



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- South Australia Lotus Talk
- Run to Qld Auto Museum Hampton
- McKellar Ridge Winery Trip
- Morgan Park Sprints Round 4
- I Think I Need a Lathe

2014

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November 2014

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We couldn't resist this photo. Whilst technically not a Lotus 6 it is a scaled down reproduction seen at the "Little Big Mans" event at this year's Classic Le Mans.

Amazing attention to detail and finish.

Photo by Iain Palmer"

CLUB LOTUS AUSTRALIA (NSW)

COMMITTEE			Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135
President	Ashton Roskill	0408 202 208	president@clublotus.com.au
Vice-President	Anne Blackwood	0413 22 11 23	anne_blackwood@hotmail.com
Treasurer	Kristine Bennett	0414 781 524	treasurer@clublotus.com.au
Secretary	Elliott Nicholls H	(02) 9484 3749	enicholls@clublotus.com.au
Competition Secretary & CAMS Delegate	Mike Basquil	(02) 9533 2140	mbasquil@clublotus.com.au
General Committee	Keith Edwards	0417286976	keithedwards@clublotus.com.au
Point score	Michael Donnan	(02) 9389 0461	mdonnan@iinet.net.au
Webmaster	Robert Costa	(02) 9597 1470	robert@southhouse.com.au
Public Officer & Club Plates	Maurice Blackwood	0417 218 462	mozzieb@ispdr.net.au
CMC Delegates	Alastair Browne	(02) 9971 8612	alastair@clublotus.com.au
	Evan Jones	0411103043	evanj@optusnet.com.au EVAN.JONES2@transport.nsw.gov.au
Magazine coordinator	Tom Devitt	61 417 295 549	t.devitt@bigpond.com

LOTUS CLUB VICTORIA

COMMITTEE			PO Box 79, Hawthorn Business Centre, VIC 3122 LCV Website: www.lotusclubvic.asn.au
President	Mike Richards	mikesarah@iprimus.com.au	
Vice President	Peter McConnell	marg.peter@optusnet.com.au	
Treasurer	Kevin Neville	kneville@moorestephens.com.au	
Secretary	John King	john@jdk.net.au	
Other Members	Kris Cook	kriscook@tpg.com.au	
	Chris O'Connor	uppers@optusnet.com.au	
	Lou Silluzio	lsilluzio@barryplant.com.au	
	Alec Spyrou	alec.spyrou@live.com.au	
	Cris Johansen	cjohanse@bigpond.net.au	

LOTUS CLUB QUEENSLAND

COMMITTEE			16 Julia Street, Fortitude Valley QLD 4006 LCQ Website: www.lotusclubqueensland.com
President	Dick Reynolds	president@lotusclubqueensland.com	+ 61 7 3399-2354 (BH)
Vice President	Wade Greensill	valuefirst@optusnet.com.au	+61 7 3262-8662
Secretary	Jon Young	secretary@lotusclubqueensland.com	+61 417 745 790
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com	+61 7 3894-2220
Social Coordinator	Clive Wade	socialsec@lotusclubqueensland.com	+61 7 3374-2317
Social Coordinator	Matthew Plowman	mjp.74@bigpond.com	+61 424 135-678
Magazine Coordinator	Vyvyan Black	editor@lotusclubqueensland.com	+61 417 646-202
CAMS Club Delegate	Greg Bray	elanmanseries3@hotmail.com	+61 7 3206-1395
Webmaster	Vyvyan Black	vyvyan@blackeye.com.au	+61 417 646-202



For any last minute updates check your state's website!

www.clublotus.com.au

www.lotusclubvic.asn.au

www.lotusclubqueensland.com

*Colin McKay,
Greg Bray and
John Lungren taking
the all British Day
seriously!*



President's Prologue

By **DICK REYNOLDS, President, LCQ**

Great month, this past month, but then, aren't they all?!

Early last week I determined that an "exclamation mark" purge was in order. That is, I use too many of the damn things! (oops). The reason for this was to stop overstating everything, be realistic, put feet on ground, be rational, be non-idealistic and all.

Well, the purge is over, because let's face it, owning a Lotus is all about overstatement, and if one event serves to prove this, it must be the annual LCQ Concours.

The members and cars presented to the general public in all their glory, all in search of that elusive trophy. The amount of interest in our cars is always satisfying. I suspect it is because they are cute little things, or maybe because the Marque has re-invented itself over the years so many times, keeping the whole deal fresh. MG's tend to be stuck in the old days, Aston Martins – close – but just out of our reach, British Leyland – what can I say! Whereas, George Row's Eleven, John Barrum's Seven, Jeff Rowse's Elan, Andrew Bode's Europa, all the Elises and Exiges – hell!, what's not to like! Maybe my roof, but we're not talking about that! Even my fishing-mad brother turned up and enjoyed the day. He tells me a Lotus was his favourite car, but he does tend to guild the lilly so-to-speak! Hi Pete.

This last week-end about 25 of us set off on a run out to Crows Nest, 40 or 50 kilometres NNE of Toowoomba. Now I usually opt out of these runs, because my car isn't really suited to long distance travel, but being president and all, I figured it was time I put in an appearance.

What a great time we had. Some spirited driving, through lovely terrain, inclusive of two stops – one a great coffee house, and then a rather interesting museum. There's sure to be an article here! Ken Philp and his wife Marg set the run, and did a great job of it. Good maps and interesting sites and venue. I would like to thank the Range Rover driver who accelerated

whilst I was trying to pass him – nice thought pal, but you will need a bit more grunt than that to kill me!

Our DTC event is in a couple of weeks, and we have already been affected by the G20. Turns out they are training drivers on the same circuit, and because of security and all, we will have limited access to certain areas. Makes me feel just that little bit special. I will tell you if we run into Vlad or Tony. There would appear to be almost a full re-entry for the event, which is a re-run of the cancelled August event. (Not sure about that sentence, but sure you know what I mean!) Please come back Daryl. All is forgiven! The paperwork is killing me!

The sprints at Morgan Park were run a few weeks back, and thankfully the weather was great, as I see the photo's here attest. I think it is a shame these events are closed once the entries are in at the start of the year. Makes a bit of a closed shop of it. Everyone that is in has a ball I'm sure, and perhaps that's all that matters!

Tony Galletly is slowly but surely ramping up the Inter-Club Challenge for next year. We had a meeting with the other clubs the other night, and talked through a few of the specifics. This was great as specifics are not my strong point. Tony has presented a wonderfully simple point scoring system, providing appropriate scores for efforts put in by clubs and members. I can see this challenge providing added enthusiasm and participation to the whole club scene. Can't wait for us to win it!

For the past week I have been trying to sort out MUG's specification. I have never known what the engine specification really is, and would love to maximise the car's performance, so I can beat Jason Bloody McGarry. Turns out it has 8.2mm valve lift – standard Escort 1660 shopping cart, and a weird cam timing – 35/55,90/17. Now, assuming I'm not good on the specifics, I could be wrong here, but I did check it three times! This could explain valve bounce at 6500 rpm, and a lot of back

firing on backing off the throttle. Thing seems to go like the clappers, but WHY?! Then I had a look at the drag co-efficient figures. Found this great calculator on the internet. Sevens have the aerodynamics of a garden gate! Drag co-unefficient of 0.71. My Europa was 0.21 if I remember correctly. If I'm flat out at 160 km/h using 90 hp, with the windscreen removed, I should achieve 175km/h. What's all this about? Not sure really, but I suspect in the end you just have to press your right foot down a bit more to go faster!

What are we all to do now that the Shed doors have been closed? I for one will miss Mike's intriguing ramblings. Perhaps I should open a shed to fill the void, or maybe just get this missive right!

Mt Cotton Hill Climb next week-end – not going, but the boys are! Noosa Hill Climb two weeks after the DTC, Khanacross late November – surprised I have enough time for anything else!

Goodness, that's all for now.

Dick



For you boffins, I think there are 20 exclamation marks here. Is that too many?

And here is this really intriguing little drag calculator. Horse power loss due to Aero Drag.

<http://www.gtechprosupport.com/support/AeroDragCalc.php>

LCQ Monthly Meeting

TUESDAY 4 NOVEMBER – 7.30 pm

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

President's Prattle

By ASHTON ROSKILL, CLA President

Goodness me, it seems only a moment since I was writing the last month's missive – mind you, I have just spent a week over in Atlanta for work, so that has completely stuffed my sense of time! (Not to mention my back too!)

