



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- August Day Run to Springbrook
- LCV Club Night - Elfin Heritage Centre
- LCV EMR from Coldstream to Tonimbuk via Noojee
- A somewhat forgotten wedding anniversary
- Len Terry 1923-2014

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Trio of Lotus
Photographer: Gloria Wade (LCQ)

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

www.clublotus.com.au

www.lotusclubvic.asn.au

www.lotusclubqueensland.com

President's Prattle

By ASHTON ROSKILL, CLA President

Well hello everyone!

Thank you to all of you who attended the AGM recently at Shannons and for your continued support for your Committee and Club – I am delighted that we have the go-ahead to continue much as we were before, with the notable exception that Alastair Brown has decided to stand down as CMC delegate, after many years of close involvement with the Club, so our very grateful thanks go to him for all he has done in many capacities over the years. Evan Jones will continue his good work to maintain our presence with the Council of Motor Clubs. I'm sorry I wasn't able to be present on the night due to work commitments in WA, so I would also like to take the opportunity to thank your Committee publicly for all the hard work which goes on behind the scenes and which most of you never see! Without their time and effort, you wouldn't have the vibrant and enjoyable club events, motorsport or technical support which makes owning a Lotus such a joy. I particularly want to thank the CLA Chapter representatives in WA (Eddie Lankhorst), ACT (David Leaney), Tasmania (John Barrass) and South Australia (Andrew Stevens) for re-establishing the Club in their respective states, and for the hard work they are all putting into giving local members such a wide variety of activities and opportunity to enjoy their cars – thank you all!

Financially the Club is in good shape, and grateful thanks, as ever, to Kris for keeping the books balanced. The combined newsletter goes from strength to strength, entirely thanks to Tom's patience and commitment, so thank you Tom! Elliott continues to keep you all informed of what is going on, in spite of his significant workload, so my grateful thanks Elliott. Thank you to our VP Anne, and to Maurice for representing the Club as our Public officer, and for keeping the Club Plates register legal and above board. Mike Basquil continues, swan-like as ever, to keep the water calm in the motorsport world, for which we are all most grateful. Mike Donnan is keeping eyes on you all and your attendance at events, thank you Mike! Keith has now got the Concours planning and execution so slick you would hardly begin to know how much effort goes into it, so thank you Keith! And our General Members Geoff, James, Rob and Barry continue to support

all the social activity to ensure we have an active and varied calendar – thanks gents! Importantly, we also have a new Webmaster, Seth Reinhardt, who has taken on the task of developing and running our website, so welcome to Seth!

On which subject, by the time you read this the NEW Club Lotus Australia website will be live, and you will have received an email from Elliott with your authentication code to allow you to set up your personal account; this in turn allows you access to the Members section, where in future the Newsletter and other member-only materials will be posted. Other than this section, the rest of the site is intended to become a more active public face of the club, and to represent all we do. So please do send our webmaster, Seth, any and all material you would like posted up – that can be photos you took on a run with a few friends, anything you want to put up for sale, or events you would like in the calendar (particularly, it would be great to include interstate events on the calendar so members in all states can see what is going on). For those of you that use Facebook as your way of keeping abreast of happenings, we have also established a page (search for Club Lotus Australia and it should come up!) and we will be cross-posting any news and current affairs to there (but probably NOT “for sale” items!)

This year's wet winter weather has played havoc with social events, and for the first time since I can remember, the All British Day at Kings School had to be postponed, and then cancelled. This is a great shame, as it has historically been a central event in the calendar, but plans are already afoot to conduct our Concours d'Elegance at the Christmas Party on December 7th instead. Following the success of the location last year we will be going back to Tunks Park in Lane Cove National Park, so block out the diary for Sunday 7th December, and we very much look forward to seeing you there.

However, as I write this, the sun is finally shining for the second consecutive day, so I am quietly hopeful that we might be over the worst and into the Spring weather. I had the Elan out for a run yesterday and am delighted to report that she seems to have weathered the dull winter months in remarkably good form! The same sadly can't be said for a number of barn-find



cars which have come to light in recent months, but at least they are appearing, and hopefully will find new lives with new owners willing to put in the substantial effort to resurrect them. If anyone is after a Plus 2 project car, I know of one in central Sydney that needs a significant investment of time to bring her back to life!

October sees us visiting Grahame Burton's Shed – Grahame has recently taken on the distributorship for AVO shocks, and will have his shock dynamometer (I hope that's how it's spelt!) operating on the night so we can understand a little more about the technicalities of shocks and corner weighting. His shed is at the rear of 97 Crinan St, Hurlstone Park; enter via Wallace Lane and, as there is no parking in the lane, park in the side streets.

October also has us at the next round of the CSCA sprints down at Wakefield on 26th, preceded by the Triumph Owners Club Driver Training Day on 25th. For anyone thinking of sprinting next year, or just interested to find out more, this is a great event to attend, as it gives you access to the track and lots of helpful types willing to share advice on car set up, preparation and all that comes with sprinting. I would encourage you to try it, and stay for the Sunday too, to join in the fun – last time I looked we already had 14 of the first 19 entrants in the field, so it should be a great weekend.

And please note in your diaries that for our General Meeting on 11th November we have been invited back to Bruce Mansell's shed in Chatswood so I am looking forward to catching up with lots of you then too!

I think that's enough from me – with the finer weather coming, you really want to be out in your car rather than reading about it!

Have fun, take car and keep it upright and on the blackstuff,

Pip pip

Ashton



LCA Monthly Meeting

TUESDAY 14 OCTOBER – 7.00pm

Shed Tour Graham Burtons shed rear of 97 Crinan St., Hurlstone Park.

President's Shed

By **MIKE RICHARDS, LCV President**

Remember the annual capital city Motor Shows? Time was when margins on retail car sales could finance a stand at the Motor Show, to show off the latest models, and a few impulse buyers could be persuaded to buy. Time was when communications were relatively primitive and the new models could be held in secrecy until the Motor Show presentation. The improvement in communications, rising costs for a Motor Show stand and declining sales margins put a stop to all this some time ago. So it seemed to some the time is ripe for a return of the Motor Show in another format.

I recently received one of those annoying email invitations to attend the launching of a wonderful new concept, the sort one automatically hits the delete button to obliterate. Uncharacteristically, I accepted the invitation to attend the launch of MotorWorld Melbourne's "ultimate, next generation motor event at Sandown Raceway" by Definitive Events. So far, so good, but I'm a sucker for free drinks and food even if I have to travel across town. The launch did not disappoint. The best that money can buy had been lavished on this, attended by the Who's Who of events and media. Just my sort of gig, fitted in perfectly.

MotorWorld Melbourne will occupy the entire Sandown site, November 25-29, 2015, for an event which will "feature the very latest car and motorbike releases, permit test drives and deliver buyer information on the latest technology and offer new, exciting experiences." Essentially, an extravagant outdoor Motor Show offering prospective customers the use of the circuit and dirt track for test drives. A street circuit and kart track will also feature. All the fun of the circus will be backed up by a retail precinct, exotic and classic car displays, green technology, car parts, accessories, and tools displays. If all in the launch literature becomes reality, this event will be a highly professional irresistible push in the back for any class of new car buyer to part with his money. The organisers are projecting an attendance of 125,000. Stand sizes start at 9 sqm. (\$1,800) and top out at 400 sqm. Marquee (\$137,500) with everything in between to suit a budget. Some interesting

names appear to be already committed, namely BMW, Rolls Royce and Honda, and I would expect other image conscious and/or struggling brands to jump on board. I can only assume that LCV may have been selected to provide the "exotic and classic" flavour. Go to www.motorworldmelbourne.com for all the details.

Time was when LCV was the driving force in MSCAV competition. Recent events have seen a steady decline in LCV competitor numbers and only 15 competed at Phillip Island on 13 September. Natural attrition accounts for the decline but one expects new competitors to take up sprinting to restore the numbers. In my opinion we may be witnessing a long term and deepening lack of interest in sprint events by LCV membership. The basis for LCV's competition has always been the strong support of Clubman owners. Only six LCV Clubbies competed. I have been predicting for some years that the total neglect of Clubman owners by the LCV Committee would force a division of owners into other clubs and that has become a reality with the emergence of a strong, CAMS affiliated Builders Group now competing as an Associate MSCAV Club. Clubman owners no longer see LCV as a viable alternative, witness the numbers also joining other mainstream Clubs. The future of LCV appears to be trending towards an exclusive membership of Lotus and DeLorean owners.

There were highs and lows at the Island, Damian Hartin took FTD with a 1:46 in his Exige closely followed by Les Bone in Clubman class with a 1:49 which, I believe, was the intended PB Les wanted. Unfortunately David Buntin provided the most definitely unintended low point with a comprehensive demolition of his Elise against the tyre wall on turn 11. I believe heaven and earth are being rapidly moved to get the car repaired for the Lotus Only Track Day at Winton on 15th. November.

There is no doubt that these Lotus Only Track Days are shaping the future of amateur Lotus motorsport.

A mix of racing, sprinting, Parade and passenger events in the day, offering something

for every type of competitor, coupled with the Friday evening socialising, is the best format yet devised. This very popular event is also enticing the less adventurous Lotus owners to spectate and socialise.

Go to www.simplysportscars.com The Winton event is now fully booked by competitors from Victoria and interstate. Congratulations to Mark O'Connor and the Simply Sports Cars team.

Further to my musing on the possibility of a renewed style of challenging Goldfields Tour, I received support from an unexpected quarter which has prompted some refinement of the concept as a one-day event, free of cost of overnight accommodation, meals etc. I am envisaging an event which could be described as an EMR with a bit of intellectual exercise lasting all day. I don't expect the event to attract large numbers, rather, those who prefer a great drive in the country with some stimulating mental exercise. To continue this crystal ball gazing theme, I see small varied-format events in the future for LCV, rather than the preferred events of the past where popularity was perceived as the sole criterion of worth. I believe the Chesterfield Group events and the Motorclassica display are examples of small, high-quality club activities appealing to a broader section of our membership which should be the basis of our event schedule in the following years.

