind the hills and steam rising from my coffee. It was a spectacular sight as Nico Bastian put the Erebus Mercedes into the lead ahead of the Ferrari with Lowndes at the wheel.

Sadly the 1800cc Exige had already encountered problems prior to the start and got away from the pit lane after the field roared by, only to return fifteen minutes later. This was to be the story of their day as the car had many visits to the garage to fix a range of problems, including brakes, shock absorber, driveshaft and gearbox, eventually retiring sometime after the seven-hour mark. It seems likely that the impact with the wall was the cause of these problems.

The Donut King car circulated very well and moved up to 22nd overall. Tony Alford did the second stint of driving. Times of 2:17 were the best for the Exige but the normal race pace was 2:19s and 20s, a pace that preserved the tyres (the leading Mercedes was running regularly at 2:07 but took an early lap record at 2:04). In the fifth hour the car had its MCM module come loose causing an electrical short. It pitted twice and lost four laps to the class leading Ginetta. Its only other problem was that the newly fitted rear view camera would turn off when the radio was in use.

After seven hours the V6 was still humming along nicely and the car was in 19th place overall. A puncture caused an unscheduled tyre stop and some minor damage to the driver's side rear guard. Then misfortune struck. Either a stone or some debris got between the drive belt and the alternator pulley causing the belt to snap. Time was lost replacing the belt but car 54 was back in the action reasonably quickly. From the reports I got it seems that the Ginetta suffered a similar problem on the same lap but in that case it resulted in a blown head gasket, overheating and retirement, which left the Donut King car in the class lead.

But as is the way with endurance racing, there was more pain to be endured. With a couple of hours left to race the alternator pulley seized,

probably as a result of the previous stone or debris incident. It is a long job to replace the alternator and the drive belt (again) which involves removing an engine mount, so there was some thought about retiring the car as it might have exceeded the automatic exclusion time. But the work was completed and the car re-joined the fray. After twelve hours, during which Craig Lowndes charged to victory in the Ferrari, the Lotus took twenty-fifth overall and a class win. A just reward for the blood (there was some), sweat and skin burns.

Several days after the race Mark told me that he was still recovering. He enjoyed driving the V6, the paddle shift making it easier to drive

than the older car. But he found the afternoon session exhausting as his cool suit failed and the cabin temperature was sixty-five degrees. To add to the drama he suffered a nose bleed that would not stop. Perhaps in sympathy the red flags were shown and he was able to come in early for a driver change.

Thanks to Tony Alford, Neil Trama (the engine man), Mark O'Connor and Stu Mak (Simply Sports Cars) and the other team members who were patient with my questions and interruptions.

*Note: Simply Sports cars is now the NSW Lotus Dealer.





by Steve Blackie

Tango y el tráfico en Argentina

In December 2013 Jo-Anne and I made our first trip to Argentina. The plan was to stay a couple of night in Buenos Aires, where we would dance some tango, buy tango shoes and see some of the sights, after which we would pick up a hire car and drive to Mar Del Plata, just over 400 km away. We would spend 5 nights there, do some surfing and see the Fangio Museum, then return to Buenos Aires for more tango dancing, shoe shopping and sightseeing.

We arrived at 7.00pm on a Friday. I took the advice of fellow travellers and organised a taxi from the taxi desk inside the airport. I had heard stories about tourists being robbed by taxi drivers, and others, on their way in from the airport, when they had all their belongings with them. Not a good way to start to a holiday!

Our first encounter with Argentinian traffic was in this radio taxi. We whipped down the toll freeway from the airport to Buenos Aires at 20 to 40 km over the signed speed limit, which seem to be the norm, as most traffic was doing a similar speed. The second thing I noticed was the lack of blinkers when changing lanes. This may be because the idea of "lanes" doesn't seem to be a concept that has been fully embraced by the Argentinians. Sometimes there is an additional lane of cars to the number of marked lanes, and at times, a car will use two lanes at once. Where there are no line markings at all on the road, drivers decide for themselves if two, three or even four lanes of cars will fit. Thankfully I had almost two days to observe the



traffic before I needed to do battle with it, and chance had set the car pick-up for Sunday.

The next morning we headed out on foot to find tango shoes, and somewhere to dance tango, and were successful with both, even though it was not as simple as we had thought. A lot of the shops were closed, or had moved, some only opened for two or three hours a day. Jo-Anne found a shop with shoes she liked and a purchase was made, they give us a

tourist tango booklet of places to shop and to dance tango. We decide it's too hot (at 38°C) to dance tango in the afternoon between 3 and 8pm. Yes, here in Australia, that would not be considered afternoon, but in Argentina it is, and restaurants don't start opening until 8pm with diners still arriving for dinner at 11pm! Try doing that in Melbourne!