By the time you read this we will, unbelievably, be into the last two months of the year, but also therefore properly into Summer! We are also only a month away from the Christmas Party, so please make sure, if you are planning to come, that you confirm how many will be there and which car you will be entering in the Concours d'Elegance – full details of how and what elsewhere in here but suffice to say if you don't register by 23rd November, you will go hungry if you turn up unannounced!

November also sees the return of the Simply Sports Cars Lotus On Track Days, this time hosted by Winton. These events have rightly earned their place on the calendar for being a fantastic combination of social entertainment and varied motorsport, with everyone catered for, from first timers right through to veterans of GT Championships. If you haven't been to one, you owe it to yourself to contact PJ at SSC and get along!

Also slightly alarmingly, the Australia Day 2015 CARnival celebrations are already being planned, and we have been in discussion with John Flowers to get a space, so I am hoping that we, as a Club, can muster a decent

representation of cars for the event – cars have to have been built before December 1984 (or be a direct model run-on), so if you would like to join in the fun with your car, please go here and register to be parked with the Club: <http://www.australiaday.com.au/get-involved/carnivale/>

Otherwise, the last month saw the launch of our brand new fancy website, which I hope you have had a chance to have a look at. If you are encountering any difficulties with the registration process in order to access the Members area, use the Contact form to drop a line to Seth, our webmaster, and he will be in touch with you directly to help set things up. We have also been running a photo competition on both the website and our new Facebook page, asking you to help choose the photos for our inaugural CLA Calendar – not so much Pirelli, more Classic Car, but we hope it will be the start of a more regular annual event, and if you would like your car to be the star, make sure Tom receives high quality shots of your car in time for next year's competition! The aim of both these media is to provide an easy and enjoyable approach to our club, in keeping with current social media trends of currency and interesting information. Please feel free to comment on either, and we look forward to hearing your thoughts! And the calendars should be in the post to all full members in time for Christmas!



Looking a little further afield, the Bathurst 12 hour is shaping up to be a weekend of top motorsport, with Tony Alford and Mark O'Connor once again campaigning the Donut King Exige V6 in Class C. Up at the pointy end, I gather Audi and Bentley have joined in the fray, so it really will be an event to see, The Club is organising a display area right outside the main grandstand, so keep an eye open for details, and get yourself booked in sharpish! And if you haven't already done so, book your accommodation, as it goes faster than an Exige down Conrod.

Right, that's enough from me – you have Christmas shopping to do for one thing, and an email to write to Elliott to confirm your attendance at the Christmas party for another! And the rest of the magazine to read too...

I look forward to catching lots of you at Bruce Mansell's shed on 11th for a great evening.

In the meantime keep it safe, upright and on the black stuff.

Pip pip

Ashton



WELCOME NEW CLA MEMBERS:

Jonathan Wong [Evora S]
John Patrikios [Exige S]

President's Profile

By PETER HILL

Due to the unexpected resignation of Mike Richards, the LCV Vice-President, Peter McConnell, has taken over the President's role until the Annual General Meeting. We thought it appropriate to have a chat with Peter and provide the following profile:

Like many club member Peter's first interest in cars and motor sport was piqued when he was a boy. His father had a motor trimming business that had two famous racers in its list of customers, Bob Jane and Norm Beechey. Peter remembers his dad removing the seats from Jane's white MkII Jaguar, weighing them then setting to drilling and grinding to remove several unwanted pounds. Peter's father also did a lot of work for the used car yards so he was exposed to lots of interesting makes and models.

The motor sport bug came from his visits to Sandown with his dad, then later, following moves interstate, the speedway in Townsville and the Amaroo circuit in Sydney.

Back in Melbourne, in the early nineties, Peter's brother (and fellow club member) Tony purchased a Lotus Cortina. Peter navigated for Tony gaining his first taste of Lotus-related motoring. The brothers competed in two Dutton

Rallies and many Historic Rally Association events. In those days Mike Wilson was campaigning his silver Lotus Seven and another friendship was formed. The Lotus seed was planted.

In 2003 Peter purchased an Elan M100 and joined Lotus Club Victoria. His previous choice of cars had been constrained first by his corporate role and then by the need for something practical that could carry the essentials of his and Marg's catering business.

The M100 served Peter well for eight years and during that time he became an active contributor to the activities of the LCV being responsible for LCV's hosting of the National Event, Lotus 2009, plus organising Early Morning Runs, social dinners, the annual Christmas event, and being involved in the annual Goldsmith's (Goldfields) weekends. In more recent years Peter has introduced the DECA weekend to provide a competition opportunity for those members who are not die-hard racers but want to have some competition fun. Peter and Marg's hospitality background and their natural organisational ability has been a great asset to the committee and the club.



I asked Peter what were the highlights of his involvement in the club to date:

"Obviously high on the list is Lotus 2009. I had a great committee for that event, it went off very well and everyone had a good time and rated it highly. But the Christmas Concours and lunches have been rewarding. Look it's really hard to pick out highlights as I get enormous pleasure from any event I have been involved in where our members have a good time. The LCV is a very active club with about two thirds of our members in the events that interest them: EMRs; Club nights; Social events; Six hour relays; Sprints; DECA; and historic racing. It's great to have such a vibrant membership using their Lotus cars to have fun."

"I'd like to take this opportunity to thank Mike Richards for his contribution and work for the LCV over many years. We look forward to him continuing to enjoy the club as a member for many years to come."

WE WERE WRONG!

Last month we incorrectly captioned two photos in the Len Terry obituary on pages 26 and 27. The caption on the top picture on page 26 should have been applied to the bottom picture on page 27 and vice versa.

The error was not picked up in the final proof reading before publication.

WELCOME NEW LCV MEMBERS:

Paul Nugent [2001 Elise]
Chris Cameron

LCV Club night

TUESDAY 11 NOVEMBER – 7.30pm

Vintage Wiring Harness, Factory 7,
447 Maroondah Hwy. Ringwood.
Melways 50 B4



2014!

LOTUS 2014 CALENDAR OF EVENTS

QUEENSLAND	
NOVEMBER	
1/2	LCQ Social Run: Giraween NP 4x4/Lotus Weekend Contact: Rob Stevens 0417 887 831
4	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
8/9	Noosa Historic Hillclimb, Tewantin
13	Gear Day, Queensland Raceway
23	LCQ Christmas BBQ and Barefoot Bowls at Toowong Bowls Club Contact Clive Wade 0418 196 570
29/30	Mt Cotton Hillclimb – Round 6. 1753-1799 Mt Cotton Road, Mt Cotton
DECEMBER	
2	LCQ Christmas Meeting 7.30pm. Venue tba. Contact Dick Reynolds 0419 791 326
4	Gear Day – Lakeside Raceway

VICTORIA	
NOVEMBER	
11	Club Night – 7.30pm Vintage Wiring Harness, Factory 7, 447 Maroondah Hwy. Ringwood. Melways 50 B4
15	SSC LOTD – Winton
16	LCV Early Morning Run. Meet 0830 at BP Rockbank, visit Australian Glider Museum. Contact Cris Johansen 0411 733 637
23	MSCAV Winton – 6th Round LCV Championship
30	LCV Christmas Party & Concours
DECEMBER	
9	LCV Annual General Meeting

NEW SOUTH WALES	
NOVEMBER	
1 & 2	Weekend away to Hunter Valley Contact James Chan with expressions of interest
2	Cars & Coffee 8.00am – Corner McCarrs Creek Road & Yulong Avenue, Terrey Hills
9	Bruce Mansell's shed, Chatswood 7.00pm
15	SSC Track Day – Winton Raceway
DECEMBER	
7	CLA Christmas Party – Venue: Section 22 Lane Cove National Park from 10.00 onwards.

WESTERN AUSTRALIA	
NOVEMBER	
8	CAMS Speed Event Series – Hillclimb. Phillips Hill, Collie
9	Lotus Championship Round 6. Collie Raceway Sprints
10	Fish & Chip Run. 6.00pm – Kings Park, Boab Tree Car Park
16	EMR. 8.00am Meet at Guildford Railway
DECEMBER	
6	CAMS Speed Event Series – Barbagallo Sprints
8	Fish & Chip Run. 6.00pm – Kings Park, Boab Tree Car Park
14	EMR. 8.00am – Meet at Guildford Railway

For any last minute updates check your state's website!