Keep it sweet

Mike



WELCOME NEW LCV MEMBERS:

Ray Suryn [009 Elise R]
Lee Suryn
Harry Zhao [2014 Exige S]

LCV Club night

WEDNESDAY 15 OCTOBER – 7.30pm

Jaguar–Healey clubrooms
19-23 Rosalie Street, Springvale



*Fisheye outside the
Mt Glorious Café.*



President's Prologue

By **DICK REYNOLDS, President, LCQ**

Unfortunately the DTC was cancelled due to unseasonably heavy rain on the Lakeside track. Lot of disappointed people, I can tell you. We will return in October – 26th I believe. But just to recompense a bit, I SMS'd for an EMR the same morning. Got four Sevens and an Elise to do a run up Mt Glorious, and glorious it was. Wet roads, but still had some fun. The photo above was taken by an old friend of mine who acted as my handbrake on the day. It is great fun introducing people to our passion – particularly on lovely windy roads, followed by a great breakfast.

We have a heap of events to finish the year off. Morgan Park sprints this week-end, the All British Day Concours is a week later, four weeks to the DTC, then Noosa Hill Climb two weeks later. Not to mention TT watching at the Lions Road, Crows Nest run, Gear Days, Mt Cotton Hill Climb, Christmas parties and a partridge in a pear tree. Suffice to say, we all need to consult the Calendar of events to make sure we don't miss something. Seems to me you could run a successful social life on the strength of Lotus Club events alone – or not!

And here comes my point, are there, or can there ever be, too many events? I suppose, provided that as many members are catered for as possible, then no! there aren't too many events. Conversely, if we end up undersubscribed there could be a financial or organisational cost.

I was talking to Tony Galletly today about the Inter-Club Challenge being organised for next year. This is a great way to promote the whole Car Club thing – inter-club contact, variety of

driving experiences, Lotus winning everything and all. The rub will be getting enough entries into each designated event. I hope it works well.

Daryl Wilson, our erstwhile club treasurer is away in Britain at the moment. Went to Goodwood he tells me. OK for some! There should be an article there. Then stuff me if Jon Young, club secretary, doesn't tell me he's off to Greece this week. They both tell me they are back for the DTC. Forty-six entries to date, so plenty of action, and a few quid in the bank. Shame they've left me with all the paperwork.

Last week-end, Jason, Jon and I went to Mt Cotton for a run up the hill. Had a wonderful day, with plenty of competition and no incidents. Jason trounced us, but Jon and I put up a good showing for the club. I have submitted an article this month on my Sway Bar trials, and it features this same event.

Must say I really enjoy mucking around with the car. In the dim dark pre-Modern Lotus days, repairs and maintenance were a major component of our activities. Not so much now, but there still appears to be a healthy amount of mucking around with the modern track cars. Perhaps we really are just big kids, fiddling about with our toys!

Spoke to Peter Murray yesterday. He was telling me there are over 200 LCV members. We have about 100. No idea how many in NSW, but heaps I imagine. I was telling Peter how when I left Melbourne in 1985, Europa in tow, I joined the Lotus Club in Queensland on arrival. In those days we gathered at a members

house for the meeting, and if lucky, were treated to glorious home-made treats like Lisa Galletly's "Soldiers on Horseback". Now back then I think we had about 10 active members. And I mean ACTIVE. We were into everything – hill climbs, sprints, interclub challenges, rallies, re-builds – you name it.

Assuming nothing ever really changes, the activity is now just the same, but spread rather more thinly. The most memorable thing about those days was how relaxed and friendly it all seemed – must have been a bit cliquey – all clubs are!

If I had a mission as President of LCQ it would be endeavouring to hold onto the relaxed friendly elements of the club. To that end, let's just enjoy ourselves and support the clubs and their members – after all, you own a Lotus, what could be more fun!

Dick



PS. Soldiers on Horseback are those little prunes wrapped in bacon and grilled till crispy – YUM.

Whereas Angels on Horseback are Oysters wrapped in bacon – still don't get the oyster thing – but sure they're YUM also. What has this to do with my prologue? Nothing!

PPS. What happened to the "e" on the end of Concours? (Damn Frenchies I bet!)

LCQ Monthly Meeting

TUESDAY 7 OCTOBER – 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 CALENDAR OF EVENTS

QUEENSLAND

OCTOBER

4/5	Mt Cotton Hill Climb – Round 5 1753-1799 Mt Cotton Road, Mt Cotton. Lions TT. Viewing the inaugural TT on Lions Rd. Contact Ken Philp
7	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
12	LCQ Social Run – Crows Nest via Esk Contact: Ken Philp: kphilp@bennettphilp.com.au
16	Gear Day – Lakeside Raceway
18/19	WDSCC Super Sprint State Championships –Morgan Park, Warwick
26	DTC – Lakeside. Contact Daryl Wilson 0418 711 227 or Dick Reynolds 0419 791 326.

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 Picnic. 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

OCTOBER

15	Club Night – NOTE: this is a Wednesday. Jaguar–Healey clubrooms. See LCV website for details
18	Restoration Seminar – AOMC. See AOMC website for details
18/19	AROCA Six Hour – Winton
25/26	Goldfields Gallivant. See LCV website for more details

NOVEMBER

11	Club Night – no details available, to be advised
15	SSC LOTD – Winton
16	LCV Early Morning Run
23	MSCAV Winton – 6th Round LCV Championship
30	LCV Christmas Party & Concours

DECEMBER

9	LCV Annual General Meeting
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NEW SOUTH WALES

OCTOBER

5	Cars & Coffee, 8.00am – Corner McCarrs Creek Road and Yulong Avenue, Terrey Hills,
7	2nd GEAR – 8.00am
14	CLA Monthly Meeting – 7.00pm. Shed Tour Graham Burtons shed, rear of 97 Crinan St., Hurlstone Park.
25	TSOA Training day. Wakefield Park
26	CSCA TSOA – Event 6. Wakefield Park

NOVEMBER

1 & 2	Weekend away to Hunter Valley Contact James Chan with expressions of interest
2	Cars & Coffee – 8.00am Corner McCarrs Creek Road and 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.
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WESTERN AUSTRALIA

OCTOBER

10	Go Karting – Cockburn
13	Fish & Chip Run – 6.00pm. Kings Park, Boab Tree Car Park
19	EMR – 8.00am. Meet at Guildford Railway. Drive & visit to WA Racing Museum (private collection of race cars), then brunch.
26	MC Motorsport Sprints at RAC

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

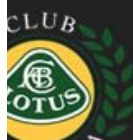
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A Tale of Sway Bars

by Dick Reynolds

Yes, it's on again. The rear axle saga continues!

Welding held up OK, but in the end the stresses needed a more professional (as in less amateur) approach.

So I took a leaf out of Jason McGarry and Ken Philp's books and went to Norm Singleton – rally car fabricator extraordinaire – and said, "please fix this".

I also took the opportunity to replace the existing crown wheel and pinion in the diff, which had teeth missing/damaged. Brand new OEM stuff from a Triumph Spitfire.

So now the rear end is strong, and as a result of the spherical bearing, more compliant. More compliance means softer rear end and under-steer, so I think we need a sway bar to flatten the car out – then a front one to balance end for end.

Bloody hell, this is getting complicated!

So in true budget-conscious style, I have devised a cunning plan for the sway bars.

Turns out Bright Steel is OK given the amount of bend the bars are subject to. Eleven degrees at rear and similar at front.

Now I can bend 10 and 12.7mm rod at home here, so nett cost of fabricated bars is about \$60, plus my labour of 3 hours mucking around. (Even had the paint in the shed.)

OK smarty, so how do I fix them to the suspension?

Taking a leaf out of the Formula One book, I figured plastic joints might be the go.

Knowing that terrorists are tied up with Zip Ties, I had a brief eureka moment.

Tie the bar at front to lower A frames, and bar at back to radius arms with Zip Ties. There are some rather complex things happening with the front bar, but the ties compensate for this, and if they fail, only one will, leaving the bar still intact and under no load. Suspension far stronger than the bars!

So, on Sunday we hit the Mt Cotton Hill climb circuit. Jason, Jon and I, in our some-what similar Caterhams.

First run with the track un-tested sway bars, and the thing over-steers like crazy, making "Lovers Leap" mildly terrifying!

Three runs later, the adjustable shocks tweaked, and it's back to neutral handling, and a time 0.17 secs under my personal best. Still not enough to catch Jason, but the car's feeling a whole lot more "planted".

Now I wouldn't suggest you all go out and try this, but I will keep you posted as to how it's all going.

Postscript – had to use hose clamps on the front at one end to stop the thing migrating down the wishbone!



Patent Pending! (or failure)



Rear bar in position.



Bent and ready for final align and paint.



New Spherical bearing.



Lotus line up at Polly's



Greg and Colin



August Day Run to Springbrook

by Colin McKay
photos: Gloria Wade



A meaningful conversation.



An even deeper conversation.

Some events that Robyn and I have been to this year, in reverse order of importance, and their associated weather:

- Warbirds over Wanaka: *Rain*
- Imperial War Museum Duxbury, 'D' Day flying display: *Heavy rain*
- LCQ August drive day: *Rain?*

Or so the cryptic phone call I received from Clive on the Thursday before seemed to imply:

"Hi Colin, Clive here. Would you and Robyn still be interested in coming on the outing on Sunday if it rains a little?"

Now I know the Elan is a soft-top, but it is reasonably watertight, so what is he talking about?

Found out on the day before the drive as 70mm of rain filled our rain gauge, and a similar amount also fell on the rest of S.E. QLD!

Sunday loomed overcast, with a forecast of clearing showers. Sometime after gathering at the Yatala BP, two Elan owners were observed to be praying to ACBC for some sunshine and dry roads. Either that or they were:

- counting oil drips
- comparing chassis colour
- discussing why one of the Elans had sagging front suspension or
- all of the above.

They must have been praying, as the day turned into brilliant sunshine with barely a drop of rain.

All those intending to participate finally arrived and some serious chatting got under way. Central to the conversation was the appearance of an Exige S. A striking looking car in an equally striking khaki colour. Rob and Erin Bell were quite happy to talk



Parking at Polly's Country Kitchen.