We chose a dance venue, an old classic place in the Belle Epoque style, called La Confiteria Ideal, with marble floors, huge mirrors, dark timber panelling and ornate pillars holding up a very high ceiling. The dance starts early at 10pm and goes until 2am. A lot of the tango venues don't open until midnight and go to 4am. Our night started by heading out early (a bit after 8pm) to find that only a few restaurants were open, with almost nobody in them, and the service was anything but quick. Our order was reluctantly taken after about half an hour, and then we waited another hour or so for food to arrive, we could only assume that the kitchen staff had not yet surfaced from their siesta! The food was worth the wait, my steak being one of the nicest I've eaten. We make it to La Confiteria Ideal at about 10.30pm. They were playing very good recorded music, but the venue was half empty. It started to fill up after 11pm, and just after 12pm the musicians started to arrive and set up. At 1pm the 7-piece band started to play. There were also 3 or 4 singers, and one couple put on a little dance show. We got back to the hotel exhausted just before 2am.

On Sunday I picked up the car. It was a C4 Citroën, the gear box linkages seemed only slightly better than my Esprit's Citroën gearbox (I should be surprised?!). Once you leave the city the country is similar to Australia in appearance with lots of gum trees, cows and windmills. The roads east of Buenos Aires are flat and straight (similar to central NSW). The traffic is a bit like that in Bali, but a lot faster and more aggressive, more like taking the worst aspects of Melbourne and Bali and combining them. The only time you see a blinker used is to menace the driver in front if you are in the centre lane on a freeway (and that's only if tailgating has not encouraged the driver to get out of your way) but most times, cars just get out of the way of faster traffic. The other use of the indicator was when making a right hand turn from the left hand lane across 4 or 5 lanes of traffic. It worked a treat even when I tried it myself, much to Jo-Anne's horror.

Speeds out of town are fast with some cars doing at least 160km. Speed limits are disregarded even when police are present (police do a lot of road checks but I don't know what they check for, as I was not stopped). I was unable to determine any system as far as who was to give way to whom. Even at roundabouts, the traffic on the roundabout did not get right of way. It seemed to be that the most pushy got the right of way. If you were looking for a parking space, that was easy, just put your hazard lights on, and do whatever you want, forwards, backwards, sideways ... it's all good. I also noticed that stopping at red lights seemed to be optional, sometimes they didn't stop at all, sometimes some lanes stopped, and sometimes the car three spaces back would round up the cars in front and go straight through!

Mar Del Plata is Argentina's major beach area on the Atlantic. It makes the Gold Coast look a bit under-developed. We stayed at NH Gran Hotel Provincial, which is a large hotel built in the mid 40s right on the beach in the middle of town. It had some of the widest and longest hallways I had ever seen with parquet flooring throughout, all very grand!

We made 70km trip to the Fangio Museum in Balcarce. The museum was open 1986, in the presence of Fangio, and is only few blocks from



where he was born. Balcarce is a medium size rural service town about 55km off the main highway. The display is housed over six levels and consists of an impressive mix of cars and other related motor sport paraphernalia.

The cars included: McLaren Honda MP4/3B, Brabham BT 36, Toyota Eagle MK II, Renault RE 30B, McLaren MP4/10, Sauber Mercedes-Benz C9, Penske PC-23 Mercedes-Benz, Alfa Romeo 308, Mercedes-Benz W196, Maserati 250F, Lancia-Ferrari D50, Simca Gordini T15, Simca-Gordini T15S, Compresseur, Arrows A21, Maserati 300S and Lola T96/20. All signs were in Spanish only, but there was also an English audio tour which was excellent.



I must say that contrary to popular perceptions of South America, we felt quite safe, and we were not mugged (but we also didn't wear any watches or jewellery on the street). We flagged cabs with no problems (only using booked cabs to and from the airport). We got by with only the smallest amount of Spanish, though at times resorting to sign language. Despite the anarchy on the roads, I drove 1200km in the six days that I had the car, and drove like the locals (fast and aggressively!), in a left-hand-drive manual car, and returned the car without a mark on it. I didn't even see an accident, although there seemed to be a lot of cars with scrapes and dints (but that may be more to do with the cost of repairs). By the end of 1200km I was feeling quite at home behind the wheel, but how could this possibly be? I come from one of the most heavily-policed places on the planet. Over the past few years I have driven in the USA, England, France and Bali, and in all these places, most of the traffic drives well over the speed limit and they seem to have less respect for road rules, but a lot more respect for each other than we have, which seems to make them more alert as drivers and, in turn, better to share the road with. It does make me wonder if a bit more danger and more respect for each other on our roads would make us more alert and, in turn, safer drivers.



by Clive Wade



Australia Day Breakfast – Ormiston

And so 2014 commences.