LOTUS 2015 Barossa Valley SA October 2-5

All those who
have booked/taken
a room for Lotus 2015,
please forward your details,
including your email, to
lotus2015@gmail.com

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SOUTH AUSTRALIAN LOTUS TALK

by Andrew Stevens

An occasional contribution from the SA Delegate

SUNDAY COFFEE RUNS

The informal coffee runs on the 1st Sunday of the month continue to attract a wide variety of Lotus participation. We're looking forward to hosting some interstate attendees at the November run, and Mike Bennett should have some interesting tales from his recent travels. With the weather on the warm, it is a great time to be in a Lotus in the Adelaide Hills.

LOTUS2015

Preparation for LOTUS2015 on 2–5 October next year continues apace. Interest has been strong and looks like we will have cars from every state and territory. Advance accommodation bookings have already filled the Weintal Resort, so the Barossa Motor Lodge across the road has been established as our second home for the weekend. Further details on accommodation options can be found on the website www.lotus2015.weebly.com.au.

The Birdwood Mill National Motor Museum is celebrating its 50th anniversary in 2015 and will celebrate with a number of special displays. We've been lucky enough to team with Birdwood for hosting the LOTUS2015 national Concours D'Elegance on Saturday 3rd October. Entry to the Concours as part of LOTUS2015 will include entry to this fantastic museum on the day.

The Saturday night will see the return of a charity auction to the event in support of the CFS Foundation (Country Fire Service). The CFS are a big part of the Barossa community. We are seeking items for the auction, so if you have something to donate, or know someone who might, please let us know at lotus2015sa@gmail.com. We're hoping for a wide range of motoring and non-motoring items. Items that are easily transported in a Lotus or include delivery are preferred.

Sunday 4th October will see the revheads at Mallala Motorsport Park while those more interested in the social side can enjoy an excursion in the Barossa, or a drive in the Adelaide Hills. In the evening we all adjourn to the Signature Room at Yalumba Winery for presentations and a special "Spring in the Barossa" degustation dinner, with catering by Elli Beer's "The Farm".

The LOTUS2015 team expects to launch the new website and commence event bookings as soon as a couple of details are finalised. You can, however, book accommodation direct with the Barossa Motor Lodge. Stay tuned to the website, and if you want to be 1st with the news, lodge an expression of interest.

SA COMPETITION

The recent Adelaide Motorsport Festival was a fantastic event which saw the return of F1 cars to the Victoria Park circuit in Adelaide's East Parklands. Mike Bennett showcased his superb Lotus12, while the array of vehicles was mouthwatering (Go on – Google "Adelaide Motorsport Festival Photos"). This could become one of the "must do" events on the historic calendar. Rumour has it that the 2015 Adelaide Motorsport Festival will be held on the weekend after LOTUS2015. Anyone for an extended trip to Adelaide?

Congratulations to Chris Weddle for winning his class in the 2014 SA Hillclimb Championships. He's now summoning up the courage to once again tackle the dauntingly fast Mt Gambier Legend of the Lakes (this time without hitting anything).

Meanwhile Juris Kuznecovs has been putting the wind up the GT3 owners at the Porsche Club time attack.

In November, a small contingent will fly the SA flag at the SSC Lotus Only Day, where Ian (Sandbag) Peters will defend the Mottram Trophy around the tricky Winton track.

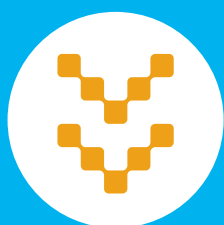
Cheers and happy motoring,



Mike Bennett's 12



▲ It's a fair bet that you won't know what this Lotus is. Try Googling "Lotus Clairmonte" and you'll find a lot of detail in Historic Lotus Register.
Photo taken at Classic Le Mans by Iain Palmer



LCV Clubnight – October

By Peter R Hill

Perhaps the change of night from the normal Tuesday to Wednesday confused some people (despite the publicity) but a small group of about thirty members attended the October Club night held at the Jaguar and Healey Club Rooms in Springvale. This is a really good venue, very civilised, but it is also big, so we looked a little lost amongst the hundred chairs that had been put out for us.

Those that didn't come missed a good night. Darryl Josephs spoke about his recent trip to Goodwood and Brooklands. He had some very good photos of those events plus a few other images that took his fancy, like the open urinal in the middle of a London roundabout. Darryl's

presentation confirmed the reports that we have heard in recent years about the scale of the Goodwood events. Darryl attended the Festival of Speed, which is the hillclimb held on Lord March's driveway past the mansion and up the hill. Darryl said that about two hundred and twenty thousand people attended this year – a frightening number. I attended a couple of the very early events where I was able to wander anywhere I liked, chat to drivers and get very close to the cars. Darryl's photos were excellent and, needless to say, featured a lot of Lotus.

Iain Palmer is such a regular visitor to Europe that he has an Elise in the UK that he can use on his regular visits. This year he and

Trish attended Classic Le Mans, an event that attracts an entry of over four hundred cars to compete in their age categories in stints of forty-three minutes, during the day and at night. Although Iain's photos showed a wet weekend it looked like one that was a lot of fun and included some very interesting and unusual vehicles. He showed a huge turn out of Lotus – the club in France is obviously very strong and was joined by many cars from the UK. Iain's photos of the cars crammed into the ferry for the trip across the channel looked alarming, but obviously it all works OK and a lot of camaraderie builds between all the crazies that take their old cars out for the trip to France.



▲ Small turnout Great venue

► Darryl Jacobs on
Goodwood and Brooklands



It was good to see Ivan and Lily attend this night, and a prodigal returned in the form of Guy Stevens who has completed his exile in New Zealand and intends to give the Esprit its first run in a long time at the Goldfields event. Despite recently selling his lovely Elan, Rex Beach was present, as was Rohan Hodges who is reviving his Elan +2 after a minor conflagration under the bonnet when he was competing at Wakefield Park.

It's always a pleasure to enjoy the Jaguar and Healey clubrooms and I hope that we will use them again in the future and attract a larger crowd. Thanks to our two speakers, to Peter Murray for "driving" the photo projection, Peter McConnell for organising and acting as MC and Mike Richards for the concept of having our own members talk about their experiences and cars.

► Iain Palmer on
Classic Le Mans



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Dick and Ken inside the Qld Auto Museum.



This Mercedes ceased to operate a long time ago.



Run to Qld Auto Museum Hampton

by Maggie Goodfellow
photos: Gloria Wade



Penny, John, Ken, Clive, and Peter.



Lisa, Tony and Ken.

Emails were sent out, numbers of participants estimated, and approx 23 Lotus Club Queensland members assembled at the Caltex service station on 12th October, at the rather unreasonable (for a Sunday) time of 8:15am, for a planned 8:45am day run start.

Ken and Marg Philp had obviously spent some considerable time in planning the event, with a handout of over a dozen pages of maps, instructions and emergency phone numbers to ensure that there would be no stragglers or lost souls on the day.

The turn out at the Caltex start was impressive – with a range of cars from all Lotus eras: early Elans of the Brays, Wilsons and Vyvyan Black; Elises of Barry McInnes, Goodfellows, Uphams, Carters, Martin O'Brien and Wades; the modern Europa of the Philps; Dick Reynolds in his Caterham and assorted other welcome members and friends – Tony and Lisa Galletly in their MX5, Greg Jorgensen in a Toyota FT86, Richard Wade in his BMW and Eddie Hussam and friend in an MG.

After a thorough briefing the convoy set off with firm instructions to wait at turns to ensure that the car behind could see where to go (this worked until Mike and I lost followers Tony and Lisa Galletly, as they opted to divert from the chosen route to relive past memories of a long lost picnic spot).

On all good day runs the focus has to be both great roads and great food, and the chosen coffee stop at Esk was a winner – many a member was seen munching large sausage rolls or yummy scones while enjoying a good coffee. At this point the Barrams arrived to join us, thereby swelling the Elise contingent.



Drivers' briefing



Holden vs Lotus.



Holden model of yesteryear



Departing the country museum



Who said Loti weren't for the birds?

The route chosen by Ken was fantastic, being mainly non-highway. The majority of roads were well maintained, the driving enjoyable, with lots of lovely winding stretches and hilly terrain, and the scenery was great – a bonus being that the sun shone for nearly all the day. Queensland at its best.

The focus of the run was to reach the Queensland Auto Museum at Hampton near Toowoomba, high up on the dividing range. It was a bit of a shock to find that the last half kilometre to the museum was over dirt roads (not something that Peter and Norma Upham normally tackle). However we all rose to the challenge and arrived safely to enjoy a fantastic lunch and a tour of the museum hosted by Kerry (husband Roy was away scouting for new exhibits around Australia). This museum has an amazing array of both cars and memorabilia and kept both the car buffs and historic magazine addicts enthralled. A knowledge of the history of Holden was a must as virtually every model made was exhibited – and member John Barram was impressively able to enlighten Kerry on the exact engine type for particular early Holdens!