Meet and greet at Yatala



Daryl, Peter, Richard, Clive and Rob.



Gathering at Earthly Delights Cafe.

about their new car and gave us all an insight into the difference between their old Series 1 Elise and their new Exige S.

Apart from the Exige, there were:

- A Series 2 Elise – Peter Upham(our drive leader)
- Two Series 1 Elises – Clive and Gloria Wade and Mal and Chris Kelson
- Two Elans – Greg and Chris Bray and Colin and Robyn McKay
- Honda Integra ISO Caterham 7 – Darryl and Moira Wilson
- Subaru ISO Series 1 Elise – Rob and Helen Flaherty
- BMW 125i – Richard Wade

Clive called the group together and handed out driving notes with maps and discussed the route. Yatala – Tamborine – Canungra (coffee break) – Upper Beechmont – Numinbah Valley – Pine Creek Road – Mudgeeraba Springbrook Road down to Polly's Country Kitchen.

A fairly straightforward first leg ensued with the road surface drying out nicely, and just the usual Sunday drivers to contend with. Peter first showed his leadership ability, by ensuring that the road hog, sitting in the r/h lane of a passing section, stayed there whilst we all undertook him to get by, everyone eager to get to coffee at Canungra. Sunday drivers!

The second leg, which climbed up towards Binna Burra on the Lamington Plateau and on to Upper Beechmont, was the beginning of the more interesting part of the drive, and affords some great Lotus-type roads and breathtaking views toward the Gold Coast and the ocean beyond.

Continuing from here the road descends toward the Numinbah Valley via a narrow, twisty mountain road. This was our first taste of what was to come, corners dry in the sun and damp in the shade. However, Peter led at a pace that was brisk, but considerate of the varying conditions.

The third leg up the Numinbah Valley road can be driven at quite a pace and is a satisfying drive. However, passing places are few and frustrations

can build. Hence our change of leader at the next intersection for our climb up toward Springbrook.

Our fourth leg was thus led by Mal, with Darryl as passenger, who courageously cleared the way for our enthusiastic squirt up this long and winding road. This road ascends for several kilometres with barely a straight stretch to be seen. Fortunately, it was quite dry with no traffic and we all enjoyed the freedom to lift the pace a little.

The fifth and final leg from Springbrook to Polly's Country Kitchen was another long descent similar to the one down from the Lamington Plateau; in and out of shade with corresponding wet and dry patches. This, combined with some wet, wooden, one-way bridges, required a certain amount of care to negotiate without coming to grief.

A large table had been set up for our arrival at Polly's, and after a photo session and a chat about the drive and the difference in performance of one brand of tyre over another in the damp conditions, we retired to the café for lunch.

To our delight, but not necessarily to all the other diners', we were joined by several hungry kookaburras looking for an opportunistic snack. After finishing our country fare, and watching Clive and Gloria devouring a large piece of chocolate chestnut torte, thanking them both for organising the day out and Peter for leading, the group drifted off in dribs and drabs all happy that the weather cleared enough for a great day.

Now, what were those two guys really looking at under the Elans?

C. Greg is sagging!

See you all next time.



WA'S LOTUS SCENE



by Eddie Lankhorst

It's been a busy month and next month looks like much the same. September saw many of us at Jacks Hill, hill climb competition and RAC track for the MC Motorsport sprint series. On the casual side we had our regular EMR which was a tribute to motorsport in WA by following in the footsteps of Peter Brock and the 2014 Quit Targa West rally. Vicky and I also joined the WRX club on their Supercruise down south into the Ferguson Valley and surrounding area. Fantastic roads abound for the Lotus, twisting and winding their way around the hills. The scenery made it even more enjoyable, a must-do drive area for anyone visiting WA. And to top it off, we visited Gnomesville, a quaint road junction in the middle of nowhere, covered in Gnomes. Over time, lots of people from all over Australia and abroad have deposited a little display of Gnomes or just a single Gnome. Now it's a big tourist draw card for the area.

Our WA Lotus Championship for September at Jacks Hill saw only three Lotus in competition, apart from the many other marques in attendance. With the weather being so inconsistent throughout the day, everyone's times were quite varied depending on the condition of the track. A big well-done to those who stayed on the black stuff.

October will take us to the GoKarts, with fierce competition for the trophy, and of course we all know it takes, not just driving skills, but a little luck in having the faster Kart. Our October EMR will be a special run through the hills. As part of this run we will visit the private WA Racing Museum, special thanks to Terry Smith for arranging this. Hope to see many Loti on this special drive.

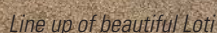
TOUCHED BY TARGA

by Vicky Rowe

I wonder how many of you know that Western Australia has the Quit Targa West rally? The Targa is a four-day tarmac rally with over 20 stages, with various competitions for modern and classic cars. Well something that might ring a bell is that it claimed the life of racing legend, Peter Brock. Eight years on from that tragic event, the rally is ever-popular amongst the relatively small group of motoring aficionados here in Perth, and even attracts competitors from the east coast, including Jim Richards.

Before arriving in Perth I hadn't given much attention to Targa rallying, with the exception of Targa Tasmania which is claimed to be the largest, longest and hardest tarmac rally in the world. The DNF statistics for Targa Tasmania alone confirms that this form of exciting motorsport is undisputedly dangerous.

Targa West could never be considered in the same class as Targa Tasmania, but there are some very challenging stages just the same. Day one of the rally is at Whiteman park, which is basically a big parkland with



tarmac running through it, but it includes speed humps (to fly over), trees (to avoid) and lots of bollards (that not everyone could avoid). This year they introduced a night stage through Malaga's narrow industrial estate. Oh my goodness, watching some of the drivers videos of this stage looked really scary. Navigator to driver instructions are always incredibly important, but I think everyone was in the dark (excuse the pun) during that stage.

Day two was around the hills of Kalamunda and day three (Saturday) included seven stages around the very Lotus-friendly roads of Toodyay, Chittering and Bullsbrook. We'd usually run our EMR on a Sunday, but we thought for this weekend it was a better idea to go on the Saturday so we could stop for a look at the rally along these interesting stages. Four Elises and one Exige had a little romp around, rambling our way towards Toodyay. A few wrong turns just added to the fun, and I think everyone got their petrol sniffing fix by the time we had lunch in Toodyay, amongst the rally service areas.

A much broader mix of Loti (four models of Elise, v6 Exige, two Clubman, Europa, Elan, Espirit) joined us on Sunday morning at Langley Park, beside Perth city, for Shannons Classic on the Park car display. Langley Park is a long strip of reclaimed land running along Riverside Drive, overlooking the Swan River. It was also Perth's first airstrip, back in the early days of aviation, and provided a beautiful space for dozens of car clubs and hundreds of fantastic cars.

Riverside Drive became a track for the day, hosting the final stage of the Quit Targa West rally in the afternoon, where we watched some exciting action as the podium positions were sorted. Before the stage began the organisers held a display lap, featuring one car from each club. Ed intended to seek some public feedback on our own little show and shine, but he hadn't even arrived (from work) when officials came looking for our entry. I looked around and couldn't find anyone. It seemed everyone was off doing something, so I had to jump in my car to line up post haste. A privilege for certain, although it was just a sedate few laps, waving at the crowd.

The Quit Targa West is a great rally in my opinion. It may not be the biggest or best, but getting up close has shown me that, like other forms of motorsport, it brings together people that share a passion for cars, enjoy genuine camaraderie, and that like to test their grit. Hats off to those that brave the roads lined with curbs, trees and poles, and many other obstacles, at blistering speeds.



Terry's Europa



EMR at Toodyay Targa stage

Parade Lap of Langley Park Targa Stage



Justin's Elise CR



Vicky excited to drive Parade Lap



Peter Brock's Memorial



LCV Club Night – Elfin Heritage Centre

article & photos by Peter McConnell

Lotus Club Victoria were guests of Bill Hemming at the Elfin Heritage Centre.

Bill's interesting presentation was on his early involvement in motorsport, the development of the Elfin Racing fleet and the production of the Clubman.

Bill's first car was a 1947 Austin 8, graduating to an MG Y, and joining the MG Car Club, competing in various events including hill climbs in a Sprite.

Bill joined BMC and saw the launch of many cars, including the Marina in 1973, an old fashioned design, a stop gap model with a poor reputation. The ill-fated P76 was produced until 1974, and that saw the demise of Leyland as a producer of cars in Australia. Bill then spent six years with Leyland Europe before returning to Australia.

Elfin was founded in 1957 by South Australian racing car enthusiast, designer, builder and driver Garrie Cooper. For a 25-year period until Cooper's death in 1982, Elfin produced 250 sports and racing cars, over 27 different models, and became Australia's most prolific and successful racing car manufacturer.

Elfins won 29 championships and major titles, including two Australian Driver Championships, five Australian Sports Car Championships and four Australian Tourist Trophies. They took out the Singapore Grand Prix and twice won the Malaysian Grand Prix.

Drivers who had success with Elfin included World Formula One Champion James Hunt, Didier Pironi, Vern Schuppan, Larry Perkins, John Bowe, Frank Matich, Bob Jane, John Harvey, Allan Grice and Peter Manton.

*Elfin Formula 5000 in Ansett Livery ►
Only 3 were produced between 1976 – 1978.
Vern Schuppan drove the car in Australia and
achieved 2nd place in the Australian Grand Prix.*



▲ General view of cars and memorabilia at the Heritage Centre.



Elfin Sports Cars was purchased in 1997 by historic racing enthusiasts Bill Hemming and Nick Kovatch. A new generation Elfin Clubman Type 3 sports car was launched in the same year and 70 examples were produced, either fully built or as kits.

The next project was the V8 Clubman and Streamliner. The project had the assistance of Michael Simcoe and the design team, and was fitted with the Holden V8 and drive train. Around 20 were produced before Elfin was sold to the Walkinshaw Group in 2006, and there were big plans to market via a new specialist dealer network in Australia, as well as key export markets such as the UK. However upon the death of owner Tom Walkinshaw, production ceased after a total of 60 MS8 models were sold.