The weather is not Lotus, not in sunny old SEQ in January, this is the weather to leave your toy in the shed, get out the AC'd family hack, and go down to the beach. Preferably somewhere like Burleigh Heads... shady trees, surf club bistro with cold drinks, beach, white pointers and surf. So where does LCQ go traditionally for one of the hottest weekends of the year?

We go to the Bayside Vehicle Restorers Club Car Show. We get to park in the grounds of the Ormiston State School along with 500 other car buff aficionados, where we display our pride and joy... though I've found she prefers me to display the Elise! And the reward you might ask? We have a very pleasant breakfast hosted by BVRC and the Redlands Shire Council, our cars to be judged by such luminaries as the local Mayor, the local State Member, and the president of BVRC.

The real reward is, of course, the opportunity to see many unusual veteran and vintage motor cars, many which started their lives in the USA, and quite a few from the various states of Europe, and then, for me the real hit, the locally-built specials which commenced their lives as any of the previously mentioned.

LCQ have a set methodology of entry to ensure all Lotus' are parked together (no pre-organised parking here). We meet at the local pub (Alexandra Hills) at 7:00 am for a 7:30 start, then make the short drive to Ormiston. The validity of our planning confirmed by the other car clubs, they also meet at said pub. In fact, we could have held our own car show there, then popped into the bar at 10:00am for a coldie, stayed in the shade 'til lunch, fine dine, then toddle off home. But that's not the spirit (no pun intended).



The event is really quite friendly; as we waited in the car park, the passing stream of vehicle memorabilia honked their horns and waved friendly waves, regardless of marque, and this set the friendly atmosphere for the whole morning.

After breakfast and the obligatory meander through the display we were entertained by the aforementioned judges, all of whom, other than the BVRC president, had no idea about anything to do with restorable cars – I'm sure they wondered why so many good citizens could find pleasure in a motor vehicle without air-con, central locking or the ABS'y stuff that saves you from using your air bags too often. Sadly there wasn't a Lotus

to be seen among the award winners... as I said, they had no idea about anything to do with restorable cars, not to mention the more reliable ones like our fine Lotus'.

All in all, we had an enjoyable and sweaty morning, we told each other of our Christmas presents and New Year's resolutions, then, about 11:30 am, we toddled off home, ready for a swim, a cold beer and an afternoon nanna nap.

Photos by Gloria Wade





by Mike Richards



2014 Club Championship Event 1

The first event in our Club Championship was held at Sandown on 9th February, which was only fortunate in the sense that the predicted temperature was less than 40°C. With an overnight low of 30°C, the day was off to a flying start, like our 15 competitors who performed well by taking fastest time of day and 4 MSCAV Class wins.

The clubbies were well represented by 8 competitors of whom Lyndon Millett and Tim Donnellan were novices. Five of the plastic fanatics, aka Elises, greeted the starter. Chris O'Connor had been busy Honda-ising his car over the New Year break and acquitted himself well, considering that some fine tuning is necessary to get the engine performing to expectations. I believe the aerodynamic screen wiper is now fully developed, worth 1 second per lap.

An average attendance of 61 competitors drawn from the MSCAV group of clubs was supplemented by 21 competitors from various other clubs thus ensuring that the Treasurer had no need to sell his remaining kidney to balance the budget.

Although the event started without any dramas or delay, the worst followed after the first session when Ross Hughes slammed his Subaru WRX into the Armco in the Sesses, causing a delay of nearly two hours. The Armco was not repairable so a temporary tyre wall was made and the circuit had to locate further supplies of powder to mop up all the oil on track. Ross wasn't looking like the best knife in the drawer, so paid a visit to hospital. Competitors are obliged to pay for damage to the circuit so maybe Ross had to sell them a few body parts while he was in emergency.

The weather wasn't behaving itself, causing many retrievals of overheating cars during the day, despite a cool change arriving about midday.

Josip Vodopic was the star of the day, taking FTD and an MSCAV Class win in his Elise HPE at his first Sandown drive. He surprised himself by going 2 seconds quicker than his estimate.

Other Class winners were Alec Spyrou, Elise Michael Bouts, Porsche GT3 and last year's champion Bruce Main nearly matching Josip's time to take out a Clubbie win.