After a long and leisurely lunch and tour of the museum and surrounding gardens, the group gradually dispersed and headed back home.

Many thanks to both Kerry at the museum and especially to Ken Philp for organising a very enjoyable day run – and as always, many thanks to Gloria Wade for taking the great photos.



Vyvyan, Chris, Greg, Richard at Julie's at the Rectory.



Tony, Lisa, Margi and Dick



<http://www.queenslandautomuseum.com.au>



McKellar Ridge Winery Trip

On Sunday 21st September, the Canberra group met up at what is becoming our standard meeting place at The Palette Café in Deakin, before heading out to McKellar Ridge Winery in Murrumbateman to visit Brian and Janet Johnston. Brian has a magnificent Lotus Esprit Turbo, which Neil says is even in better condition than his. Here's Neil Trama's jottings from the day,

David Leaney

"Fantastic time on Sunday. Met new friends, had great conversation over brunch at the Palette, drove out to Murrumbateman on a glorious spring day, met more new people, caught up with old friends, tasted some great wines at McKellar Ridge wines, met some more new friends, enjoyed more conversation over afternoon tea amongst the vines (did I mention glorious spring day) and drove home. Thank you David, Meaghan, Janet, and Brian for organising the event. Great to see Steve, David, Meaghan (congrats on your engagement), Vicki, Brian and Janet. And how often do you see two Esprit Turbos with two Elises in one place in the Canberra region. We definitely should do this more often".

Neil Trama



*Janet's water colours
at McKellar Ridge*



Vicki and Neil at McKellar Ridge



www.thepalettecafe.com.au
<http://mckellarridgewines.com.au>

The latest LOTUS fashion statement!



▲ Palette Cafe car park with Lotii



▲ Brian's Lotus Esprit at McKellar Ridge.



▲ McKellar Ridge Winery.



▲ Lotii at McKellar Ridge Winery.



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Expressions of interest are requested for the purchase of new season CLA overalls!

The very latest in (car) club wear, modelled here by some of Sydney's top models.

It is intended they be available in either Retro brown as per the photos or Lotus green (please note your preference in your EOI).

The logo appears on the left breast and the back and is embroidered (not printed)! The final version will probably have bigger logos.

Price? Would you believe we are looking at about \$50 if we get enough orders – the more that is ordered, the cheaper they will be!

Please send your EOI (That's Expression of Interest) with size to Evan Jones at evanj@optusnet.com.au

SIERRA

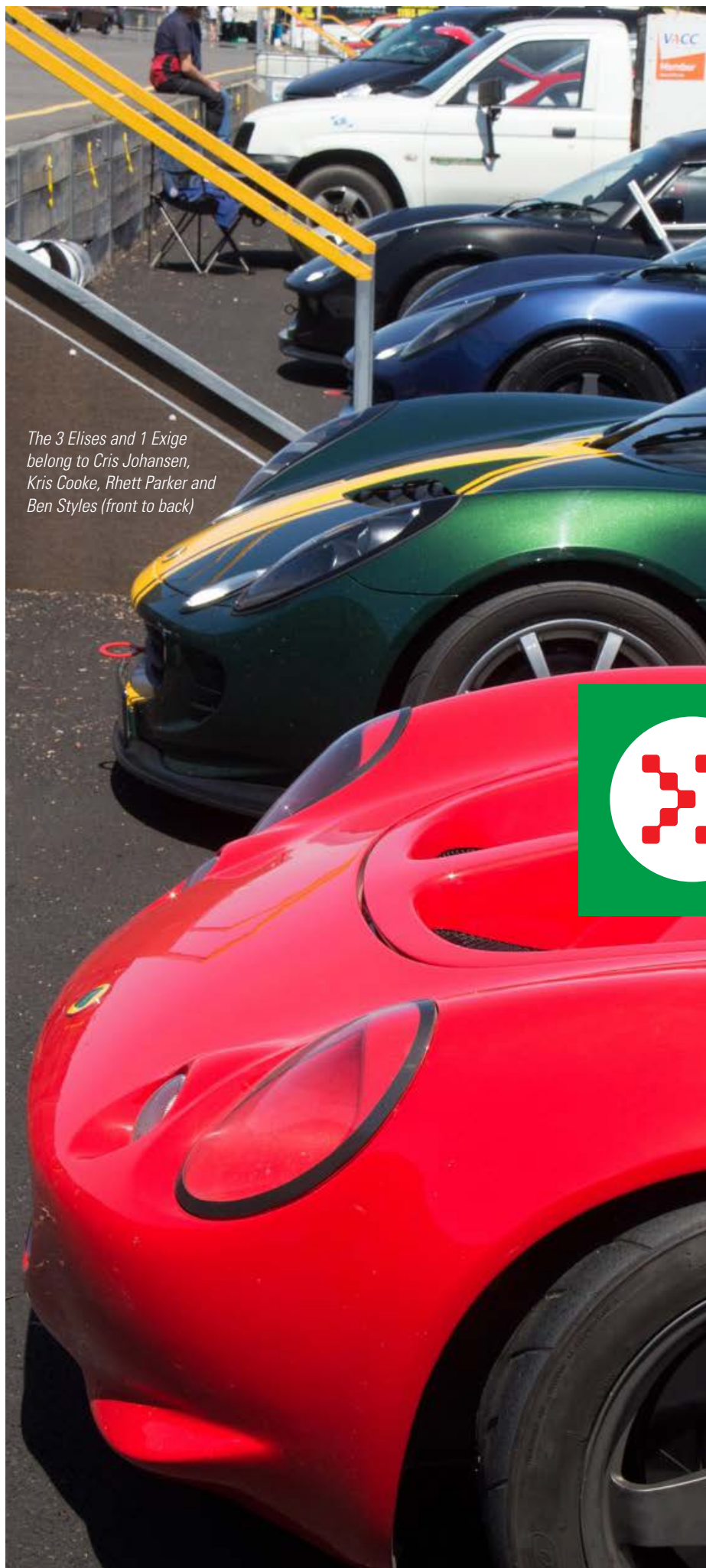


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The 3 Elises and 1 Exige belong to Cris Johansen, Kris Cooke, Rhett Parker and Ben Styles (front to back)



Glenn Coombs Sprite



Gavin Eakins Clubman



MSCA Round 8

by Chris O'Connor

Round eight of the MSCA championship was held at Sandown International Motor Raceway on a beautiful, sunny October 12th. I doubt that Sandown could host an international event these days as the front straight is rather bumpy and the walls have become even closer at turn four. In fairness to Sandown, the rest of the track is in very good condition.

Ten LCV competitors turned out for the day and it was great to see Nick Ng back behind the wheel after his misadventure in Thailand with a motorbike. His partner in crime in Thailand, Stuart King, was also one of the LCV competitors who dominated the Clubman class up to 1600cc. Michael Bouts, in his lovely GT3, was the fastest LCV competitor and was second fastest car outright on the day, which is not bad in a car that he drives to the track, removes the jack and spare wheel and takes to the circuit. Elises once again dominated the Modern up to 2000cc class. Kris Cook was taking the day one run at a time, as he was expecting to be summoned to the arrival of a new addition to his family (a baby not a car).



The Chris Chris & Cris Elises belong to Chris O'Connor, Kris Cooke and Cris Johansen



He was able to complete the day and then zoom off home. Rhett Parker had another frustrating day. He was just getting back into his groove and posting fast times when it appeared that his catch tank started to leak. His solution was to bypass the catch tank but the scrutineers didn't like it so he had to call it a day after two runs.

A feature of the day was the Come and Try event. Novices to the track can have experienced drivers coach them in the car for a couple of sessions and then they have two sessions on the track on their own. This has been a very successful initiative and has been administered at the MSCA level by Bruce and Petrina Astbury. There were quite a few of the new Toyota 86/Subaru BRZ cars participating and it is hoped that some of these will turn up next year as regular competitors in the Sprints.

The final MSCA round for the year is at Winton on November 23rd.