After selling Elfin Sports Cars, Bill established the Elfin Heritage Centre as a dedication to the memory and achievements of Garrie Cooper. The Heritage Centre has an impressive collection of racing cars, Clubman and racing memorabilia, and is well worth viewing.

The band of 20 members who attended enjoyed an entertaining presentation by Bill. The likelihood of the re-emergence of the brand is unlikely due to the Australian design rules, and the unlikely prospect of finding a buyer for Elfin. The Heritage Centre is vital to keep the marque alive and to keep the existing cars on the track in historic racing.

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!



Rear of the MS8



Bill Hemming, Tim Davies and John King.



by Mike Basquil

2014 CSCA September Report

It surprised me how quickly the deadline comes around for the magazine; despite not submitting an article for the September magazine, it is still the hardest part of my club responsibilities. The reason for no article last month was that the deadline was the 15th, and we had the Morgan Event on the 16th, so it would have all been a bit pushed. So now you get to remember the Morgan day all over again, this time with results along with my observations and ramblings.

The weather has played a big part in all our events in 2104, and the Morgan round at the Brabham circuit was not going to miss out according to the weather guessers, thankfully they were only partly correct, and a little out on the timing, but then timing is everything.

Arriving at SMP, the day was grey, but it was dry underfoot and not very cold, and naturally everybody's spirits were high at doing the full circuit. We had our usual big turn out with 28 CLA runners, 17 driving marque cars. The following day was to be the Shannon's Display Day, which meant the garages weren't available, which was good in that you could see where everybody was pitted and the interaction between all entrants was most enjoyable. That would have been the complete opposite if the expected rain was to dampen our socialising.

The pit area was a sight to behold, as our competitors were able to occupy the carports together. We had two areas at either end of the pit area, creating quite a sight, very few of our cars being shrinking violets. It would have made a great photo, but guess who left his camera at home? And no one else thought to take a few shots. There were examples of most models from the Élan to the latest V6 Exige, of which we had two, giving everybody someone to

compete against despite the stop watch being the enemy.

As we have come to expect, Morgan got the administration side of the event completed with a minimum of fuss, leaving us all wondering why we didn't get the drivers' briefing underway and get out on track – we weren't anxious, just very keen to be out on the circuit. We again had a familiarisation session for those who hadn't run Brabham before, which I am very critical of, but you have to follow the script "in case" the worst happens by day's end. I'm sure most, if not all, are no wiser as to which way Brabham goes. Once competition got underway it all started to fall into place, and with the good company to fill in the gaps between runs, the day seemed to move quickly.

Results

Len Goodwin continues his blitz in Class C2 in the 26R Replica Élan with a 2:18.66sec., the Élan only doing two runs but it is a sight and sound to behold on the track.

Class D2 saw intense competition on the time sheets in an all-Elise/Exige class, with a few surprises. Wayne Bower, from MG Newcastle, in his Elise on 2:16.70sec. finished 1st, followed by Ashton Roskill in his Elise, 2nd on 2:16.81sec. with the ghost who drives Rex Hodder 3rd in the Exige with a 2:16.89sec. Eighteen seconds between the top three place getters shows that no prisoners were taken and I have heard an unverified rumor that Ashton is to retire from competition now he has beaten Rex. Fourth in class was James Kinghorn on 2:17.93sec., then Leigh Mellor on 2:18.04sec., followed by Andrew Challenor in his Exige 6th on 2:19.75sec. Dennis Brady on 2:24.01sec. followed 7th and Phil Abraham in his Elise on 2:24.64sec. 9th in class. John

Culvenor, missing from recent outings, posting a 2:25.78sec with Phil Easterbrook close behind on 2:26.96sec.

Class D4 saw Mark Alexander on top, fastest outright on the day once again, with a 2:08.50sec. in his Exige, an outstanding drive of course, followed by Duncan Andrews, 2nd in class in his Exige on 2:10.76sec. In this class we also welcomed Hartley Cooke in his Elise SC, with the very distinctive exhaust note, posting a 2:24.23sec for 4th in class.

Class D5 was the playground of the V6 Exige S and, as mentioned, we had two, Barry Mather returning from Queensland in his new steed posted a 2:13.32sec. for the class win, followed by Martin Duursma in his Exige S with 2:16.25sec.

Class R1 was dominated by the HPE Lotus and Clubmans. Dave Mackie first home with an impressive 2:09.89sec time, not bad for this first attempt at Brabham, our outrageous pensioner Syd Reinhardt in his HPE Elise had to be satisfied (as if) with 2nd in class, with 2:11.41sec. Peter Klumper in the PRB was 3rd in class on 2:15.81sec. Ross Klumper in the same car posted a 2:21.67sec for 6th in class, with Terry Waugh in the Westfield 7th on a 2:25.64sec.

Class 2AC had Rex Mellor in the VW Beetle having a frustrating day, with the Beetle returning on the back of the tilt tray after an oil line parted company, but not before posting a 2:39.83sec. for 2nd in class, the double entering with his Dad in the Elise, I think Rex was enjoying himself despite having to jerry rig the Beetle to get home.

Class 2AM saw Wade Lillington in the Clio 2nd in class in a field of MX5s posting a 2:22.98sec.



Rex Hodder.

Class 3AM had Team Taylor back in action with John heading Peter by 0.2sec for 2nd and 3rd in class, John's 2:26.15sec. to Peter's 2:26.30sec. The young man has no respect for age.

Class 3BM saw John Bott in the Skyline 1st in class with a 2:13.17sec., along with Adrian Weir in his Clio posting a 2:15.63sec. for 4th in class. John Deller in the Commodore was home 8th on 2:23.07sec. I'm always entertained by the way John gets this car to turn with a boot full of throttle with its locked diff. Peter Deller in the opposite camp in a Falcon was 12th with a 2:30.23sec.

I think Round 5 hosted by the Morgan will be remembered as a fun day, the time sheets told a story of CLA dominance with the top 20 outright times predominantly CLA runners.

The Club Championship is once again ours with a two round lead, and with two rounds to complete we have an assured win. The Drivers Championship is less clear. With Syd Reinhardt and Mark Alexander now tied on 58 points followed by Rex Hodder on 54 and Duncan Andrews on 52 points, it is still wide open, it will be a case of who blinks first.

As always, we learnt a lot from running the event. Our ready reckoner for calculating times for different circuits from past times at other circuits still needs a bit of work, some runners were obviously in the wrong groups. Martin Duursma comes to mind and we haven't solved the issue of similar times being achieved in different ways being a hindrance to improving individual

performance. I watched the frustration of Phil Easterbrook all over a MX5, with the worlds biggest wing, in the corners to see it pull away on the straight – arrhhh! ... the joys of motorsport.

Round 6 of the Series will be back at Wakefield Park on 26th October. Entry will be via Motor Event Entry <https://www.motorevententry.org/>. We are due for some good weather, I'm truly over grey skys and rain. I will notify everyone once entries are open. The CSCA Driver Training Day will preface this event on Saturday 25th October, you will have received a flyer in your inbox advertising this event, and we are attempting to create a day for all comers, be they first-timers, learner drivers or folks looking for practice or tuition to improve their times, all at a reasonable price, I hope to see you there.



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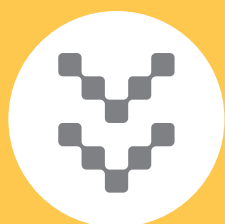
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MSCA Sprint - Phillip Island

Saturday 13th September 2014

Why anyone with a sports car did not take it to Phillip Island for the latest round of the MSCA sprint series on a day like last Saturday is a difficult question to have a legitimate excuse for. The day was simply 'Spring at its best' in this corner of the world. With next to no wind, light clouds and perfect track conditions, you could not have asked for a better day to drive your car the way it was meant to be driven. The meeting was shared with the MG Club and so there were more of them than the rest of us combined, but they behaved themselves for the day so (almost) everyone had a great time.

Scrutineering was a smoothly run affair and it seems to work much better with the scrutineers coming to the cars rather than the other way around, as a result, drivers briefing was done and dusted so that the first cars could get underway shortly after 9am.

Most of the LCV members were combined in run group 3 so we had time to catch up on the gossip since we last met up at the track, and we were all most interested to hear of Georgie and Damian's travels to Europe in the past few months. As a result I now have a new item on my bucket list, a drive in an F1! (if I can get into one that is). The LCV numbers were down a bit but it was good to see 3 Elises, 3 Exiges plus a number of Clubbies, and Damian Hartin and Stewart King made a welcome return to the track again.

Our first run was the usual shake down with everyone deciding that there was lots of room for improvement, but when the times were posted, most of us were surprised to see that our times were up near our personal best. The relatively new track surface is certainly working well for us all.

The day progressed rather slowly with our first run being red flagged so that we only managed to get in a couple of clear laps before the chequered flag came out. However things started to roll a bit better after lunch; that is until our 3rd run for the day! After getting into the groove, Dave Buntin was unfortunate to go a bit wide entering turn 11, and once getting his tyres onto the grass, became a passenger as his lovely Elise CR slammed into the tyre barrier and sustained way too much damage for anyone's liking. Dave was checked out by the first aid team and other than a good shaking he was no worse for wear. Once the session got underway again after a longish break we were all a good deal more subdued and I don't think anyone bettered their times with Dave's incident fresh in our minds.

Les Bone broke through the 1.50 barrier for the first time. He continues to be in sizzling form. Ben Styles continued his meteoric improvement by being a whisker over 1.50, which is very impressive in a NA Exige. The ever-smiling Keith Marriner is another to be improving every meeting. He has shaved a couple of seconds off his best times at Phillip Island the last three times he has gone there.

Nick Ng was looking a bit second-hand. He has recently had major reconstructive surgery on his shoulder after a motorcycling mishap. He still turned up to brief his team of scrutineers and to keep a watchful eye over proceedings, which I thought was a great effort.

The results for the day again had the LCV doing well with Damien picking up overall FTD as well as a class win, with a 1 min 46.58 sec. Ben Styles took out the 2M class with a very impressive 1min 50.12sec and Les Bone taking out the Clubman up to 1599cc class with an impressive 1 min 49.06 sec!