SUMMARY OF RESULTS: LCV Championship Event 1

Name	Car	Time	Points
Bruce Main	Caterham	1:24.0	10
Keith Marriner	Caterham	1:28.8	9
Stuart King	Westfield	1:30.1	8
Nick Ng	PRB	1:31.0	7
Petrina Astbury	PRB	1:32.2	6
Tromp Hofmeyr	Birkin	1:33.7	5
Tim Donnellan	Birkin	1:36.1	4
Lyndon Millett	Locost	1:43.3	3
Alec Spyrou	Elise	1:26.7	4
David Buntin	Elise	1:32.5	3
Josip Vodopic	Elise HPE	1:23.8	5
Chris O'Connor	Honda Elise	1:27.3	4
Cris Johansen	Honda Elise	1:33.6	3
Michael Bouts	Porsche GT3	1:24.9	4
Ian Rusch	ICV	1:41.6	3



by Dick Reynolds



HSCCQ Motorkhana

Willowbank, 9th February 2014

Having convinced Jon Young that a Motorkhana is the best way to improve ones "on-the-limit" driving skills, we both headed off to the Holden Sporting Car Club Motorkhana last weekend.

I haven't attended one of these things since my Europa days, about 8 years ago, and Jon, to my knowledge, has never done one. We were apprehensive to say the least!

There, lined up at the car park to the Willowbank Drag Racing circuit, were our opposition. A gaggle of Nissan Turbo-type things, piloted by young, fit energetic-type people, various Motorkhana Specials bristling with hand brakes, a couple of nice short wheel base Suzuki Swifts, an Alfa Sud (driven by Michael Galletly), a couple of big, powerful Commodores, two MX5s, a decidedly quick 240Z, a Toyota 86 racecar and numerous others.

Jon had decided that a handbrake buried under the dash was of no use at all, and my special handbrake extension failed on the first attempt.

So it looked like we would just have to go as fast as we could, and discard all the niceties of motorkhana-ing (not a word really).

So we settled into the beginners trial, called "Plumb Crazy". Seemed to be going OK, checked the times and voila – coming 3rd and 4th out of 27 cars! Now this really got us excited I can tell you.

So I says to Jon, I says "Let's go and have a go at the big boys on the other tests".

John says "No, I am protecting my tyres for the upcoming Mt Cotton Hill Climb". Me, I'm not so wise, so have a go at "Bowler" and "Top Hat". Third quickest on "Bowler" (19.65 seconds) and first on "Top Hat" with a 22.05.

"Goodness" says Jon, "maybe I should have a go as well", and we head off to "Diamond slalom".

Now here is a test better suited to Clubman-style cars. Big, fast sweeping blasts around the flags, instead of fiddly little handbrake turns around them.

24.23 and 23.02. That's 1st and 5th.

What a blast!

Can this really be true?

Are we really this competitive?

But we can't drive like these guys!

Simple answer... go buy a Seven!

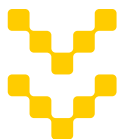
Our thanks go to the BSCCQ people for a great day, particularly Mary Caplet and Keith Butcher.



A couple of YouTube videos:

<http://www.youtube.com/watch?v=IRn2HqtHyU0>

<http://www.youtube.com/watch?v=8LPjw3xbhCw>



GLORIOUS SUNDAY

by George Row



16th February

The weather was glorious, the 30km mountain road was glorious, and the destination was breakfast at Mt Glorious.

Clive and Gloria Wade's invitation was for a family-friendly affair with the 'other' car loaded with excess family and BBQ equipment.

Unfortunately family planning is an exact science and a last-minute timing alteration of a week caused problems for some, but there were six plastic and aluminium cars at McDonald's car park at The Gap expectantly awaiting the narrow, winding road (with some sections that are a challenge to maintain the speed limit, even for a Lotus).

Testosterone-fuelled motorbikes and pain-seeking cyclists added further excitement to a great drive.

An advance guard of another five plastic and aluminium cars had the hot plates hot, and soon there were thirty mountain hungry Lotus lovers of all ages doing anything but adding lightness. The laughter of the party competed with the rainforest birds, but only a few braved a walk in the wild.

By late morning most had run out of coffee, words had dwindled, and more importantly the summer heat was building towards uncomfortable, which led to the decision to pack our meagre possessions into our minimalist boots and enjoy the corners in reverse on the way home.