Name	Car	Class	Class Place	Time
Michael Bouts	Porsche GT3	Modern 3500–4999	1st	01:24.3
Chris O'Connor	Elise	Modern 1600–1999	1st	01:26.3
Les Bone	Haynes Clubman	Clubman up to 1599	1st	01:26.4
Petrina Astbury	PRB	Clubman up to 1599	2nd	01:30.9
Rhett Parker	Elise S2	Modern 1600–1999	3rd	01:32.3
Kris Cook	Elise S2	Modern 1600–1999	4th	01:32.5
Cris Johansen	Elise	Modern 1600–1999	5th	01:32.7
Nick Ng	PRB	Clubman up to 1599	3rd	01:32.8
Stuart King	Westfield SEW	Clubman up to 1599	4th	01:33.2
Bernard Boulton	Elfin Clubman	Clubman up to 1599	5th	01:45.2



John Flynn leading around the corner



Setting up camp at sunset



Morgan Park Sprints Round 4

by Geoff Noble
photos: Gloria Wade

The usual LCQ Sprint diehards made the trek from Brisbane for the final round of the Supersprint Series and for the first time in 2014, Warwick turned on perfect weather for a full weekend!

We had Joe Arico, Clive Wade, John Flynn, Rob Stevens, and Jason Patullo running their Elises in the 0–2000cc Sportscar Class, with Martin O'Brien, Matt Plowman and myself in the over 3000 litre class, and the 'ring in' Mick Cullum in his turbo Birkin. John Barram had the Cheetah out for a run in the Racing Car section, with Greg Bray campaigning the 61 in the Formula

Ford category. Mike Goodfellow also took time out from his regular overseas jaunts to dust off the Caterham. And, how could I forget, regular trophy burglar Wade Greensill in the M100 (Sportscars 2001–2000cc)

After the Friday practice (best value track time in Australia at \$30 for the afternoon) most of us headed back to our regular haunt (Pitstop Lodge) to consume Thai takeaway and watch the NRL semi final on TV. As well as tell some lies. The real 'hard' individuals put up tents and camped. Then there were the folk in between who stayed at some sort of hut at the caravan park!

Competition wise, everything went well with Clive and Rob both getting PB's early. That was until the final run on Saturday afternoon, when Matt's diff cried "enough" and he was towed back in. Matt and Sally were going home that night anyway (some feeble excuse about having to attend a wedding!) and then Wade gave detailed instructions on who/how to collect his trophy, and he and Aston headed back as well. We then had the now traditional final round sausage sizzle and photo hand-out at the circuit Saturday afternoon. The departees left us a few short at the dinner

Grandstand with a grand view





Mike and Maggie unloading the Caterham



Jason in his HPE



Mick in his Birkin



Rob and Clive



John Barram,
a happy camper



Martin in his Elise S3



Geoff in his super-charged HPE



LCC members at photo distribution



John Barram in his Cheetah



Joe, Geoff & Mick



Martin & John



Mike in his Caterham



Jo in front of John F



Greg in his Lotus 61

table, but we made the most of it with our own private room at the Warwick Hotel for dinner, followed by a nightcap or two back at Pitstop and more footy on the TV. But only the real diehards stayed awake for the Singapore Grand Prix qualify!

Sunday brought more perfect weather, which saw John Barram starting to lay down some quick times in the Cheetah, Clive overdriving the car and reverting to his old trick of spinning, Greg getting on top in the Formula Ford battle, and Mick Cullum trying to get his

gazillion horsepower, wannabe 7 to handle. The organisers pulled stumps reasonably early, which was understandable as local boy Matt Campbell was competing in the Porsche Challenge at Phillip Island and they needed to get things squared away so they could watch that race on TV. A couple of us stayed back and watched it too. That kind of rounded out a perfect weekend (for most of us) as Matt dominated with pole, 3 race wins, and a new lap record!



I Think I Need a Lathe

by Chris O'Connor

Recently my good mate David Mottram moved away from the smoke. He and Pat took up residence in the country up Bendigo way. Besides the loss of impromptu visits, cuppas, chats and chortles, his move away took a lot of equipment which he was always happy for me to use. One of the pieces of equipment that was formerly around the corner from me was his lathe. One fateful Sunday morning I helped him to load it onto his trailer and then it was gone.

I got to thinking that I might find it useful to have my own lathe (especially if a project I had in mind came to fruition – to buy a Mini for my son and daughter to learn to drive in). I began looking and soon my ebay watch list was full of lathes of various type and size. Space is limited in my garage so I decided that a smaller one would do the job nicely.

After missing out on several machines right at the death I staked a claim on a Sheraton lathe made right here in Melbourne. I consulted the website "Lathes.co.uk" (which had been an invaluable resource during my search. It's an amazing website with extensive information on seemingly every lathe ever made) and watched the auction proceed. I put my bid in close to the finish time and, surprisingly, was not gazumped. I was now the proud owner, etc, etc.

With my trailer tagging along behind I set off one bright Saturday morning to pick up my new toy. The timely intervention of a forklift saw the lathe perched on the trailer and the lathe seemed to be saying, "Are you my new daddy?". I awoke from my musing to see an outstretched, grubby hand with the owner of said hand saying, "Where's the money, laddie?".

A cautious trip home followed, during which time I pondered how I was going to move this thing on my own. I decided that the hoist would lift the lathe off the trailer and set it on the ground. I could turn the hoist so that the lathe would at least be towards the back of the garage. After that I wasn't sure. Suffice to say after a bit of grunting, and the deployment of my trolley jack, it was in place.

The first few times that I used it gave an overwhelming and lasting impression of grime. It all seemed to work well but boy, was it filthy. I tried to scrape away some of the accumulated grime but had little success. This thing was seriously dirty and I needed to do something about it. I also noted that the big long threaded shaft (which I assumed was for thread cutting) would only turn about half of a turn before locking up. Ah ha! Something to fix! I removed the (what looked to me like a) gearbox and



▲ The really heavy thing

found that the gear on the shaft was trying to mesh with two gears at once. With my new old lathe I made a top hat sleeve to space out the shaft and it all worked.

It was at this point that I made a fatal error. The inside of the gearbox was, unsurprisingly, grubby. The hard, caked on grease was impregnated with metal bits and it was a real mess. I decided to give the internals a good clean. This was not my error. Starting to clean up the outside was, 'cos once I had done one bit, I would need to do the rest. I bathed the gearbox in degreaser and, having cleaned out the internals, began working on the externals.

There was this thick layer of black stuff that I concluded was years of built up grease and grime. It was pretty hard to shift but eventually scraped off. Good enough, I thought. That will paint up nicely.

It was at this point that I found myself staring into the abyss. Paint! That would mean that I'd have to do the whole lot. I plunged forward knowing that there was no turning back. I took off various assemblies and after a spell in the degreaser bath I attacked internals and externals. I couldn't help but notice that with each subsequent assembly I was lifting my standards and lifting more of the accumulation. This meant that I would have to retrace my steps and give the same care and attention to the earlier assemblies that I had cleaned. After a furious week working on the lathe, which was constantly interrupted by my day job, I had the thing fully apart and my bench looked like an exploded diagram of a missile launcher.

My lathe had these natty little things with a spring-loaded top that clearly were points to oil the moving parts of the machinery. Other points had either a plain hole or these spring-loaded ball bearing things that were apparently oiling points. How you got the oil into the machine past the ball bearings was beyond me. In my wanderings around the interweb I found a site called "Australian Metalwork Hobbyist" and I found that they flogged bits and pieces for, amongst others, Sheraton lathes. I perused the list and found the self-same flip top oiling things. There was also a, for want of a better word, workshop manual for a Hercus (which is apparently identical to a Sheraton and they are both exact copies of a South Bend lathe). I ordered the manual and four oilers (notice the correct use of terminology). All was good.

The project was proceeding apace, bits were arriving soon, I had sourced a replacement drive belt for the second-hand one I had. I was travelling off to my daily interruption to working on the lathe when my phone summoned me. The cheerful voice on the other end announced that it was Mal from the Metalwork Hobbyist place and he had a couple of questions about my order. I shuddered and was immediately overcome by a feeling I knew well – you know the one when the IT guy from work starts talking to you and you know that only one person is understanding the conversation, or when you are in a cake shop and watch amazed when shoppers casually ask for the most exotically named delicacies and knowing that all you can ask for with confidence is a coffee scroll. He asked me all about my lathe (*Aren't you the expert?* I thought to myself) and wanted to know which size oilers I needed. "I can do this", I said to myself. "I'll measure them tonight and let you know."

Why didn't I stop there, I keep asking myself. I ventured a few observations about what I was

doing and each reply from me to his questions always contained the word "thing". A far as I knew all the bits and pieces on the lathe were either: a long thing, a big thing, a heavy thing or a heavier thing. I had a dish full of small things. My lack of knowledge was spectacular. Mal soon realised the conversation was going nowhere and wished me well before ringing off knowing that he had a story for the boys at the pub on Friday night.