With Chris O'Connor kindly helping out with a trailer for Dave's car, we all headed home having had a sobering reminder of the risks of motor sport. We all wish Dave well in his next challenge of getting his car back together and are thankful that he is in a much better shape than his car.

The next round of the MSCA Championship is at Sandown on October 12th.



RESULTS AND CLASS PLACINGS:

Name	Car	Class	Class Place	Time
Damian Hartin	Exige	Clubman over 2000, slicks	1st, FTD	1.46.6
Les Bone	Haynes	Clubman up to 1599	1st	1.49.1
Ben Styles	Exige	Modern 1500 – 1999	1st	1.50.1
Chris O'Connor	Elise	Modern 1500 – 1999	3rd	1.54.6
Ross Black	Elfin	Clubman up to 1599	2nd	1.55.9
Keith Marriner	Caterham	Clubman 1600 – 1999	3rd	1.55.9
Peter Astbury	Westfield SEW	Clubman 1600 – 2000	4th	1.56.0
Fintan McLoughlin	Elfin Clubman	Clubman over 2000, slicks	4th	1.56.3
Cris Johansen	Elise	Modern 1500 – 1999	4th	1.56.5
David Buntin	Elise CR	Modern 1500 – 1999	5th	1.57.2
Paul McMahon	Exige	Modern 2500 – 3499	5th	1.58.7
Petrina Astbury	PRB	Clubman up to 1599	3rd	1.59.1
Stuart King	Westfield SEW	Clubman up to 1599	4th	2.00.5
Robert Lancaster	MR2	Modern 1500 – 1999	13th	2.10.6





At Coldstream Brewery for the start



At Coldstream Brewery before heading off



Meg Johansen at morning coffee



LCV EMR from Coldstream to Tonimbuk via Noojee

14th September 2014



Noojee – morning coffee. Meg and Cris Johansen, Mel and Cooki Mollison, and Helen d'Oliveyra.



Jinks Winery – the long lunch table

A leisurely 10am departure set the pace to this month's EMR.

The boys at Coldstream Brewery opened early to serve us coffee and muffins, before we set off on a perfect spring morning.

Thirteen cars participated, ten Lotus, a Honda, a Boxster and a Ferrari.

Red was the colour of the day, with five red Elises, Helen and Ian d'Oliveyra, Jamie Smith and Adam, Meg and Cris Johansen, Madeleine and Carl Muller, Jan and Gary Parnaby in their red Ferrari. The 2 little Elites, Jeanne and Peter Murray in the yellow, Warwick Bisley in the pale green, plus Mike Richards in his yellow Elise added a touch of class. However the electric blue Esprit (a guest) stole the show especially when, as a lead car, they took the wrong turn! Blame the GPS!

This drive offered some beautiful views of lush Gippsland countryside and thick national park forests. I think the roads offered everyone a few challenges.

We arrived at the Red Parrot Café for morning tea and sat outside enjoying the sunshine and admiring the motorbikes across the road.

As we left for Jinks Creek, Jan and Gary said they'd see us there. Afraid of getting stone chips on the car, they were avoiding the narrow winding section out of Noojee!

The drive through Neerim and Jindivick was fast and winding. It made a wonderful sight to see all the cars travelling in close convoy. We ultimately arrived at Jinks Winery. This restaurant, which is an old woolshed, was dismantled from another farm and rebuilt at the vineyard. We enjoyed a delicious lunch of antipasto, salads, pizza and a glass of wine.



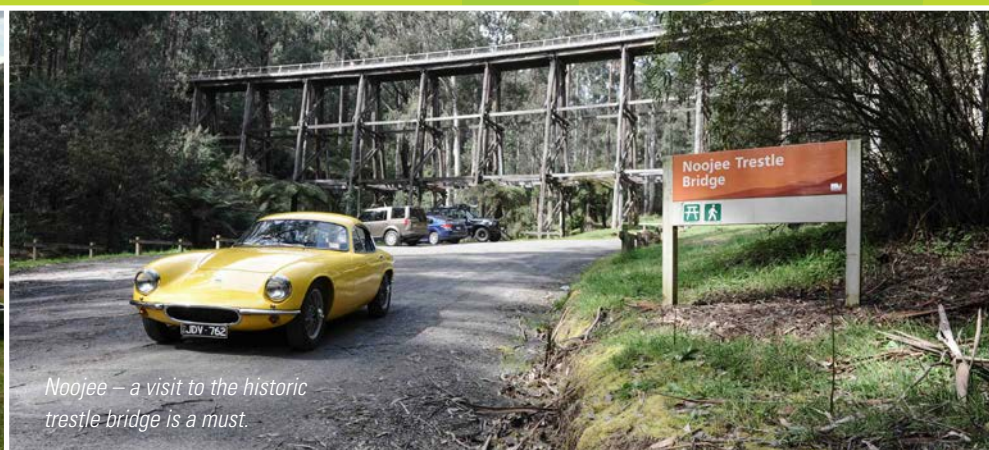
Noojee – Lotus among the spring blossom



Jinks Winery – just four of the Lotus amongst the tall timber



by Madeleine Muller
photos: Madeleine Muller, Cris Johansen & Jeanne Murray



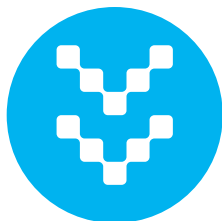
Noojee – a visit to the historic trestle bridge is a must.



“GET YOURSELF A HOBBY”

The Restoration of Elan +2 (50.0026) **PART 3**

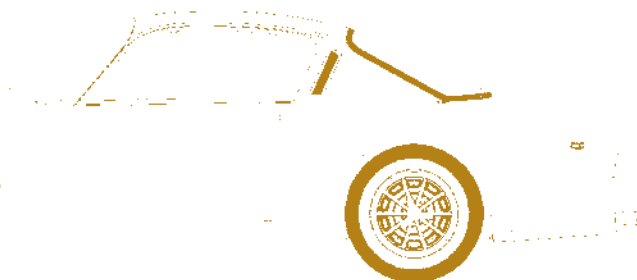
story & photos by Neil Roberts



50.0026



5.00000



Part 2 saw the completion of the paint job and the attachment of the body to the new rolling chassis (without doors, bonnet or boot lid). Part 3 deals with the installation of the various vehicle systems and the completion of the project.

Fuel System

The Zetec motor uses Bosch injectors in the Jenvey throttle bodies supplied by Spyder. This EFI system requires high pressure fuel supply and a full return system. The plated steel supply and return lines are inside the spine of the Spyder chassis, but a Bosch electric pump and filter is required in the boot below the new alloy fuel tank. High pressure rubber fuel line was then used to connect tank to pump/filter, then to the steel lines and finally to the fuel rail on the intake manifold. A pressure relief valve on the fuel rail returns the fuel to the tank while maintaining the required pressure in the fuel rail. The air trumpets of the intake manifold connect to a GRP and alloy plenum chamber, mimicking the original design, and a large bore flex-tube then leads to an air filter inside the nose, ahead of the radiator.



This is an earlier photo taken when the pump, filter and tank straps were trial fitted.

Cooling System

An upgraded cross-flow radiator along with an electric thermo fan replaces the originals to provide the appropriate cooling capacity. A Raceline water rail replaces the Zetec original, and an overflow bottle and silicon hoses complete the system's connections. The Spyder supplied steel line to feed the heater core helps to keep the installation neat and secure and is better than the hose spaghetti used originally.

Clutch and Brake System

As the copper brake lines and their braided brake hoses were already installed in the rolling chassis, the fit-up simply required the mounting of the

pedal box, the new clutch and brake master cylinders and the connection of the braided master lines. The larger Focus brakes provide plenty of stopping power, but without a brake booster, pedal pressures are high and take some getting used to. I suspect that Spyder's claim that the car doesn't need power assistance is their rationalising of the shortage of space for the booster!

Engine Management System

The Emerald EMS supplied came with its own sub-loom to control the ignition and injection system and to connect to the engine's sensors. The instructions supplied were somewhat cryptic, but e-mail correspondence with Emerald in the UK was helpful. "Why does the Ford coil only have two current wires not four?" It's a "wasted spark" set-up, if you know what that means! (Each spark plug fires twice per cycle – once for the power stroke and again (redundantly) before the intake stroke, so one current wire controls plugs 1 and 4, and the other 2 and 3.) The EMS also provides the data for the tachometer – after you have had it converted to digital electronic. Lotus Club of Victoria had been hosted by Howard Instruments in Heidelberg, so they got that job. A mounting bracket, fitted under the dash, was made to locate the Emerald control box under the dash, in a cool dry location, and to allow the tuner's laptop to be easily plugged into its serial port for final mapping.

Electrical System

The original wiring was positive earth and the wiring was in very bad condition. A new negative earth "multi-purpose" wiring loom was supplied from England but was definitely not a "plug and play" fitment. The wiring was one of the greatest challenges of the project for me, as my "farmyard" mechanical skills only covered the basics in this area. As luck would have it, the previous owner of the car, CLA member Bill Mair, had become a regular visitor to Rising Vineyard, and Bill has a good background in electronics. Bill kindly made a special trip down from Sydney and spent five days setting me up with the plan and the training to complete the job. (How often does the guy who sells you a used car then offer to come and help you fix it?) Bill insisted that proper protective relays be added to the loom and he carefully documented the critical circuits. I pretended to understand his tutorial on the concept of "switched earth" circuits, but I really only understood when I had to nut them out by myself later. His tutorial on the role of relays was very helpful and the car ended up with quite a few.

"If in doubt, put the power through a relay" became the mantra. Good quality connections and low current draw though the switch gear became a real objective when the old dashboard wiring was unwrapped and the melted old wiring was revealed. Electrical fires in plastic cars will quickly leave you with nothing to restore.