Photos by Gloria Wade





Elan Solid Rear Driveshaft Conversion

by Greg Bray

After forty years of Elan ownership, and being happy with the standard doughnut driveshafts, I began to think in the last year or two, it would be nice not to have to worry about coupling failure. Not so much about the failure, because if you check for cracks often enough, you'll be OK, but it was about the pain of having to change them every seven years or so.

So I looked at all the different modern style C.V. joint shafts available, and ordered mine from Elantrikbits. They were about the most expensive, but with my Elan, as my good wife would say, 'money no object'.

Another possible failure point is the hub shafts, which can break between wheel flange and outer bearing, therefore letting go of the wheel. So I bought two Tony Thompson Racing outer shafts which won't break. The most common failure used to be the early diff output shafts, but most have been replaced now. I fitted my Elan with Sprint ones with mount stiffening bracket many years ago.

Back to my new drive shafts, my Koni shock absorber stroke was now too long for the C.V. joints. So I dismantled them and machined up two spacers, 1 1/4" long, and put one each side to limit that stroke, so she's OK now.

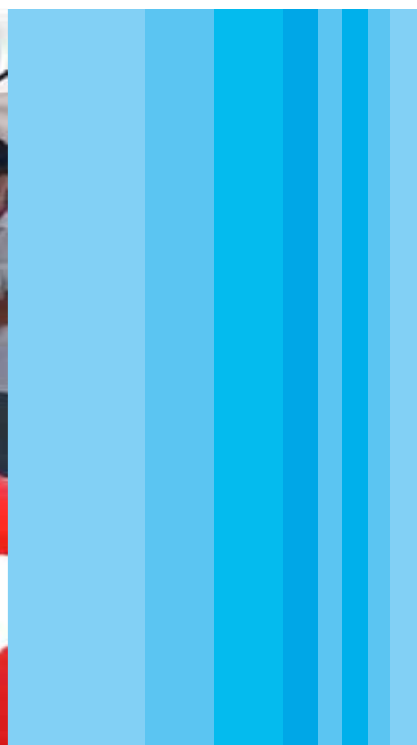
The top Lotocone mounts need to be changed whenever you have reason to remove the rear suspension legs.

Diff mounts are another thing that slowly collapse and lower the diff onto the chassis.

Also with new outer shafts or wheel drive flanges you must lap-in the flange to the shaft to ensure a good mounting fit.

This was just a little job I fitted in over Christmas for myself. It's early days yet, but I haven't felt any adverse effect of the rear loss of roll bar effect, but I don't actually drive the car the same as I did when I was only in my 20's.





Technical Note

MSCAV Scrutineering: Roll cage padding

by Mike Richards

LCV President and MSCAV delegate

As most will be aware, CAMS require roll cages, and by logical extension, roll bars, to be padded with the approved cellular plastic wherever the driver's helmet could impact the metal bars, as from 1st January.

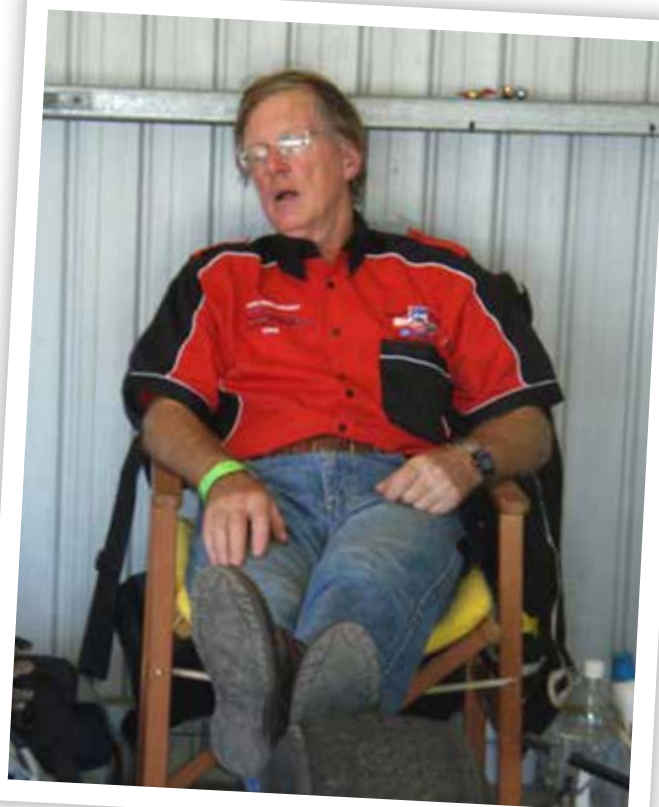
MSCAV Sandown on 9th February was the first event to which these rules were relevant. During scrutineering one series, 1 Elise was queried for the perceived lack of protection on the integral roll bar with the removable fibreglass cover. The driver was cautioned and advised to fit padding on the roll bar for future events.