▲ A tray full of things

Meanwhile, the lathe was now fully disassembled and cleaned. "That wasn't so hard," I said to myself. It was now ready for paint I got the brushes out and prepared for that task. The choice of colour was a tricky one. The colour needed to look good, complement the lines and curves of the machine and be contained in a half full tin that was on one of my shelves, so silver it was (left over from painting my trailer, NOT my car).

At about this time the manual arrived and I eagerly read through it. I committed to memory all of the various terms for the previously named "things" on the lathe. I was dismayed to note that by the next day I had forgotten them all. With the paint dried I set about the task of reassembly so I lifted the really heavy bit into place. I then set about reassembling the arrangement that holds the motor. I read the manual and it stated in capital letters "DO NOT FORGET TO PUT THE DRIVE BELT IN PLACE BEFORE REASSEMBLING THE MOTOR CARRIER." *That's the last thing you'd want to do*, I thought to myself. Sure enough, the last



▲ Lots of things. The thing that carried all of the dire warnings is at the right.

thing I did before assembling the motor carrier was to forget to put the drive belt in place.

With that error rectified and good forward progress on all fronts I soon reached the point of putting the apron on to the bed (the apron moves forward and backwards on the bed of the lathe and carries the tool post towards and away from the spinning work). I had done some reading up on this component (on lathes.co.uk) and also in my manual and it looked like a complicated piece of kit. One guy who reassembled one claimed that you needed five hands to get the job done. The manual contained all sorts of dire warnings, mostly in capital letters. I peered inside it, and despite my best efforts to clean it, it was still pretty grubby. "Here goes nothing," I whispered.



▲ More things (from the apron)



▲ Nearly complete with the new project in front of it.

With the help of the manual I got it all apart and it was well worth the effort as it was full of a mixture of grease and chewed up metal caked in solid lumps everywhere. More degreaser, more rubbing, more cleaning. The apron then went back together with a minimum of fuss and a maximum of care. With that plonked on top of the lathe the only thing to do was reconnect the wiring. I had taken the precaution of installing an emergency stop button as the first thing I did to the lathe when I got it home initially.

The lathe now sits happily at the back of my garage. It works a treat and looks pretty good, too.

NEXT MONTH: I think I need a knee reconstruction.

The Europa Mann

PART 4



by Richard Mann

So my new project has arrived. A Series 2 Lotus Elan. I think it is a Series 2 because it has S2 taillights. Beyond that I don't have a chassis plate and a chassis number, and I can't see a body number. I don't have much really! The body number is usually moulded into the fibreglass firewall in the engine bay, just behind the carbies. Interesting — because there is no number there and after half an hour of sanding of the firewall all I have found is a thick layer of bog. This area had been repaired in a previous life, and re-glassed and bogged up. Done well enough but the shape was all wrong. In the next phase of investigation I discovered this area had suffered Ye Olde English Lotus problem of a fire. Carbies directly over the dizzy is a recipe for toasted marshmallows and a rather excited Lotus driver with strange coloured underpants.

I really, really, really hate body work (maybe not that much) so the first thing I attacked was the body shell. No point building the engine and have it sit around for 1–99 years collecting fibreglass, bog and paint dust.

So I hit the grey primed bodywork with a sanding block. I started at the rear and was intrigued to observe the cut-outs for the tail lights. They were not consistent with either an S1 or S2 Elan, so I turned to the internet and instantly came up with lots of Elan shells and even a dimensioned photo showing where the holes should be. As I started to sand further I revealed a set of taillight mounting holes that suggest it started with S1 taillights.

So what was this car? An S1 or S2. In pure Lotus fashion there was not a clean break between S1 and S2 models, as leftover new S1 parts were used up in production rather than turfed in the bin. Even today, Lotus won't waste a penny.

So the Elan equivalent of the Dead Sea Scrolls reveals that the first S2's had S1 features such as the taillights and internal door handles, among other things. This transition lasted between late November 1964 and the first couple of months of 1965, so now I had to determine if the car was



▲ Odd tail light holes

an S1 or S2. Observing various websites, photos, and Elan bibles like the Brian Buckland book, it became obvious that the S2 was badged quite differently to the S1. So I sought out the areas where glossy chrome script badges were once fitted, and started sanding away the primer. Sure enough bog-filled holes appeared in the bodywork, just rear of the boot lid and on the front guards, just ahead of the doors. The hole patterns were consistent with an S2. So this confirmed the car was an S2 built in a fairly well-defined period of time. I was excited. Really excited! Tools down and time for a celebratory cleansing ale. Psssst! Glug glug. Ahhh!

So bodywork preparation continued. No handwritten body numbers appeared as I started work, moving forward on the shell. Nothing in the interior. Nothing written on doors. Nothing nothing nothing. Sook-y-la-la! NOT—HAPPY—JAN!

Then came the breakthrough. I removed the front headlamp pods, and the number 3669 was written on the back of each pod where you would never see them, and where they are well protected from the five plus



▲ No body number



▲ Tail light holes repaired

re-sprays the car had endured over the years. This was like Indiana Jones finding the Arc of the Covenant. Tricky Dicky had found the body number of the mysterious little Elan. I was overwhelmed. I needed a beer. Right there, right then. Phew! Pssst! Glug glug. Ahhh!

A review of various chassis/body number lists confirmed this number was in the S1/S2 transition period. High fives and bursts of whoop whoop whoop in the office spoke of my excitement (not that I would do this sort of stuff at work right...?)

Imagine my excitement as I emailed Andy Graham at Lotus with my body number. He emailed back and seemed unimpressed with my photo and the location of the numbers. He requested I check inside the interior etc., etc. I told him I'd done that already.

Bzzzzz. Wrong answer – no chassis number for you Mr. Mann.

This was a setback – a major setback. More beer and contemplation required.

I had collected a few copies of handwritten sheets listing Lotus chassis and body numbers. I subsequently found out these were not the factory chassis records, but records from the Sales department. So I pleaded with Andy to go through the lists he had (same as above, maybe ...) from Chassis 26/3900 (last S1) to Chassis 26/4109 (first full blown S2) and see if Body number 3669 was there.... No cigar.

More beer applied.

This search had occurred over a period of twelve months and I was a little saddened by the lack of results. It wasn't until last Christmas that things got heated again and the excitement built. I had painted the car and decided that it was time to build my first Lotus Twin cam engine. So I dragged the three engine blocks, that came with the car, out of the cupboard. Two were 711M blocks from the much later 1600 cross flow Escort engine. One was an old grey dunger. I sat these engines side-by-side to observe the minute detail differences that occur over the life of development of an engine. I'm a bit of a geek when it comes to this sort of stuff. I don't know why, but it took many days for me to read the engine number on the old dunger, only to discover it was the real deal. An LP numbered engine. A real Lotus Elan engine block. I deciphered the casting date on the side of the block and it dated back to October 1964. Perfect timing for a car built in the next three months or so. Was this it? I mean was this REALLY it? By that, I mean was this the original engine block out of this forty-nine year old car? Surely not. With trepidation and excitement I emailed Andy Graham, yet again, with my new news. He quickly confirmed that Body Number 3669 was fitted to a car with engine number LP2541, and that the chassis number of the car was 26/4101 built in February 1965. I was chuffed. Bugger the beer. Time for a red!



▲ Rear sorted



▲ Body number



Rex, Dave, Mick and Peter



CLA Motorsport Report for October/November



Storm coming



Lotus garages



Trip through Melbourne to Hume



Marking our territory
– LCV banner

With no event since the last magazine, I have given a pictorial report of the Phillip Island 6 hour.

pictures: Mike Basquil



Saturday morning – paddock



Friday night drop off



Fuel stop pre PI

AN OCCASIONAL SERIES ON

LOTUS ELITES

Number 3

Chassis No 1073 – The second Elite sold in Australia



Article and photos
by Roger Morgan

*Elite 1073 was invoiced to Derek Jolly
on 31st December 1959, the same date
as Elite 1049.*



It seems highly likely that both Elites, 1049 and 1073 were shipped together with the latter to become Jolly's demonstrator.