Elan Headlight Pods

The concealed headlights on the Elan and the +2 are raised by vacuum powered actuators which work when a vacuum switch connected to the headlight switch is active. The original design uses the manifold vacuum to raise the lights to the working position, with return springs to retract the headlight pods into their concealed position. The problem with the design is that a loss of vacuum, for whatever reason, leaves you with no headlights. Later cars were built with the "fail-safe" design which used springs to *lift* the pods into active, and used the vacuum actuators to *lower* them into the concealed position. A parked Elan with the "fail-safe" headlight version usually has its headlights showing as the vacuum supply gradually disappears.

I wanted the fail-safe feature, but was concerned about my vacuum actuators and had trouble sourcing the appropriate springs for the fail-safe conversion. After some research, I scrapped the vacuum system and installed a 12 volt linear actuator (sourced on the internet, but supplied from Melbourne). The 12v actuator moves the 'fail-safe' linkage but is dual acting and thus does not require any springs. These actuators are available in a range of sizes so I simply chose the size that best suited the installation. The installation of this 12v actuator expanded my knowledge of relays, as a DPDT relay is required to power the actuator *up* when lights are on, and then to power the actuator *down* when the lights are turned off.

The replacement loom provided the opportunity to upgrade the original two-fuse design to six. The old positive earth radio was upgraded to a modern unit, a compact type being required to fit the original dashboard aperture. Extra wiring was added to provide for radio speakers and puddle lights in each of the doors. (Yes, they use the switched earth circuits referred to earlier!) Under the bonnet, special care was taken to capture and secure all wiring in shrink tube and/or convoluted tubing to ensure a tidy and safe engine bay.

Final body trim, doors, bonnet and boot

The doors have a chrome plated brass frame for the fixed quarter light and side window glass. As this was Lotus' attempt at a "grand touring" car, electric windows were a standard feature. The window motor is a US made GM part, maybe from a Cadillac or Pontiac. Since the door is double-skinned GRP, only minimal apertures for the motors were provided and a good deal of fiddling was required to re-fit and align the motors. New door trim boards were made up and these and all of the other door hardware was fitted before the doors were re-hung into the body. Once again, alloy bobbins bonded into the bodyshell provide the mount points for the door hinge assemblies. The parts-bin approach to the manufacture of these cars is very evident when working on trim items. All the major car makers of the time are represented.

The bonnet is a single skin, forward hinged affair with a rudimentary frame to support the hinging. Two bonnet release mechanisms (Ford Escort/Cortina) are operated with a single cable release attached below the dashboard on the driver's side. A good deal of fiddling was required to get the bonnet level and releasing correctly! The early +2's never had an under-bonnet light, but a modern LED light seemed like a worthwhile addition to show off the modern mechanicals below.

Having sorted the headlight pods, the 7" sealed beam type lamps were easily installed, but the adjustment system requires the original Lucas type shells to house the sealed beam units. One of mine was bodgy but the local "YesterFord" parts man provided a new Cortina unit, complete, which was exactly right. It was an Australian-made aftermarket part of the era! The front side lamp/indicator assemblies are quaint units sourced from an obscure British bus. They are still available in Britain (probably reproductions) and one new one was bought to complete the front end.

The tail-light assemblies of the early +2 were Italian Carello units used on Alfa Romeo GTV's. They are as scarce as hen's teeth and e-bay offerings were expensive and in very poor condition. I resorted to lense repair glue to get mine into satisfactory order. Later-built cars used the later model E-type Jaguar assemblies, and reproductions of these are readily available if required.



The original Lucas number-plate lamps were beyond recovery, so a new stainless number-plate bracket was fabricated and fitted with LED lights and a pair of recessed LED reversing lamps. (The Carello's lacked the reversing lamps fitted to the later Jaguar units.)

Final Assembly Testing

Having completed the electrical work and tested the static circuits it was time to test start the car. Any problems found now needed to be fixed before the car was sent to the trimmer. Alas, cranking, but no starting! As another club night had been held at the specialist car builders Roaring Forties (specialists in GT40 replicas), they got my call. They had a dyno and a mechanic servicing a number of Lotus owners at that time, so the car (sans trim and seats) was trailered to Anthony Haslam to sort out the problem. He was completely unfazed by the prospect and soon had a special cable and software from Emerald in England so that he could talk to the EMS and tune it on his laptop. By this time it was high summer and he warned me that true cold start settings would only be possible when the car was cold enough. (The finished car returned to him later for the final computer tweaks to achieve these settings.) Anthony is now working on his own (out of the Stillwell Racing workshop) and continues to service the needs of local Lotus owners.

Trim

Now the car was ready for trimming and glazing. I took advice early on to leave this step to the very end; you don't want to be pulling things apart again after the trimmer has done his work.

The trimmer was able to match the headlining exactly and the decision was made to use black leather on the seats, and solid and perforated black vinyl elsewhere. The original trim was very budget, so this was a nice upgrade. Similarly, the carpet was upgraded to quality cut pile rather than the loop pile so common in the 60's. Spyder had provided their GRP foundations to update the transmission console area and this (along with a console handbrake that actually works) is much better than the original effort. The auto glass guy came to the trimmer's workshop to fit the front and rear screens, but the new windscreen I gave him turned out to be broken when he took it out of the packaging! Fortunately he sourced an Australian-made replacement so the pain was restricted to the hip pocket.

On the Road

The roadworthy test was booked with a "classic-friendly" garage and passed, despite their comments on the high brake pedal pressures required for the g-test stop. They had ignored the dodgy speedo behaviour but I felt that it required another visit to Howard Instruments to have that corrected. The first real outing was a club run and the ride height had not been set – lots of sparks off the road that day! A trip to the Stillwell Racing workshop soon had the springs adjusted and ready for action. I had been pushing hard to have the car ready for the 2013 Canberra Lotus meeting over the Anzac weekend and I was still dealing with cold starts with a squirt of "Start ya Bastard". After the trip to Canberra, a Sunday morning visit from Anthony and the cold starts ceased to be a problem. A few taps on the laptop, press Save and the EMS had the start procedure it needed.



If Chapman and Hickman were here today, they probably wouldn't be offended by the modern Ford twin cam Zetec engine, or the other updates the car has received. We'll never know. The car still "feels" like a '60s era Elan +2.

Post Script: The car received the LCV Restoration Award for 2013.



Off to the trimmer, on its own wheels, but hopefully, for the last time on the trailer.



The car received the 2013 LCV Restoration Award.

A somewhat forgotten wedding anniversary



▲ Northaw Church



◀ The gang from Lotus. L to R: Rhonda Costin, Mike Costin, Fred Bushell, John Standen (in the funny hat), Nobby Clark, Betty Hobson, Peter Ross, Colin Chapman, Mac McIntosh, Hazel, Peter Mayes, Tony and Gill Mc Cusker.



▲ Colin and Hazel at the reception. Hazel said there should be 21 candles.

A somewhat forgotten wedding anniversary, Colin Chapman and Hazel Williams were married 60 years ago this month on October 16th 1954 at Northaw church. As was expected of brides in that era Hazel was late, but mistakenly so. She was getting ready in a nearby house and heard the bells ringing. Incorrectly, she thought that she should not appear until they stopped. The bell ringers, having finished their first peal, began another one. It was then that Hazel realised her mistake and hurried to the church with Colin muttering "she could be on time, just this once!!"

The church was packed with relatives and friends and the Lotus group arrived in the racing transporter with the destination displaying 'The Last Lap'.

At the reception Hazel joked that the wedding cake should have 21 candles on it as that's how long she had to wait for Colin to marry her. They spent their honeymoon in Mallorca, sightseeing on a rented Vespa.

CLA Day trip to the *Hunter Valley*



For NSW CLA Members, James Chan is currently organising a CLA drive day on the 1st November. He doesn't have specific details (work in progress) on the day, but the itinerary would most likely be an early start from the usual meeting spot then head off to Hunter Valley following the Wiseman Ferry/Mangrove Mountain route. We should arrive at HV for some lunch, and have quick look around (wine and cheese sampling maybe?), followed by a leisurely drive back to Sydney either via the Freeway or the old Pac.

If this sounds like your cup of tea (or glass of crisp Chablis!) please email James at jyfchan@hotmail.com

To tell him you are interested in joining the drive and he will email you with the further details as they comes to hand.

The Europa Mann

PART 3



In my last article the S2 Elan had been loaded onto the trailer, and Krishnan and I drove off into the morning sunshine for an uneventful trip back to Melbourne.

by Richard Mann

There's nothing like a decent drive home to mull over and plan out the restoration of a new project. And nothing likes an existing project to get in the way of a new project.

So like a good lad I had to finish my homework before going out to play. The homework consisted of getting the S2 Europa back on the road. About 12 months earlier I had "reconfigured" my delightfully unique big bore stroker Renault engine. The new configuration was a 7 valve 3 cylinder with 4 ventilation holes – 2 in the block and 2 in the sump.

Some eight years earlier I had built it as the "biggest" capacity engine I could comfortably put inside a Renault 16 block, which is nominally 1565cc from 77mm bore. I fitted bigger diameter Renault 18 cylinder liners, which started life at 79mm, then had them bored to 81mm. The crank grew 3mm in stroke thanks to some offset grinding, and Honda rods and Mazda pistons, plus a massively decked block, delivered a 1793cc engine with a comfortable 140+hp. All these bits took considerable time to fettle into one running lump, and after blowing up

this wonderfully fettled lump, I didn't have the desire to build one quite so complex. In the interim I had experimented with 81.75mm pistons using donor 79mm liners, but this resulted in liner failure for an owner who had a bit of a track record for blowing up engines at Sandown. So now that I had followed in Mr Arnolds footsteps, I didn't want to add another exploder engine to the record.

So Europa engine Version 3.2.8 went back to basics, plus required a good rooting through the cupboards to dig out bits. When an engine drops a valve at 7000rpm there's lots of inertia, twirling bits, and bits that want to go in the same place as other bits, where there is just enough room for one bit.

During my university days I learned a lot about sex, drugs and rock & roll. I also vaguely remember that energy can be expressed in mathematical and scientific terms. To study these causes and effects of energy, I removed the cylinder head of this reconfigured engine, and amazingly, without the use of slide rule,



vernier caliper, abacus or iPhone, I came to the conclusion the engine was completely and utterly f*cked. From the bottom half of the engine I retrieved a flywheel and clutch. From the top, a rocker cover was retrieved and not much else, everything in-between was “merde”, to use a good Renault term.