My inspection of our Clubman and Elise competitors at this event leads me to think that few of the Clubman cars have a problem. Conceivably, those with a forward facing stay in the passenger compartment may need padding. Series 2 Elise do not have a problem.

The rather enthusiastic interpretation of the rule by MSCAV may pose a problem for series 1 Elise if the cars compete without a roof. Fitted with the standard driver's seat and without the roof fitted it is conceivable that the driver's helmet could impact on the roll bar.

To satisfy the scrutineers those affected should remove the plastic cover and rear window, then cover the roll bar with the approved padding secured with pull ties.

This method allows the padding to be removed after competition.



by Mike Richards



Introducing the Speed Fraternity

Among those offering drives in retired V8 Super Cars the V8 Experience is a quality drive school who are now offering drive days for your daily driver or favourite toy at Sandown circuit.

Download the attached info on Speed Fraternity, an event where like-minded members, being mature owners of performance cars, can come together to enjoy their vehicles in a safe and non-competitive way with the exclusive use of Sandown Raceway at times that suit their busy schedules.

A review of the current track day options shows these events carry a large financial risk for car clubs, are too long (usually a full week-day) and drawn out with most drivers not knowing each other, are too hard on the driver and car, and not particularly well structured. Hence, Speed Fraternity has been created – it's short, sharp and affordable.

It's a way for performance car club members to share track time with others and over time maybe can move to an invitation-only membership, so can attract the right owners who then recommend this fraternity to their peers.

Greg Evans, Director of the Speed Fraternity says, "My background includes starting and managing V8 Race Experience over the last 10 years and we have an excellent working relationship with Sandown Raceway. Hence, Speed Fraternity has a wide choice of dates and resources available to mould this into a permanent solution for both clubs and individuals".

The brochure excerpts (on page 19) contain most of the information to enable members of Lotus Club Victoria to sign up for these drive days on Fridays, Saturdays and Sundays at Sandown, for much less than any other drive days currently available. Twenty-five days have been booked for 2014, so you are spoilt for choice. Book now and take advantage of the \$500 discount, tell Greg Evans Mike sent you.



SPEED FRATERNITY

REMEMBER THE FIRST TIME YOU DROVE YOUR PERFORMANCE CAR? THE EXCITEMENT OF THAT IGNITION, THE SOUND AND FEELING THE FIRST TIME YOU PUT YOUR FOOT DOWN.

MAYBE YOU'RE ASKING YOURSELF, WHERE'S THE EXCITEMENT GONE?

SPEED FRATERNITY HAS BEEN CREATED FOR YOU TO RE-ENGAGE WITH YOUR CAR AT A PLACE AND TIME THAT FITS WITHIN YOUR BUSY SCHEDULE. THERE'S A FRATERNITY OF CAR OWNERS IN MELBOURNE TELLING US THAT THEY WANT TO PUT THEIR FOOT DOWN AGAIN. TO DRIVE THEIR CAR THE WAY IT WAS MEANT TO BE DRIVEN AND TO ENJOY THE EXPERIENCE WITH PEOPLE THEY KNOW AND LIKE. SO WITH THE CO-OPERATION AND SUPPORT OF MELBOURNE'S HOME OF HORSEPOWER, SANDOWN RACEWAY, WE'VE CREATED A PROFESSIONAL, CONVENIENT, AFFORDABLE AND SAFE EXPERIENCE FOR YOU TO START ENJOYING YOURSELF AND YOUR CAR AGAIN.



FEEL THE NEED?

- **25 EVENT DATES** ON FRIDAYS, SATURDAYS AND SUNDAYS PRE-BOOKED AT SANDOWN RACEWAY EVERY YEAR.
2014 – MAR 8,9 MAY 3,24,25 JUNE 14,15,28 AUG 16,17,30 SEPT 6 OCT 17,18,19,25,26 DEC 5,6,7,13,14.
- **SHORT AND SHARP** – 2 GROUPS. GRID CAPACITY 25. 3X15 MINUTE DRIVES 3.30 TO 5.30 PM. SF PIT SUITE BAR TILL 6.30 PM [30 MINUTES EARLIER IN WINTER].
- **PRO COACHING AND SAFETY** – IN-CAR COACHING OPTIONAL, SCRUTINEERING, PACE CAR, FULLY EQUIPPED INCIDENT RESPONSE, PARAMEDICS AND AMBO.
- **MEMBERSHIPS** – \$2,450 INCL. GST VALID FOR 10 EVENTS WITH TWO YEAR EXPIRY.
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- **SPEED FRATERNITY ENDORSED BY SANDOWN RACEWAY** AND MANAGED BY GREG EVANS [DIRECTOR, EXPERIENCE LEADERS AND V8 RACE EXPERIENCE].
- **MORE INFO** – PHONE 0427 226217 OR VISIT WWW.SPEEDFRATERNITY.COM OR EMAIL TEAM@EXPERIENCELEADERS.COM.AU