On February 24th 1960 the Australian motor magazine *Sports Car World* attended the press launch of the car in Adelaide where the car was presented in the usual dramatic Jolly style – driven through a paper wall to confront the audience. The SCW scribe then wrote "Even the gathering's sleepest guests woke up with a jump when the luggage space in the boot was shown to hold Derek's most attractive girl friend (his word), who stepped forth flourishing a glass of sparkling champagne." The girl was none other than Josephine Heysen (grand-daughter of Hans Heysen the noted artist).



▲ *Sports Car World* – July 1960

The car was also road tested by other magazines – see references below.

This white Elite was the feature car in the March 1960 Melbourne Motor Show and demonstrated in Victoria and then driven to Sydney to be shown to Adrien Schagen who was interested in purchasing an Elite. It was then taken to Bathurst where it was used by the Clerk of the Course for the Easter 1960 race meeting.



▲ Bathurst April 1960

The car was raced by Gavin Sandford Morgan at Weapons Research Establishment sprints, South Australia, in May 1960 and at the Caversham (WA) Six Hour Race where Sandford Morgan noticed that the rear metacone fibreglass towers were cracking. They promptly hid the damage from scrutineers with crash helmets.



▲ Caversham 1960

From there the vehicle went to Leaton Motors as demonstrator for NSW and Queensland and was finally sold to the unsuspecting first owner, Rod Blair, as a new car. He realised shortly after that the car was not in particularly good condition and wrote to Lotus. The reply on Lotus letterhead dated 2nd August 1961 and signed by Ian McLeod of the Sales Department, says

"Thank you for your letter of 24th July 1961. We have pleasure in confirming that your Lotus Elite, chassis No. 1073, Engine No. 7522 was completed in September 1959 and shipped in November 1959."

No wonder Rod Blair found it less than perfect, it must have been driven over at least 6,000 miles (10,000 kms) including over the Nullabor which at that time was a dirt road with huge potholes full of bulldust.

1073 passed through some twelve owners before Roger Morgan purchased the car in 2005 and he was fortunate that many prior owners had raced the car, enabling him to trace ownership through race records. Only one owner remains to be traced and Roger's persistence managed to track down not only

the first owner, Rod Blair who now lives in Nelson, New Zealand, but also Derek Jolly's mechanic Kevin Drage who had photos of 1073 and one photo of the Mills Bates' Elite 1049.

Roger commenced a full restoration in 2010 and discovered during the fibreglass bodyshell repairs the twisted "ski" from Roy Compton's race accident at Lakeside in November 1961 when the car was rolled and somersaulted, and another huge triangular hole in the passenger wing from a further accident in the late 1970s.

The car had been given a number of colour changes over the years. White originally, then British Racing Green, yellow, then red.

The car is now almost finished. Pristine and a tribute to the many hours of hard work during the restoration.

Ownership history

Approx date	Owner	State	Reg No	Used for
1960	D Jolly	SA	8550	Demonstrator
1960	R Blair	NSW	DYX 645	Road only
1961	D Geary	Qld		Raced only
1961	R Compton	NSW		Raced only
1964	J Burke	NSW		Road only
1966?	D Lee?	NSW?		?
1972	K Malcolm	NSW	ETQ 704	Road only
1973	D Swann	SA	RRE 528	Road only
1975	P Thompson	SA		Road & Race
1976	R Hosking	SA		Not driven?
1978	L Cousin & P Whelan	SA		Raced only
1981	P Whelan	SA	RRE 528	Raced only
1982	D Peters	SA		Road & Race
2005	R Morgan	NSW		Road & Race

Press articles

July 1960 *Sports Car World* "At Last! The svelte Elite" [Press launch]

July 1960 *Sports Car World* "Lotus Elite – A first long look" [Road test]

September 1960 *Modern Motor* "Om mani padme hum"

January 1970 *Modern Motor* "Elite vs Elan: A decade of difference" [Road impressions]



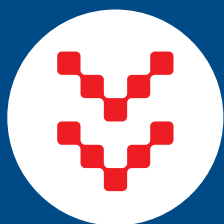
▲ 1073 almost finished

Tuft 11

Update

24th September 2014

by Ashton Roskill



Blimey, work has seriously interrupted things! Two weeks in WA (Western Australia) took its toll on time in the garage. Oh, and a week in FFNQ (far far North Queensland!) didn't exactly help...

Some progress has been made however....

A couple of weekends ago, I loaded all those gearboxes into the Mini and drove them up to see Colin Dodds, aka "the Sprite Man" – what he doesn't know about Sprites isn't worth knowing, and as the gearbox is a BMC one (or four) from the Sprite (among others) he was a good man to speak to about such things.

Having poked around the various 'boxes parts, he assured me that the close ratio gears from the ribbed box will fit the smooth case, the correct gear change is there (and I found the gearstick this evening in one of the boxes of bits!) and all I now need to do is bolt up the gearbox and engine to establish where everything will go, and grind back the smooth case to match the ribbed one (which basically means removing the cowl for the starter motor so it will clear the transmission tunnel). Then I take the whole lot back to Colin and he builds me a schmick (and incredibly light) close ratio gear box....

Meanwhile, today I finally picked up the front clam, and brought that home from Bruce's, along with a crank case I can use to bolt up to the gearbox, so big thanks due to Bruce and Nick for the loan of that! And I have agreed with Mark Natoli for him to start on the fabrication work on the front clam in mid-October so that's a start in the right direction.

I hope that gives you some more details to add to your files Vic, and I will try to keep you better informed as progress evolves! As I mentioned above, I hope to have it ready to run at the next Nationals in the Barossa Valley in South Australia in a year from now, so have to get cracking!

All the very best, and many thanks for all your help and support so far.



▲ The clam on the roof of the Mini



▲ And this is how the Eleven is looking after a first clean to try to remove as much of the sticky tape residue that was on it when I moved it – I think it has been held together with tape for most of its life so far!



Cars 'n' coffee

On the first Sunday of every month, automobile enthusiasts from around Sydney take their prized possessions to the Cavallino restaurant at Terry Hills for a coffee, Italian brioche & Italian BBQ morning.

Now firmly established in the Sydney unique car diary, the mornings are very busy affairs with the best positions claimed early in the morning. CLA member Geoff Winder sent us these shots of the Lotuses at the café on Sunday 5th October.

Letter to the Editor

To: Editor(s) Lotus Notes

From: Rex Colliver

Subject: Re President's Shed – July 2014 issue at page 3

📎 via attachment email

Having read the article re the Elan in the "Shed" column I felt compelled to reply about many inaccuracies in the article.

Of course Mike Richards has every right to his opinion but I was disappointed and surprised that he chose to deride the Elan with these comments. I was shocked, having been involved with the Elan since the mid 1960s and having worked on the first Series One, firstly as a road car, then prepared for competition for Peter Woodward being the first Elan to be sold by the Geoghegan Brothers. Later I started my own business specialising in Lotus, Jaguar, Alfa, Mercedes Benz etc., then went on to own and race a Lotus Elan S4 and a Lotus 47 with considerable success. Therefore I believe I am qualified to comment on the article.

The Elan chassis, to the best of my knowledge, did not come "from the MGR" as Mike stated. I would stand corrected with some "solid facts" on this.

"...suspension filched from experimental cars of the time..."

Some of the front suspension parts came from the Triumph brand, e.g. front uprights; also steering parts e.g. steering rack, steering column etc. Triumph was hardly an experimental company at the time. The rear suspension was from Colin Chapman's own famous "Chapman strut" design first used on early F1 cars, namely Lotus 12-16 models.

"...engine a cobbled up version of the Alfa twin cam..."

This is so far from the truth I find it unbelievable. The only similarity is that they are both twin overhead cam 8 valve hemispherical combustion design. As we all know the Lotus Twin Cam's life began as a version of the famous 116E Ford Cortina cylinder block topped by a twin cam alloy cylinder head conversion designed by one of the best engineers in the UK at the time, namely Harry Munday (ex Coventry Climax designer). Keith Duckworth and Mike Costin also came on board to further develop the engine, mainly in porting and cams. These two went on, as you may know, to design many successful F1 engines as Cosworth Engineering - the rest is history. The Elan twin cam engine went on to be one of the first production based engines to achieve, in early race engine form, 200bhp from 1600cc in the Brian Hart F2 versions. An incredible result, I think you must agree.

Regarding the rest of the Elan I would be the first to admit to the Elan's many shortcomings, e.g. poor quality control, horrible Rotoflex wind-up, etc. But, on the plus side, for a sports car in the early 1960s to have four wheel independent suspension, four wheel disc brakes, electric windows etc., was exceptional.