So the new engine relied heavily on standard crank and rods to keep the cost down. To go for a bigger bore required bigger liners, and a bit of experience with Alfas got me investigating. It wasn't long before I tracked down a suitable donor liner from a 1750 Alfa engine, and my new biggest bore engine was underway.

The final new and improved lump sat waiting to be installed in the Europa and I have a feeling the Elan arrived around this time. So the Europa was put back together and room made for the new toy.

On arrival the baby Elan was unloaded, much as it was loaded. Piece by piece. The body was set aside, and the chassis rolled out. It looked pretty damn good, and had some trick bits like adjustable rear spring platforms, plus 5 brand-new Mini-lite style wheels, 5 new tyres and 4 new 3-spoked spinners. Someone had spent a LOT of money on this car. The chassis had been sensibly repaired where the original front suspension towers had rusted out. Some bits of chassis rail had been removed and replaced, and the chassis number was not visible any more. Surprisingly I found all the removed bits of rusty chassis tucked away in a box, but the chassis number was still not to be found. I had a pretty good idea where the number should be, but in true Lotus fashion, these early Type 26 Elans were lacking attention from the factory. I'm not sure I've ever seen a Type 26 with a chassis number stamped on it...

Curiously I did find a number stamped on the chassis, but in an area unseen when the body is on the chassis.

An email to Marc Schagen and Andy Graham (Lotus archivist) drew some disappointing news. This dodgy looking number appeared to have been applied by the previous owner, and he had “borrowed” it from the previous owner to him – Peter Simms. So I now had a chassis that had been stamped with a number that aligns with a 26R. Ha – no-one is going to believe that! So with nothing recognisable stamped on the chassis, and no chassis plate, I had a bit of research to do. When the chassis number eludes you, there is always the body number. Or so I thought...



Book Now – Call John King 9819 9819

Saturday 25th & Sunday 26th October 2014



*Goldfields
Gallivant 2014*



LEN TERRY 1923-2014

Len grew up in London, starting work at 14 in a theatre as an office boy. A wise career move soon saw him in the RAF as an instrument maker and, when demobbed, as a draftsman with Eveready Batteries. Motor racing as a hobby saw him join with Maurice Philippe and Brian Hart to build the Delta, a Formula Junior car. The three of them then followed with another FJ car, the Moorland, before Len went out on his own building the Terrier Clubman car, and a Terrier FJ.

Joining Lotus in 1956 as a draftsman, Len was soon promoted to senior designer working directly under Chapman. Len remembers "I was a down to earth, practical sort of bloke and so I was exactly the sort of person Colin needed... to filter some of his wilder flights of fancy, and I could usually do that. The only problem came when the bee in his bonnet was buzzing so loudly that he would not listen to reason".

Terry did design work on the 15 and 17, and it was the 17 that saw the two clash violently. During the 1950s Lotus cars were winning everything, but this soon halted when the Lola Mk1 blew everything to the weeds and became the first car to lap Brands Hatch in under



▲ Often lauded as the most beautiful Formula 1 car ever, the Len Terry designed Eagle Mk1 with Dan Gurney at the wheel.



▲ Type The 38 restoration commences at Classic Team Lotus. From left to right Bob Sparshott, Graham Clode, David Lazenby, Len Terry and Bob Dance.

a minute. Driven by Eric Broadley the Lola won its first sports car race by 24 seconds beating all of the fast Elevens and other Lotuses. Colin went apoplectic, Len Terry recounts "...he simply would not listen to reason, the new car to beat the Lola, the Lotus 17, had to be smaller than the Lola (already much smaller than the Eleven). Colin was convinced his design was a winner, telling Len "this car (the 17) is going to make the Lola look like a London bus!". I tried to tell him that cars can be too small because you have to allow...for suspension movement. There was no reasoning with him so you simply had to "go along". In the end the 17 was assembled but "when the car went into a corner, the front seized up causing massive oversteer. Coming out of the corner the suspension was released causing massive understeer!"

In 1959 Len privately teamed up again with Brian Hart and built the Terrier MkII. Tuned and driven by Brian Hart, the Lotuses (this time racing Sevens) got their doors sucked off by the Terrier. (Alright 7's don't have doors, but give me a bit of poetic licence will you!) It was another humiliation Chapman could not countenance, Len Terry was fired. In his book '*Colin Chapman Wayward Genius*', Mike Lawrence suggests there were other matters at play, as apparently Len had been encouraging staff in the drawing office and development shop to rebel against rules that Chapman wanted to bring in when they moved to Cheshunt. Colin got word of the mutiny and Kapow!! Bob's your uncle! (Or Len, as the case may be!)

But by 1962, Len was back at Lotus and was put to work in the Indianapolis car, the 29 which he was almost totally responsible for. The 29 was a larger and stronger version of the 25 with offset suspension typically used on oval track cars. Jim Clark finished second in a race that he should have won.

When the Lotus Cortina was first tested at Snetterton by Clark it oversteered with terrifying certainty. Len carried out modifications to the rear suspension that converted this into understeer and the tendency of the car to lift a front wheel when cornering heavily, much to the delight of circuit spectators all over the UK. But whilst Len had some success with the Cortina, it was the Lotus 30 that he and Colin would have massive disagreements about.

When Lotus did not get the job of designing a Le Mans car for Ford (it went to Colin's arch rival Lola and the GT40 was born), Chapman, in a fit of rage, decided to design a car that would prove Lotus was the greatest designer in the world. The frantically cobbled design of the Lotus 30 horrified Len Terry who recalled "it was based on...the Elan chassis with the engine at the back and it had the stiffness of a rice pudding...constructed of 20 gauge mild steel it was all spot welded and...had no chassis stiffness worth talking about!"

► *Len Terry in later life with a model of the Indianapolis Lotus 38 the design of which he was almost totally responsible for.*



Walking away from the 30, Len then went to work on the 33 which in 1963 took Jim Clark to his second World Championship. Probably, however, Len is best remembered for heading up the Lotus 38 project which took Clark and Lotus to victory at Indianapolis and changed that famous American race forever. At the end of the race, looking forward to victory celebrations, Len was handed an airline ticket by Colin telling him he needed to quickly return to Cheshunt to deal with some very serious problems at the factory. With a helicopter standing by to whisk him to the airport Len was soon back in Hertfordshire only to find everything was running tickety-boo. There were no problems, Chapman simply did not want him to share in the celebrations in Indiana!

In 1965 Len decided to leave Lotus again and went to work for Dan Gurney, working on his Indianapolis cars as well as Formula 1. One of these, the Eagle Mk 1, in which Dan won the Belgian GP of 1967, is often promoted as one of the most beautiful F1 cars of all time, and a lasting testament to his genius. But Len was not completely done with Lotus yet.

In 1976 Lotus were having problems with the front tyres of the 77 formula 1 car not getting heated quickly enough. Len Terry who then ran his own design consultancy, was called in for help. Len went around to Ron Tauranac* at Ralt, got 2 uprights and redesigned the front suspension around these. Ron today vividly recalls the transaction. "I let them buy them, but when I heard they were for Chapman, it was cash up-front only!" In any case Len Terry's redesign worked and Mario Andretti final won the last race of the season the Japanese GP.

In 1983 Len retired from the motor sport business and moved north from his native London in 1983 to Lincoln's Doddington Park when he set up a business designing replica vintage vans.

In later life Len was an active cyclist and a keen supporter of Classic Team Lotus. He died in late August this year aged 90.

*Readers may recall Ron Tauranac was our guest speaker at Lotus 2013 Gala Dinner in Canberra.



▲ *The Len Terry designed Terrier Mk2, which for a time destroyed the domination of the Lotus 7's on the racetrack.*

AN OCCASIONAL SERIES ON

LOTUS ELITES

Number 2

Chassis No 1049 – The first Elite sold in Australia



by Peter Murray

At Cheshunt? Derek Jolly's photo of Mills Bates and his Elite on delivery day.



The undated, hand written note, signed S.E. M. Bates says, in part:-

Dear Mr Jolly,

...Incidentally, I have had an Elite on order for about 12 months or more. I am hoping to take delivery in the UK in late April or May..."

The reply, dated 4th March 1959 commences:-

"Dear Dr Bates,

This is my official letter confirming the ordering of one Lotus Elite through myself, to be delivered in England early this year."

The letter was signed by Derek E. Jolly in his capacity as Lotus agent in Australia.

Later letters between Mills Bates and Jolly show that Bates was intending to be in England for a medical congress, arriving on June 12th and wanting to collect his Elite on June 13th. It seems doubtful that his hopes were met. The Lotus production sheets reproduced in Dennis Ortenburger's third book on the Elite show a date of 20/8/59 as well as the date 31/12/59 when the car was eventually invoiced to Jolly.

With such an early build date it is likely the car was one of the first built at Lotus' new Cheshunt premises.

Bates took time out to attend Le Mans and watch Jolly racing in the Lotus 15.

In mid September, Bates, still in England, wrote to Jolly "I have been having a fair bit of Elite trouble – rear suspension unit – now OK, I trust".

As the car was to be exported to Australia it was registered and driven by Bates in the UK with the export plate XGT 511 then returned to Lotus to

be exported under Derek Jolly's Import Licence Quota. The car was most probably shipped in November 1959 together with another Elite, chassis number 1073 although the 1960 February issue of Australian Motor Sport reported it as being the first Lotus Elite in Australia.

Sydney Edward Mills Bates was an Englishman and an Oxford trained ear, nose and throat



The Elite at the Australian Tourist Trophy Australian Grand Prix event, Longford, March 1960. Photo taken by Kevin Drage, Jolly's mechanic.

specialist who had moved to Launceston to practice in the early 1950s. By 1959 he was President of Longford Motor Racing Association. Like Jolly he had a passion for photography and the letters between the two occasionally discuss the purchasing of lenses for their Leica cameras.