LIMITED FOUNDATION MEMBERSHIPS \$1,950 [SAVE \$500] BEFORE MARCH 1, 2014.





LOTUS CLUB VICTORIA

-How it came to be



by Mike and Sue Byrne
on behalf of the many contributors to this history

Following the recent loss of Kyran Meldrum, a much respected and valued Lotus Club Victoria Member, conversations arose about the genesis of the club. It quickly became apparent that the truth was in danger of disappearing into the mists of time. A number of those who were involved in the club's creation decided to put a history together, in an attempt to convey the reasons the club was formed and the contributions made by a range of individuals to, what is now, a remarkably active and inclusive organisation. In putting this together we have drawn on the recollections of many past and present members.

Back in the 70s and 80s there was just one organisation for Australian Lotus car enthusiasts, Club Lotus Australia. It was very firmly based in Sydney, with members in other states having limited input. Remember, this was pre internet, email, websites, etc. Formal communication involved expensive STD phonecalls, envelopes and stamps. Then, as now, for clubs and associations to actually do things, like run track days, they needed to be legal entities. Legislation covering associations is the responsibility of states, so any incorporated association is anchored in one state for administrative purposes.

Victoria had a core group of CLA members who met regularly under the informal leadership of Iain Palmer. Many of the group were active participants in motorsport, largely Marque Sports Car Association events and the Winton 6 Hour Relays. Those involved included Chris O'Connor, Gavin Taylor, Dennis Hogan, Jeff Bee, David Boag, Peter Fortune, Rohan Hodges, David Howarth and Iain Palmer.

From approximately 1986 on, things began to change with an increase in membership which seemed to happen from outside rather than from within. Incoming members included Ivan Butterworth, Mike Byrne, Darrell Josephs, Noel McLaughlin, Richard Mann, John Mealy, Kyran Meldrum, Eric Mills, David Mottram, Jim Murcott and Mike Wilson.

The sense of isolation and restriction among the Victorian members grew. All membership funds went to CLA so there was no money for Victorian events or functions. CLA was unwilling to make any changes to the situation. New Victorian members tended to be less accepting of the status quo and as time went on the inevitable steps towards change were made. An early initiative was the introduction of a \$10 levy on Victorian members creating some funds to work with. A more formal, but still informal, Victorian Committee emerged to give the group more focused responsibilities. By the beginning of the 90s independence was a when, not if, proposition. Becoming a fully fledged Club involved a big commitment, CAMS affiliation, and the consequent capitation fees as well as the ongoing responsibilities of administration. Needless to say CLA were not keen for a relatively big section of their membership to leave and possibly set an example to other states. Hurdles were suggested and perhaps even created. An ongoing subject of discussion was the use of the word Lotus in a club title, with some in Sydney holding it to be their right, and theirs alone.

The CLA magazine was a focus of some discontent during this period. It was A5, black and white and, even by the standards of the

time, not inspiring in layout and presentation. The content was, of course heavily Sydneycentric, with a page of Victorian News.

The biennial Lotus Easter gatherings were an established tradition and moved about the eastern states (Qld, NSW, Vic and SA). Victoria had organised Lotus 1985. At the conclusion of Lotus 91 in the Barossa Valley, Victoria put up its hand to run Lotus 93. Having a major task to work on brought the Victorian Committee even closer together.

Among the earlier Victorian members was David Boag, a solicitor and an advocate for a stand alone Victorian club. Urged on by some of the newer members on the committee, David volunteered to undertake the formalities of incorporation under the name Australian Lotus Register in 1992. He recalls that the clerk in the incorporation office raised the thorny subject of "Lotus" in the title. David responded by asking whether all the Chinese restaurants in Melbourne with Lotus in their name had required permission from the Lotus factory? The clerk took it no further and the name went through. Since the whole committee did not embrace this move immediately, David chose to maintain the incorporation himself until it could be fully implemented.