Most of the Elan's design was done by one of Chapman's chief designers, a certain Ron Hickman who would later be well known as the designer of the world famous "Workmate" and made Ron a millionaire. Ron had a brilliant mind.

Yours in motorsport

Rex Colliver

LCV Member 941

PS: This letter in no way derides or brings into question Mike's excellent and passionate work as past and present LCV President.

PPS: I would welcome other member's opinions and feedback on my letter. I can be contacted by email colliver47@bigpond.com or mobile 0400 173 365



▲ LOTUS 6

This is the best specification Mk6 you can buy. Coventry Climax FWA 1100cc, Mk9 De-Dion & Alfin drum brakes all round. It was the first Lotus imported to Australia, where it has won many races.

The history file is as good as it gets and makes great reading by itself. Additionally it is very comprehensive giving a thorough history of the car from when it left the factory.

While it hasn't done many miles recently, it is in top condition and ready to go.

The engine was rebuilt 6 years ago and has done minimal mileage since.

Mike Brotherhood is handling the sale of the vehicle in Australia as well as the UK. He has it on his website under "For Sale".

For further information about the car call Richard Fewster 0418 820 209

WANTED

Rear Lotus Elise S1 clam (preferably in Victoria). Mine was damaged and deemed not financially sensible to repair. ALSO a rear Lotus Elise S1 or S2 (Rover) sub frame with longerons.

Please contact Alec on 0421 216 539 or alec.spyrou@outlook.com



▲ 2002 ELISE 117 111

I broke my shoulder quite badly at the start of the year and have been unable to drive it, other than the fortnightly run to keep her healthy. I'm expecting to take a couple of years to recover from my injury, so there's no sense in letting her sit in the garage for that amount of time.

The car is with Chris at Automotion, currently getting a once over before sale. I've spoken with Chris and he's happy to answer any questions for those who aren't familiar with my car, as he has serviced it since I owned it. I have most of the paperwork and service reports from previous owners so there's a detailed history of the car.

There are a few items on the car that, to my understanding, aren't that common in Oz, as it was a personal import. I'll do my best to list these, as well as the upgrades I have made to the car since owning it. I'm sure there are a few experts who can add further.

- Larini Club Sport System Exhaust
- Quick release Momo Steering Wheel
- Sports Tourer Pack – Air Con (runs well), Stereo (with iPod connectivity), Leather Dash and Door Panels, Full Carpeting, Seat upgrade to 111s (recently re-upholstered with new padding)
- SSC Rear Toe Link Kit
- Elise Parts Gear Linkage Kit
- Elise Parts Short Shift Kit (awesome!)
- K&N Apollo Air Intake Kit (different from photo)
- 3 Channel Rear Diffuser (off one of Evans many previous cars)
- Rear Panel Eliminator
- Spare set of 5 spoke OEM rims, original diffuser and rear panels

\$35,500 ONO

For more information please contact Aaron McKenzie
P: 0423 005 050
E: perfurious@hotmail.com



▲ SPIRITED DRIVER REQUIRED.

Lotus 7 clone aka Amaroo Clubman

Built 1991 and owned by Nick Mansell to 2007. I am the second owner.

Fuel efficient LPG specifications and all engineering certified.

Lively performer.

ISUZU motor
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I am selling as severe arthritis in wrists prevents me entering the car.

Many spares, 4 months rego, HVC 345
Asking **\$14,000**

Geoff Paul 02 9417 7747

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Line advertisement: All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on the 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.

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CLA 2014

Annual Concourse and Christmas Party



Sunday 7th December

Tunks Park (Area 22) within the Lane Cove National Park
Arrive after 10.30 am (our area open from 10.00 am)

If you are entering the concourse, please proceed to the positions designated by the deep-pocketed officials. If you have not brought a car to be entered in the concourse you will be directed to the upper car park.

You enter Lane Cove National Park from the north western end off Lane Cove Road. Go through the pay station, then about 200 meters down the road, take the right hand fork. The park will put up signs directing club members so it will be easy to find.

The event is fully catered for by the club at no cost to members and immediate guests (soft drink only), however booking is essential,

Please email Club Secretary Elliott Nicholls at **enicholls@clublotus.com.au**

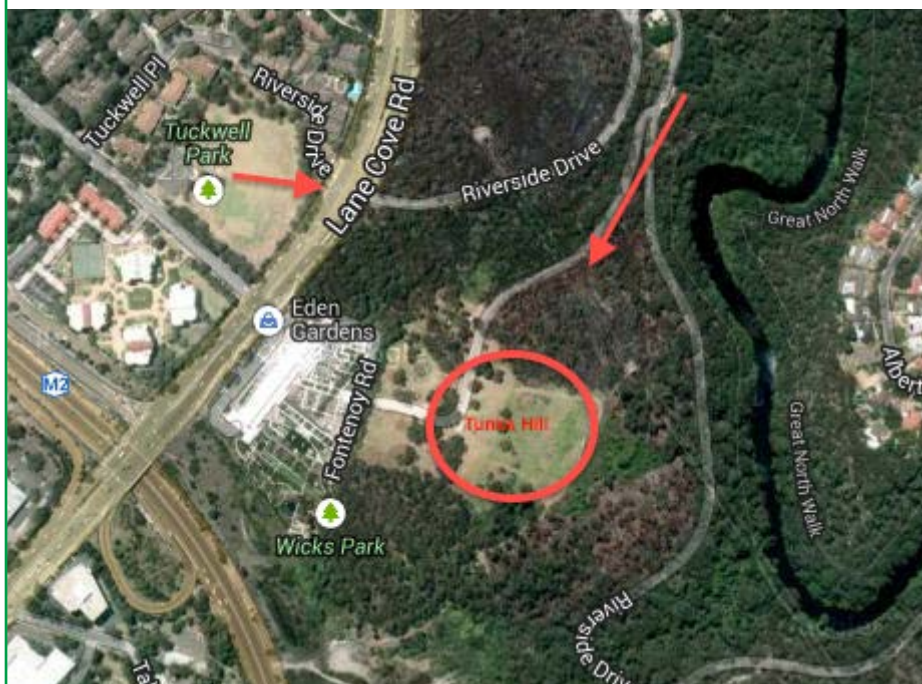
In the email tell him:

- Names of guests (including children)
- Any special dietary requirements

And

- If you are entering the concourse.
- The car you are bringing, make, model, year, colour and registration number

**DON'T FORGET,
each vehicle will need
to pay for entrance into
the National Park and
you need to BYOG,
See you then
with bells-on!**



Lotus Notes Magazine Editorial Team

Lotus & Clubman Notes is the official magazine of Club Lotus Australia (NSW) Inc. (CLA); 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 the relevant Club Committee.

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Extensions are possible only by prior arrangement. Please send articles and high-resolution photos (250dpi minimum) electronic format to: your Club Coordinator or editor@lotusclubvic.asn.au

Magazine co-ordinators:

Peter Murray & Peter Hill
Vic. & final magazine
editor@lotusclubvic.asn.au

Tom Devitt
NSW, WA, ACT, SA, Tas & NT
t.devitt@bigpond.com

Vyvan Black
Qld
editor@lotus.org.au

STATE CLUB MEETING PLACES

CLA Canberra contact:

David Leaney
david.leaney@live.com.au
0402 411 888.

CLA WA Contact:

Eddie Lankhorst
0414 431 589
vicked@optusnet.com.au

South Australia – CLA

1st Sunday each month
Contact Mike Bennett
Ph 08 8339 2605
bennett453@ozemail.com.au
16 Woorabinda Drive,
Stirling SA 5152

Magazine Design & Layout:

Polar Design Pty Ltd
www.polar.design.com.au
Steve Blackie (03) 9670 1577
steve@polar.design.com.au



PURE ADRENALINE... PURE LOTUS

NEW LOTUS EXIGE S

From front splitter to rear wing, its aggressive stance underlines a performance pedigree few can match. Its 345 hp (350 PS) Supercharged V6 engine isn't for the faint hearted. You wouldn't expect anything less from a performance car developed for drivers by drivers. Expertly engineered by the renowned ride and handling team at Lotus, its dynamic capabilities are awe-inspiring in the way that only a Lotus can be.



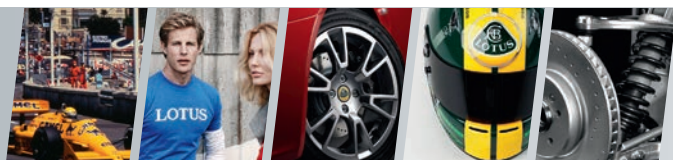
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