It seems Bates continued to have some problem with the rear suspension after the car arrived in Tasmania and that the problem was with the dampers and this had been discussed as a warranty item with Tony Caldersmith (Lotus Service Manager) and Ron Richardson (Lotus Export Sales). He also complained that the gearbox was "still as stiff as hell" and he was contemplating selling the car for a new Special Equipment Elite.

In February 1962 an advertisement appeared in *Australian Motor Sport*:-

LOTUS ELITE

With four in the family and a busy practice I just cannot find time to drive this fabulous car.

Light blue with red upholstery.

Stage 1 engine. Never rallied or raced. Genuine 11,000 miles. Inspection invited.

One of the last hand made cars.

Final check by Chapman himself.

Will deliver given reasonable excuse.

£2,200 O.N.O.

DR BATES,

SAINT LEONARDS, TASMANIA

Bates returned to Guernsey after June 1962.

I discovered in 2009 that Bates' Elite was purchased by the Victorian Lotus Agent, John Roxburgh and registered in 1963 as HTO 439. Curiously, whilst Mrs. Roxburgh very clearly recalled the car when I spoke with her in early 2010, none of Roxburgh's friends or Lloyd Shaw, his service manager at the time recall ever seeing the blue Elite.

In 2010 I found by pure chance an advertisement in the 27 March 1965 copy of the Melbourne *Age*:-

LOTUS COUPE. This high speed sports is finished in French Racing Blue with red hide trim. Coventry Climax single overhead cam motor, stage 1 tuned has never been raced or rallied.

John Jones Motors
191-193 High St. St. Kilda
94 1680 94 4448

The advertisement appeared only once and the car "disappeared" until 1980 when a newsletter of Club Lotus Australia announced:

"Recently Dr Bates Elite has suddenly reappeared in Melbourne and the lucky owner is Scott Anderson who bought it from Mark Williams in WA. From all accounts it is in very good condition and looks as though it has had a complete rebuild. It is now Red instead of the original Blue."

Despite scouring Australia I have yet to find anyone who knows a Mark Williams who owned a light blue Elite. I have not been able to locate Scott Anderson either.

By now the car had some 30,000 miles on the odometer so it had only covered a further 19,000 miles in the 18 years since Bates sold it.

Kerry Luckins bought the car and also used it sparingly and may have entered it in the Eastern Beach sprints at Geelong in 1980 or 1981.

When Kerry advertised the car in 1997 the odometer was showing 35,200 miles. Suspecting the car had accident damage I started a full restoration at the end of 1997 and the car was back on the road in October 2000, just in time for the LCV Goldsmiths Tour.

In June 2009 Marc Schagen received an email query:-

"A friend of mine, Richard Bates, is enquiring after a Lotus Elite imported by his late father, Dr. Sidney Edward Mills Bates, to Tasmania in the late '50s-early '60s."

An email and a phone call later I discovered that Richard Bates was a ship's captain operating charters out of Turkey. He is the second son of Mills Bates and said his father had always talked about the Elite. His father had died in 1997 but he suggested that Grant, the first son might be able to find photos of the car. Grant, also an ENT specialist told me all his father's photos were with Mill's third wife in the west of England and not readily accessible. I tried to contact Grant before our UK trip last year but discovered he had died suddenly. I remain hopeful that his son, James, also a doctor, might one day trawl through Mill's transparencies and find me his photos of 1049.

Unlike the prior owners I have driven the car frequently and during the recent LCV Tour of Tasmania the odometer clicked over 70,000 miles. That's 35,000 miles in fourteen years including our long journey to Warwick for Lotus 2011.



Lots Of Trouble Usually Serious? Not in my experience.

POSTSCRIPT – Derek Jolly

Last month we ran a story about Derek Jolly as importer of Lotus Elites and briefly mentioned his foray into music.

The ABC's radio program "Rare Collections" broadcast a program on Derek on Sunday 7th September and if you'd like to catch up to the program then use this link:



<http://www.abc.net.au/radionational/programs/rarecollections/>

It adds another interesting perspective to the man.

Letter to the Editor

To: Editor(s) Lotus Notes
From: Mike Richards
Subject: Cover photo September issue of Lotus Notes

📎 via attachment email

The first thing I noticed is the acute angle of the front right upper wishbone.

An inspection of the original setup of the Lotus 25 revealed an unusual angle for this suspension member at an acute angle. Such a setup is intuitively wrong as it reduces the suspension movement in bump. However, we must assume Lotus knew what they were doing as the race results show the car was successful.

My problem with the photo is that the angle is so acute that there is no movement left in the front suspension, except in rebound. Consequently any bump forces will be fed directly into the suspension components, thus risking a breakage at the weakest point.

Even the uninitiated, naïve reader can see there's something seriously wrong with that wishbone. In my opinion the editor should not have held the Club to ridicule for publishing such a photo. Can I ask that some care is taken in future to ensure we don't publish suspect material which reflects badly on our Club. An editorial comment on this feature of the photo would have let us off the hook, alerting readers to the fact that we weren't so ignorant that we hadn't noticed this anomaly.

It is especially ironic given my discourse on bad design features and setup in competition cars in my Presidents Shed for which I was gratified to receive an appreciative email from a knowledgeable member. This cover photo rates as a classic howler.

I don't think any amount of flim-flam, prancing up and down by celebrities, co-opting of retired Lotus personalities and entertainment frivolities would have deflected attention from the total lack of care in preparing this car, and others maybe, in the event of suspension failure and possible life-threatening consequences, given its provenance.

Mike Richards

Editors' comment

Only seven Lotus 25 were built yet they are considered by many to have revolutionised modern racing car design.

This particular Lotus 25, chassis R4, now owned by John Bowers was one of the most successful F1 chassis ever built with seven Grand Prix wins in the hands of Jim Clark.

After John Dawson-Damer acquired the car in the 1990s it was fully restored to its original Team Lotus configuration and, when bought by John Bowers in 2008 following Dawson-Damer's death, it was sent to Classic Team Lotus to be restored to full running order.

So yes, "... Lotus knew what they were doing..."

Apart from the proven technical and racing prowess of the car, we thought it was a great graphic photo and worthy of our selection for the September cover but members are always welcome to express their contrary opinions!



*Clark in the 25
at Silverstone*

The latest LOTUS fashion statement!

**COMING
SOON!**



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

SSC Lotus only Track Day

It's been a long time coming, but at last Simply Sports Cars have managed to organise their Lotus-Only Track Day at a venue other than Wakefield Park: this one is going to be at the fantastic Winton Raceway in Victoria! And as an added bonus, it's on November 15th which is a Saturday!

Moving the Lotus-Only Track Day to a Saturday is sure to make it easier for those North and West of the border to make the trip and support the event. Note as well that every Friday at Winton Raceway is a Test and Tune day, which provides a great opportunity to get some practise in before the big day.

As per the usual format, this day will include:

- **DRIVE SESSIONS**
Untimed and aimed at people who would love to drive their car around a race track just for the fun of it.
- **SPRINT SESSIONS**
A typical Supersprint for those that like to race against the clock. Dorian timers are provided.
- **RACE SESSIONS**
Practice, qualifying and three races all in a single action packed day.
- **RIDE SESSIONS**
A rare opportunity to get strapped into the passenger seat of a Lotus race car for a thrill-ride you won't soon forget.

There will be many experienced drivers on hand to offer tips on how to get your car around a race track that little bit faster. In addition, the entire SSC-Lotus team will be available to answer any questions you might have about your car, how to set it up and what modifications might help you.

As usual, a social gathering will be part of the experience. It will be on Friday or Saturday night (yet to be decided). As soon as more information becomes available we'll notify all participants.

If you're joining us at Winton, please drop a line to PJ at Simply Sports Cars on pj@simplysportscars.com.au and he'll shoot you an invoice for your participation. Be quick though – already 75% of places are booked up!





▲ 1968 Lotus Elan S4 drop head coupe

Club Permit Reg CH 4064

Australian delivered car by Geoghegans Sydney, finished in John Player Gold Leaf colours.

Vehicle is well known club car and is a multiple concours winner. It is unrestored and has travelled an original 44,000 miles with a full history of previous owners.

Vehicle has been owned by present owner for past 8 years and must be sold.

\$41,900.00 ONO

Phone Rex Beach on 0418 310 596

FOR SALE

Legendary motor racing journalist Max Stahl is offering for sale his set of "Racing Car News" magazines, complete from 1964 to 1987, all in their original binders. Very realistic price, by negotiation.

Max Stahl: 0418 451 820

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.

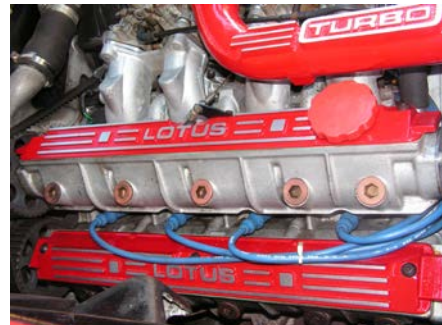
- Larini Club Sport System Exhaust
- Quick release Momo Steering Wheel
- Sports Tourer Pack – Air Con (runs well), Stereo (with iPod connectivity), Leather Dash and Door Panels, Full Carpeting, Seat upgrade to 111s (recently re-upholstered with new padding)
- SSC Rear Toe Link Kit
- Elise Parts Gear 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



▲ LOTUS ESPRIT TURBO 1988

First of the Stevens. Build number: 3074-GT.

Bought UK July 2007, imported to Australia, and restored to former better than original.

Full service history since 2007. I can tell you the compressions at every service; when the timing belt was done; when the clutch was done. The car wants for nothing. And it's fast.

See a photo album dedicated to it on my facebook page: <https://www.facebook.com/roger.harris.90475>

The car is in Coffs Harbour so I'm not expecting any tyre kickers.

\$44,500

Roger Harris: Mobile 0405 055 088

Email rogerch@tpg.com.au



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▲ 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



▲ 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

1584 cc 5 speed gearbox

630kg

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

Classifieds Advertising Regs

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.

Members: \$10.00 Non-members: \$30.00

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