At about this time the club was invigorated by Ivan Butterworth. He appeared with his new white Esprit and immediately displayed his incredible generosity, not just to LCV, but also to the community in which his business operated. From unique trophies, to polo shirts, to wheel alignment days in his workshop and his Grand Prix barbecues, he breathed enthusiasm into the club.

As it turned out, events conspired to maintain the push for independence. As Lotus 93 firmed up, Sydney was asked for some funds to secure venues, etc. The response was not enthusiastic and although they did finally make a contribution, it served to reinforce resentment that membership fees were only for use in NSW. Lotus 93 held in the Wangaratta area was very successful and built confidence in Victoria's ability to go it alone.

Around 1993 the Victorian club began what has become an important part of its identity. In the early years, monthly meetings were generally held in members homes, but now they began to happen in more interesting car related venues, like The Healey Factory and Brooklands. The herculean task of organising these was taken on by Darrell Josephs, and for many years he continued to find fascinating places which members would not otherwise have had access to. Membership began to expand and the bigger the group became the less support there was for the "poor relation" status relative to CLA.

Lotus 95 was on the Sunshine Coast, run by the Queenslanders, who were also thinking about establishing a Queensland based club. There was an unfortunate reaction in some quarters to the result of the Concours, resulting

in unpleasant and totally unjustified comments. Ill feeling on both sides of the Murray reached a point of no return, although it should be noted that some Sydney people, notably Anne and Maurice Blackwood were consistently friendly. By 1996 sentiment was running fairly unanimously to independence and David Boag's well prepared "shelf" association was dusted off, given a new name, Lotus Club Victoria, and preparations were made to bring it to life from the beginning of 1997.

Among those who had joined the club was the irrepressible David Webber. A firm secessionist, Dave joined forces with Terry Seymour and Kyran Meldrum to produce a Victorian magazine. The first edition was produced in April 1996, two A4 pages. By July the covers had gone to colour and the magazine quickly developed to the standard it was to maintain. Ian Smith of Custom Colour provided invaluable technical support in these early days by providing all the colour printing for the magazine and also the full colour LCV calendars.

As a preliminary to the launch of LCV in January 1997, membership numbers were auctioned at the Christmas Party at Wendy and Mike Wilson's home to raise funds for the new club. Mike had already contributed his design flair

to national event posters and various trophies including the new Life Member trophy. The first two Life Memberships of the new club were announced at the party. The first to Iain Palmer for having been the "Captain" for many years and the second to Ivan Butterworth for his generosity and enthusiasm.

In January 1997 Lotus Club Victoria formally commenced. Mike Byrne was the inaugural president and the committee comprised Mike Wilson (Vice President); Kevin Neville (Treasurer); Iain Palmer (Secretary); Noel McLaughlin (Competition Secretary); David Boag (Honorary Solicitor); Ian Smith (Publicity and Promotion); Darrell Josephs (Social Secretary); Dave Webber, Kyran Meldrum and Terence Seymour (Lotus Notes Production).

Membership increased significantly in the early years. From around 60 at the start of 1996 to 100 in early 1997 and to more than 200 in 1998. The continuing success of the magazine and the inspiration of Dave Webber to encourage clubman owners to join in those early years maintained the momentum. The ongoing efforts of many club members since has created the successful organisation that Lotus Club Victoria continues to be today.



Best of British Day

Congratulations to Michael Bacchia who won the Best Vehicle award at the All British Day held on 19th February. Just how he gets such a shine on the magnificent Esprit remains a mystery, well done Michael. We were blessed with a wonderful 25°C day, so how lucky was that?! Well done Lotus owner David Baird who is well into the thick of organising the All British Day (Good practice for Lotus 2015?)





▲ 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. RWV 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.

BRAY AUTOS BRISBANE

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.



▲ CAR TRAILER

I had a 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



▲ 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



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▲ VICTORIAN REGISTRATION PLATES

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



▲ 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



▲ COLLECTION OF SEVEN SUPERB LOTUS BOOKS:

Colin Chapman – *Inside the Innovator*, by Karl Ludvigsen

LOTUS – *The Historic Sports and Racing Cars of Australia*, by Mark Schagen

Supercars: Lotus Esprit Turbo, by John Simister

The Lotus 49, by David Hodges

LOTUS: *The 1995 Collection*, by CLA

LOTUS: *Story of the Marque (Mark 1 – Type 19)* by Ian Smith

Bonhams and Goodmans Auction Catalogue of the Dawson Damon Collection:

Nov 2008

Sell as a bundle: **\$200**, Phone: (03) 9796 2339

e-mail: dennishogan2@bctelecom.com.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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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 the president.

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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
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